

CITY OF YUMA

2022

GENERAL PLAN



4/6/2022



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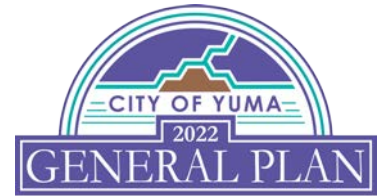


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INTRODUCTION



The purpose and intent of the General Plan is to provide general guidance for the future development of the City of Yuma.

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.



VISION

Yuma is a THRIVING, SAFE and PROSPEROUS COMMUNITY with OPPORTUNITIES powered by INNOVATION, PARTNERSHIPS, COLLABORATION and ROBUST EDUCATION – a UNIQUE PLACE that ALL GENERATIONS are PROUD to SHARE

*City Council 2021-2025
STRATEGIC PLAN*

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.
- 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 Plan and Strategic Outcomes:

- **SAFE & PROSPEROUS**
- **CONNECTED & ENGAGED**
- **ACTIVE & APPEALING**
- **UNIQUE & CREATIVE**
- **RESPECTED & RESPONSIBLE**

STRATEGIC OUTCOMES

SAFE & PROSPEROUS

Yuma is a safe and prosperous City that supports thriving businesses, access to education, and multi-generational opportunities.

CONNECTED & ENGAGED

Yuma is connected and engaged through active communication, forward-looking partnerships, and ongoing public involvement.

ACTIVE & APPEALING

Yuma plans and leverages its natural resources, public spaces and cultural amenities to support an active and appealing community.

UNIQUE & CREATIVE

Yuma is a unique and creative community, built on our shared history, sense of place, and civic pride.

RESPECTED & RESPONSIBLE

Yuma is a trusted steward of City resources; relied upon to provide premier services and regional leadership.

*City Council 2021-2025
STRATEGIC PLAN*

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.

SMART GROWTH (STATE OF ARIZONA DEPARTMENT OF COMMERCE)

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

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

An excerpt from Arizona's 1998 Growing Smarter Act

What is Smart Growth?

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

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

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

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

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

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

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

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

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

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

PLAN ORGANIZATION

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

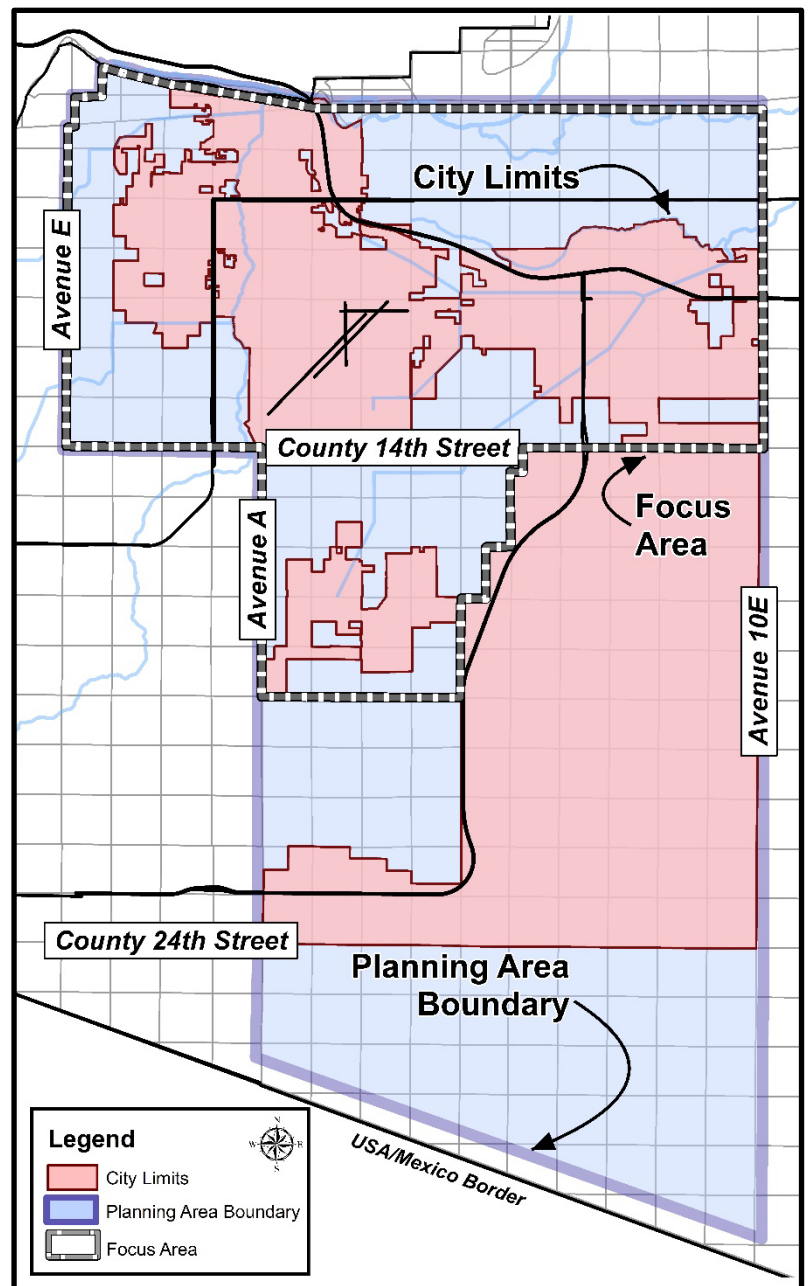
- Goals are defined as desired results and are stated as broad policy.
- Objectives are a measurable level of achievement or process to achieve the goal.

- Policies are defined as specific measures to reach the objectives and attain the goals.
- Action Plans are also included which identify a list of projects that will implement the Policies. The Action Items relate back to the City Council Strategic Plan with the identification of which Strategic Outcome is being addressed by the Action Item.

PLAN BOUNDARIES

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

- The first is the incorporated *City Limits*. This is the area that is currently part of the City of Yuma. This area includes a portion of the Goldwater Range and other federal lands to the south.
- The second is the *Planning Area*. This boundary is inclusive of the entire City limits and the neighboring urban areas that are likely to annex to the City of Yuma. These non-City areas have been included in planning efforts because of their close proximity to the City and the potential impact to the City of their development or of the City's development on them. It is likely the urban section of the Planning Area will be part of the City of Yuma at a future date. The Planning area includes the portion of the City limits located within the Goldwater Range.
- The third boundary is the *Focus Area*, which is the area examined in detail within this General Plan. The Focus Area is where major facility planning has taken place and is primarily where urban development is anticipated.



RELATED DOCUMENTS

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



STATE LAW REQUIREMENTS

The City of Yuma 2022 General Plan meets the requirements of State Law for content and scope. State Law, within section 9-461.05 of the Arizona Revised Statutes (A.R.S.), defines the number of elements that should be included and their areas of interest. Due to overlapping areas of concern and content, the City of Yuma has grouped several elements into various chapters of the General Plan with the intent being to provide a more readable and understandable document. Following is a table identifying the contents of the City of Yuma 2022 General Plan. Noted within the table is the state required element and where it can be found in the City of Yuma 2022 General Plan.

City of Yuma 2022 General Plan Element	State Required Element	Content
Chapter 1 – Introduction	N/A	Introduction to City of Yuma 2022 General Plan
Chapter 2 – Land Use	Land Use Element	Identify various and appropriate land uses within the community.
Chapter 3 – Transportation	Circulation Element	Develop a plan that identifies major roadways and bicycle facilities.
	Bicycle Element	
Chapter 4 – Recreation	Recreation Element	Develop plan to provide parks, recreation and open space opportunities.
	Open Space Element	
Chapter 5 – Housing	Housing Element	Develop standards and programs for housing quality, variety and affordability.
Chapter 6 – Redevelopment	Conservation, Redevelopment and Rehabilitation Element	Develop plans for community redevelopment and the elimination of blighted areas. Identify programs that promote home ownership, assistance to improve appearance, promote maintenance for commercial and residential and provide for safety and security of neighborhoods.
	Neighborhood Preservation and Revitalization Element	
Chapter 7 – Conservation	Conservation Element	Develop plans to protect natural resources and mitigate impacts on the environment from urban development. Identify policies that encourage and provide incentives for efficient use of energy and greater uses of renewable energy.
	Environmental Element	
	Energy Element	
Chapter 8 – Public Services	Public Services and Facilities Element	Develop plans and programs for police and fire services, water, sewer, stormwater, sanitation and schools
	Public Buildings Element	
	Water Resources Element	
Chapter 9 – Safety	Safety Element	Develop plan to protect the community from natural disasters.
Chapter 10 – Cost of Development	Cost of Development Element	Identify the fair distribution of infrastructure costs for new development.
Chapter 11 – Growth Areas	Growth Area Element	Identify areas suitable for a mix of developments and multi-modal opportunities.
Chapter 12 – Public Participation	N/A	Identify means by which the public can be informed and participate in the administration and development of the General Plan.
Chapter 13 – Implementation	N/A	Identify process by which to implement and administer the General Plan and its amendment.
Appendix A – Reference List	N/A	Reference list of background documentation.

LAND USE



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

A.R.S SECTION 9-461.07 C.1. - LAND USE ELEMENT

1. 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 general 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.
 - (f) For cities and towns with territory in the vicinity of a military airport or ancillary military facility as defined in section 28-8461, includes consideration of military airport or ancillary military facility operations. If a city or town includes land in a high noise or accident potential zone as defined in section 28-8461, the city or town shall identify the boundaries of the high noise or accident potential zone in its general plan for purposes of planning land uses in the high noise or accident potential zone that are compatible with the operation of the military airport or ancillary military facility pursuant to section 28-8481, subsection J.
 - (g) Includes sources of aggregates from maps that are available from state agencies, information from the Arizona geological survey on how to locate existing mines, consideration of existing mining operations and suitable geologic resources, policies to preserve currently identified aggregates sufficient for future development and policies to avoid incompatible land uses, except that this subdivision shall not be construed to affect any permitted underground storage facility or limit any person's right to obtain a permit for an underground storage facility pursuant to title 45, chapter 3.1.
-

This chapter is structured in four sections:

- The Background and Existing Conditions section contains a review of demographic changes within Yuma, growth and development patterns in and around the City and a summary of the City/County Joint Land Use Plan.
- The Evaluation and Analysis section discusses population and development projections for the City and a description of each land use designation included in the Land Use map.
- The Goals, Objectives and Policies, describe "what" the City wishes to achieve for

future development.

- The Action Plan identifies a list of projects to achieve the goals and which Strategic Outcome is being addressed.

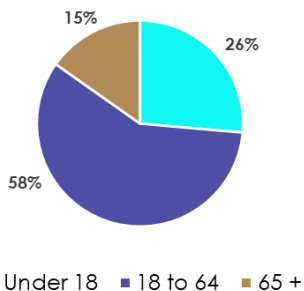
BACKGROUND AND EXISTING CONDITIONS

The City of Yuma is the 13th largest City in Arizona and has seen significant change over the past two decades (Arizona Office of Economic Opportunity July 1, 2021 Population Estimate). Located in one of the forty fastest growing Metropolitan Statistical Areas (MSA) of the United States from 2000 to 2010, much of the growth in Yuma County has been in the City of Yuma. This growth has been spurred by strong local economic conditions.

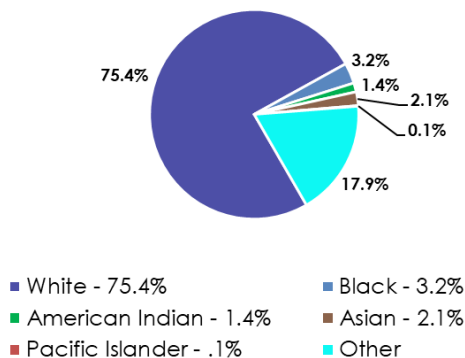
The tables below show demographic information for the City of Yuma. Until the detailed 2020 Census numbers are available, current population and housing information referenced within the General Plan will be from either the 2020 or 2021 State of Arizona Annual Population Estimate (AZ2020 or AZ2021) or the Census Bureau 2019 (5-year) American Community Survey (ACS). From the demographic data, important information that helps define the Yuma community should be noted. The Census Bureau information and growth reflected from 2010 demonstrates that Yuma continues to be a diverse community with a strong economy.

- The City population is currently 97,883 (AZ2021) which reflects a growth of 10% over the past 11 years.
- The “baby boom” population is now between the ages of 55 and 74 and make up 17% of the city population (ACS).
- The Hispanic population grew from 55% to 60% (ACS).
- The City’s population is getting slightly older, with a median age at 31.8 versus 31.3 in the 2010 Census (ACS).
- The City population age 65 and older is just under 15.2%, which is higher than the 2010 Census which identified 12.7% (ACS).
- About 26.4% of the City’s population is under age 18, which is less than the 28% identified in the 2010 Census (ACS).
- 17.9% of the population identifies as Other Race or Two or more Races (ACS).

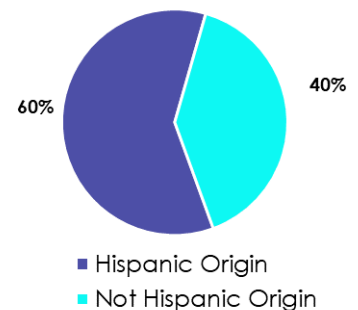
2019 ACS Age Distribution



2019 ACS Race Distribution



2019 ACS



REGION

The State of Arizona – Office of Economic Opportunity produces annual population estimates of the cities, towns and counties of the State of Arizona. Based on this information, Yuma County, with a resident population of 207,318, is ranked as the 7th largest county in the state. 70% of Yuma County resides within an incorporated city or town. The City of Yuma is the county seat. 50% of the County population resides in the City of Yuma. According to the Arizona Commerce Authority (2020) 50% of the employed labor-force resides in the City of Yuma.

POPULATION		
	2010	2021
<i>City of Yuma</i>	93,064	97,883
<i>City of San Luis</i>	25,505	36,081
<i>City of Somerton</i>	14,287	14,477
<i>Town of Wellton</i>	2,882	2,482
<i>Yuma County Total</i>	195,751	207,318
<i>Un-incorporated Yuma County</i>	60,013	56,395
<i>Source: State of Arizona Annual Population Estimate – July 1, 2021</i>		

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

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



Arizona Commerce Authority
Local Area Unemployment Statistics (2020)

	MAR	JUN	SEP	DEC	AVERAGE
Yuma County(Yuma MSA)					
Civilian Labor Force	102,359	95,892	98,890	94,245	98,120
Employment	87,812	74,191	81,794	83,670	81,310
Unemployment	14,547	21,701	17,096	10,575	16,810
Unemployment rate (%)	14.2	22.6	17.3	11.2	17.1
City of Yuma					
Civilian Labor Force	47,984	44,237	47,059	45,896	46,373
Employment	43,330	36,609	40,360	41,286	40,122
Unemployment	4,654	7,628	6,699	4,610	6,251
Unemployment rate (%)	9.7	17.2	14.2	10.0	13.5
Town of Wellton					
Civilian Labor Force	811	686	755	772	751
Employment	809	683	753	771	749
Unemployment	2	3	2	1	2
Unemployment rate (%)	0.2	0.4	0.3	0.1	0.3
City of Somerton					
Civilian Labor Force	8,562	7,924	8,235	7,917	8,173
Employment	7,496	6,333	6,982	7,142	6,941
Unemployment	1,066	1,591	1,253	775	1,232
Unemployment rate (%)	12.5	20.1	15.2	9.8	15.1
City of San Luis					
Civilian Labor Force	17,868	18,200	17,210	14,399	17,108
Employment	12,581	10,629	11,718	11,987	11,649
Unemployment	5,287	7,571	5,492	2,412	5,459
Unemployment rate (%)	29.6	41.6	31.9	16.8	31.9

GROWTH PATTERNS

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

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

Agriculture - The Yuma and Gila Valleys are the primary agricultural areas in the Yuma General Plan area with a number of operations active on the mesa. According to the 2017 Census of Agriculture by the United States Department of Agriculture, there were 193,823 acres of harvested cropland in Yuma County. The primary vegetable crops are lettuce and cabbage. The primary citrus crop is lemons. And the primary harvested crops are forage, wheat for grain and cotton.

As a major agricultural community, seasonal farmworkers are a significant component of the labor force. Campesinos Sin Fronteras estimates that between 40,000 to 50,000 farmworkers are in Yuma County at the peak of the season. Many either travel between Yuma and Salinas for seasonal farm work or travel daily from Mexico. Another sector of the farmworker labor force is federally authorized H2A workers who are contracted from other countries to live and work in Yuma for a specific period of time. Transportation and housing is provided by the labor contractor.

Military - The Marine Corps Air Station Yuma, located within the City limits, is situated on the southwest mesa. This facility actively hosts military flight training with a station population of 11,643 persons: 4,209 active military, 3,769 family members and 2,261 civilian personnel. Approximately 2,801 active military members live on-base (family housing, barracks and geographical bachelors) with 1,804 family members and 895 live off-base with 1,965 family members. MCAS Yuma uses the Barry M. Goldwater Range to the southeast for flight and ordnance training, as well as the Chocolate Mountain Aerial Gunnery 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. According to the Arizona State University Center for Sustainable Tourism Yuma Winter Visitor Study (2017-2018 Season) approximately 71,091 winter visitors make Yuma their home for the season. There are also numerous tour groups passing through with the resulting notable economic and employment increases. The mild winter climate appears to be the primary reason that many come to Yuma from northern regions, such as Canada, Oregon and Washington. Based on 2019 American Community Survey (5-Year), of the 6,802 vacant housing units in the City of Yuma approximately 3,946 dwelling units are used for seasonal or recreational housing and 286 are used for migrant workers. These numbers do not include the numerous RV Parks, with out of season empty pads available to winter visitors and travelers.

Commercial - The Downtown area was the historic commercial center in the Yuma area, but construction of old Highway 80 along 32nd Street and 4th Avenue along with the development of the 4th Avenue bridge to California, prompted the development of a string of commercial activities away from Downtown. Significant commercial enterprises along 32nd Street include numerous car dealers and retail centers. Supermarket centers and various small commercial and office activities can be found along 4th Avenue. In response to residential development in the Yuma Valley, neighborhood commercial centers have been built. The two newest commercial developments are the Yuma Palms regional retail center located near Interstate 8 and Highway 95 and the Cielo Verde commercial center at Avenue 8E and 32nd Street.

Industrial - Industrial development can typically be found near major transportation facilities. The Interstate highway, the railroad tracks and the airport all have

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

Aggregate Mining – The Arizona Geological Survey (AZGS) in partnership with the College of Science at the University of Arizona (Active Mines in Arizona) has identified two locations within the Yuma Plan area where Aggregates and Crushed Stone operations have been established:

- County 19 – Aggregate plant in the vicinity of County 20th Street and Avenue 2½E operated by Cemex.
- County 19 Plant – Aggregate plant in the vicinity of County 19th Street and Avenue 4E operated by DPE Materials, Inc.

There are also additional Aggregates and Crushed Stone operations to the east of the City of Yuma Planning Area:

- Fortuna Pit 1 – Aggregate plant in the vicinity of S Avenue 14½E and E 31st Street operated by Foothills Sand Gravel.
- Blaisdale Pit Yuma Pit #1 & #2 – Aggregate plant in the vicinity of Highway 95 and Rifle Range Road operated by DPE Materials.
- Hwy – 95 Plant – Aggregate plant in the vicinity of Highway 95 and south of East Madonna Road operated by Cemex.
- Plant #3 – Aggregate plant in the vicinity of Highway 95 and north of East Madonna Road operated by BLT Companies, LLC.

Residential - In and around the downtown was the historic residential heart of the City. But as the community continued to grow, residential development has responded and radiated out: first to the south along the edge of the mesa, then to the west in the north Yuma Valley and then to the east around Arizona Western College. The south Yuma Valley and east mesa are the two fastest growing residential areas in the City. Single-family detached housing is the most common housing type in the community. Apartments, duplexes and condominiums are also present. For the purposes of analysis, the General Plan examines decennial Census and American Community Survey data. However, the City of Yuma issued a net total of 4,212 dwelling permits over the same time period noted below.

HOUSING	2010	2019
Dwelling Units	38,626	41,162
Occupied Units	31,417	34,360
Owner Occupied	19,893	21,028
Renter Occupied	11,524	13,332
Vacancy Rate-Owner	2.6	1.6
Vacancy Rate-Rental	10.4	7.4
Average Household Size	2.86	2.79
Source: 2010 Census and 2019 ACS		

UNITS IN STRUCTURE	2019 ACS	
Total housing units	41,162	
Single unit	24,405	59.1%
2-4 units	3,203	7.8%
5-plex or more	5,304	12.9%
Mobile home	7,792	18.9%
Boat, RV, van, etc.	458	1.1%

HISTORIC DISTRICTS AND SITES

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

Brinley Avenue Historic District – The Brinley Avenue Historic District lies on the western edge of Yuma’s 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 2001. Taking advantage of the crossing point of the Colorado River, the downtown and Main Street naturally became the historic commercial center of the city. Early construction was of adobe and wood. Following the flood of 1916, which destroyed most of the buildings, brick and concrete were used to rebuild downtown.

MIXED USE DEVELOPMENTS

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

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

- The Estancia development, located on the South Mesa, is also a Master Planned Community and is intended to develop under the Smart Growth Overlay. Development plans for this project are in the initial stages and development is not anticipated for 10 to 15 years.

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

CITY OF YUMA/YUMA COUNTY JOINT LAND USE PLAN

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

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

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

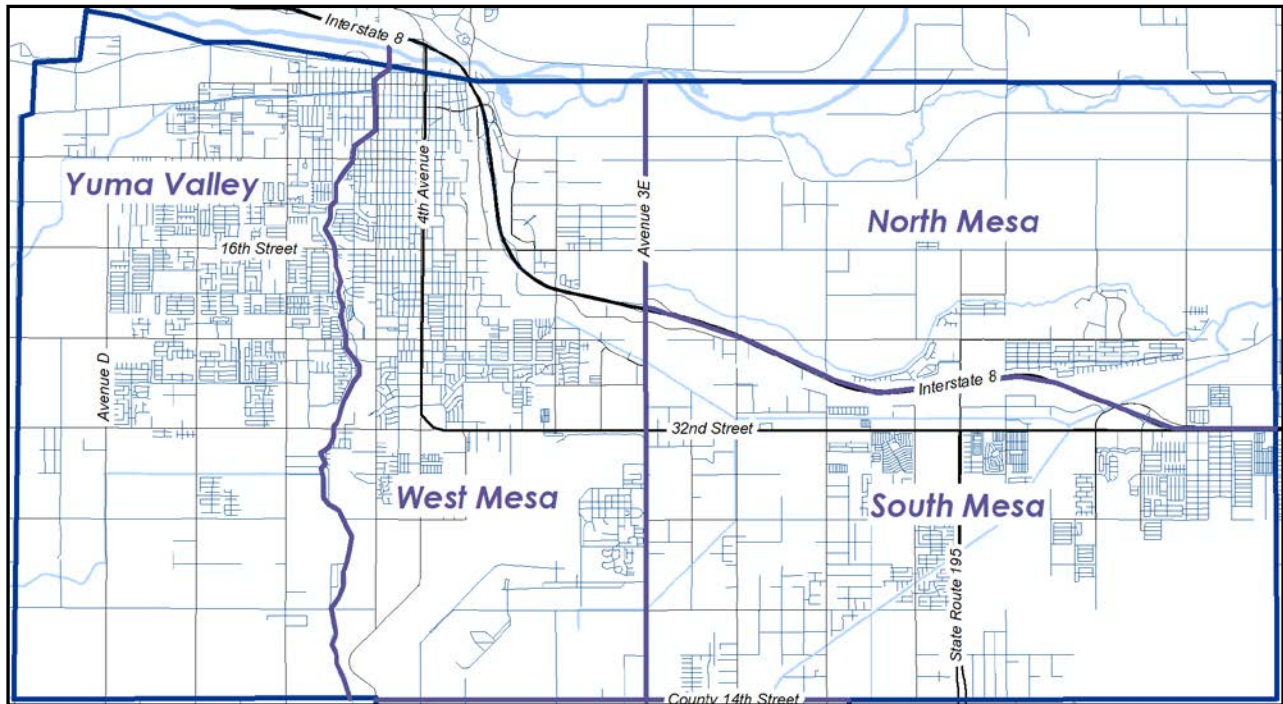
- 1) Protect the Marine Corps Air Station – Yuma: land uses were designated in and around the base and base operations that are compatible with their mission.
- 2) Concentrate Urban Development: Concentrate urbanization within areas currently provided or planned to receive City of Yuma water or wastewater services.
- 3) Protect Agricultural land: By promoting concentrated urban development, the resulting urban pattern minimizes encroachment on the prime agricultural lands in the Gila and Yuma Valleys.
- 4) Promote the Colorado River: Provide public and commercial land uses as well as recreational opportunities adjoining the area’s key water resource.
- 5) Promote Commercial Nodes: Commercial nodes or centers are proposed to minimize congestion created by strip commercial development along major highways and roads.
- 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) now known as the United States-Mexico-Canada Agreement, the General Agreement of Trade and Tariffs (GATT) and the Area Service Highway (ASH).
- 7) Maintain Rural Lifestyle at Urban Fringe: Rural and semi-rural lifestyles are also accommodated through rural density development proposed on lands on the

mesa with agricultural potential having lower productivity than the Gila and Yuma Valleys.

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

EVALUATION AND ANALYSIS

Population projections for the City identify a 2055 population between 149,036 (State of Arizona Dept. of Commerce 2019-2055 Projection Series) and approximately 279,420 (City of Yuma Dwelling Unit and Population Projections). The population will be primarily focused in four residential centers: the Yuma Valley, the West Mesa, the North Mesa and the South Mesa.



All indicators are that the City of Yuma will continue to be the retail and employment center for the region. MCAS Yuma will remain as a military base and that its operations and size are likely to increase, particularly with the implementation of the F-35 Joint Strike Fighter operations. Based on continuing economic trends it is anticipated that commercial as well as industrial developments will continue and increase into the future. The City of Yuma has three officially designated Opportunity Zones – Census Tracts 1, 7 and 9.13. Opportunity Zones were established under the Tax Cuts and Jobs Act authorized by Congress in 2017. Opportunity Zones offer tax benefits on investments by business and individuals in order to spur economic development activity in distressed neighborhoods. This is done via temporary tax deferrals on capital gains if timely investments are made in Qualified Opportunity Funds (QOF).

Concerns and understanding of the national economic situation and area's unemployment rate should be discussed. Information determined in the development of the Yuma County Workforce & Economic Development Summit – Final Action Plan, suggests that there are actually two labor markets: farm and non-farm employment. These two labor markets appear to have little movement between them. Recognizing how the labor markets function and factoring the information into unemployment forecasts will help to better anticipate job training and employment needs.

The City's Strategic Plan Vision is that Yuma is a thriving, safe and prosperous community. Building into the theme of Safe and Prosperous, the City actively participates with area economic and workforce agencies to pursue and develop opportunities for job creation. The City of Yuma and Yuma County are pursuing a Spaceport designation for lands along SR-195 and east of Avenue A. The intent is to actively pursue private sector investments for the launch of non-manned rockets with the focus on mini, nano, and small satellite-launched operations.

Statewide concerns over military base viability in light of continued urban growth prompted the legislature to adopt the application of a stringent land use suitability matrix for new development in areas around military airports. These requirements are found within ARS 28-8481 and are reflected in the City of Yuma Airport Overlay Zoning District. No new residential development within the high noise and accident potential zones is allowed unless the subject property had a building permit, had a residence constructed or was approved for development in a "development plan" prior to December 31, 2000. This zone is inclusive of the 65, 70 and 75-decibel noise contours, Accident Potential Zones and the Arrival and Departure Corridor. Specific development uses are listed within the City of Yuma Zoning Ordinance Airport Overlay District. If the City of Yuma and the Marine Corps Air Station – Yuma mutually agree that an individual use is compatible with the high noise and accident potential of the military airport the use shall be deemed to comply with A.R.S. § 28-8481.

LAND USE CATEGORIES

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

- **Residential**
 - Rural Density Residential – 1 dwelling unit per 5 acres to 1 dwelling per 2 acres
 - Suburban Density Residential – 1 dwelling unit/2 acres to 3 dwelling units/acre
 - Low Density Residential – 1 to 4.9 dwelling units per acre
 - Medium Density Residential – 5.0 to 12.9 units per acre
 - High Density Residential – 13.0 to 30+ dwelling units per acre
- **Commercial**
 - commercial uses
 - offices
 - wholesale or retail activities
- **Mixed Use** – area with more than one primary use category; for example, commercial and residential
- **Business Park**

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

 - businesses and retail uses (retail uses require a Conditional Use Permit when located within the 70db or higher noise contour)
 - offices
 - light industrial uses and related offices

- commercial outlets or combination enterprises
- **Industrial**
 - light industrial uses with related offices
 - heavy industrial uses with related offices
 - general commercial uses
 - industrial park settings considered in higher visibility areas along transportation corridors or other appropriate locations
- **Agricultural/Industrial**
 - continued agricultural uses
 - aviation-compatible industrial uses
- **Public/Quasi-Public:** publicly owned and operated facilities or those devoted to public use by governmental and quasi-public or non-profit entities; includes schools, churches, hospitals, military installations, government buildings, etc.
- **Resort, Recreation, and Open Space**
 - very low density residential (5 acre home sites)
 - agriculture
 - resort commercial development (such as but not necessarily limited to the following; resort centers, golf courses, exotic animal parks, parks, zoos or 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, natural reservations)
- **Agriculture**
 - lands principally devoted to agricultural production
 - Home sites on existing legal lots of record

DWELLING UNIT AND POPULATION PROJECTIONS					
Land Use Categories	Density		Dwelling	Persons	Population
	Estimated	Acreage	Units	Per Unit	
	Units per Acre				
Rural Density	0.3	11,212	3,364	2.8	9,418
Suburban Density	1	1,055	1,055	2.8	2,954
Low Density	4	12,563	50,252	2.8	140,706
Medium Density	9	4,547	40,923	2.1	85,938
High Density	15	938	14,070	1.7	23,919
Mixed Use	5	1,570	7,850	2.1	16,485
Agriculture/Industrial	---	5,400			
Industrial	---	5,676			
Business Park	---	690			
Commercial	---	2,589			
Public/Quasi-Public	---	73,384			
Resort, Recreation & Open Space	---	6,590			
Agriculture	---	28,143			
Total		154,357	117,514		279,420

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

There are a number of maps included in this element:

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

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

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

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

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

GOALS, OBJECTIVES AND POLICIES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Objective 4.3: Promote broadband infrastructure installation and support system expansion as part of land development and transportation projects.

Policy 4.3.1: Encourage developers to include broadband infrastructure planning during the early planning stages of new development.

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

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

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

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

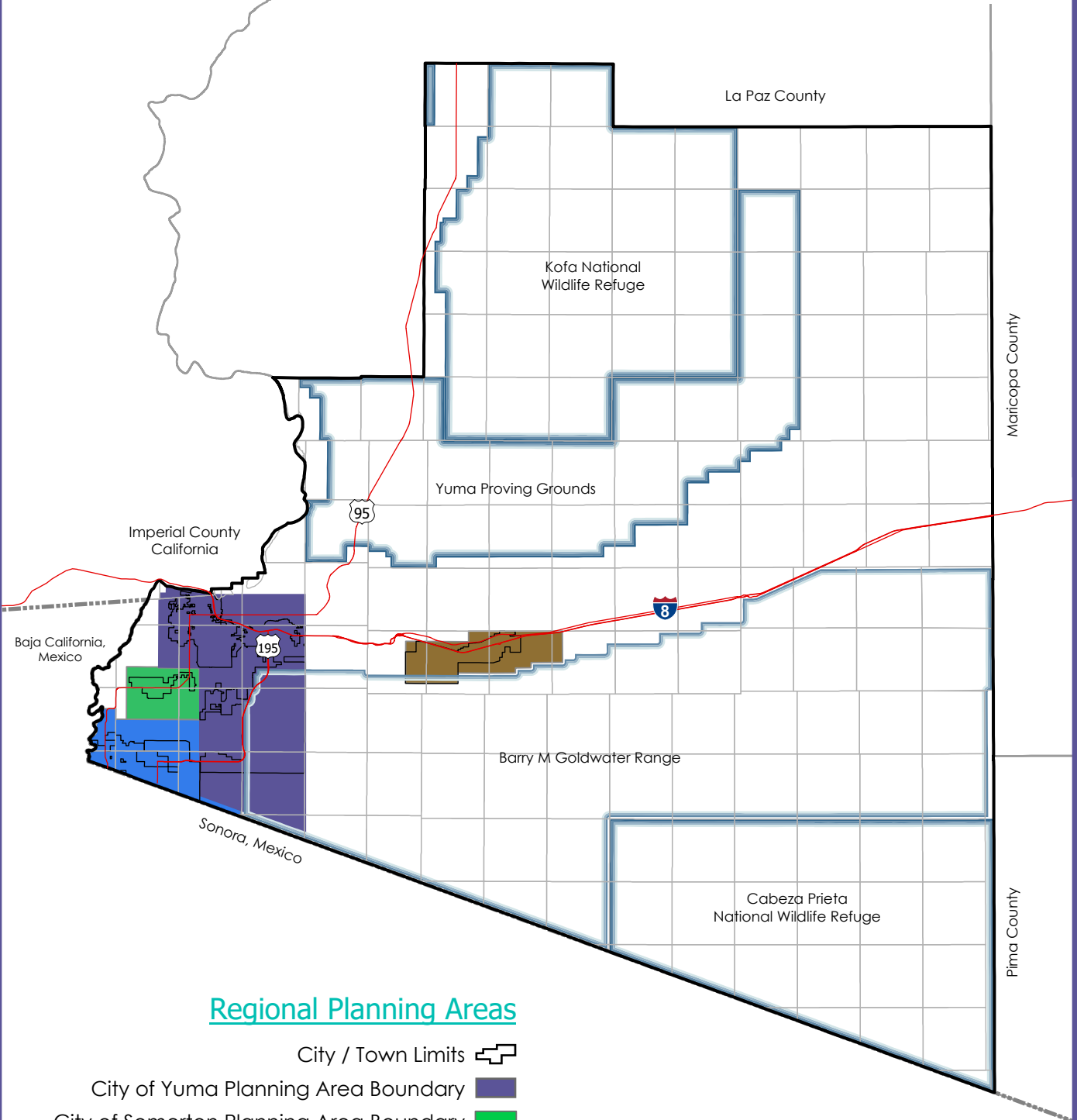
Policy 5.1.3: The City Council shall meet as needed with the Yuma County Board of Supervisors to discuss relevant City/County issues.

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







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

ACTION PLAN

Phase	Project	Responsible Agency/ Department	Funding Source	Strategic Outcome
1 - 5 years	Amend the City of Yuma Zoning Code to allow higher densities within the Medium Density and High Density Residential zoning districts.	Planning & Neighborhood Services	General	Safe & Prosperous
	Partner with MCAS Yuma and other local governments to develop a Compatible Land Use Study for future planning purposes and ensure the viability of MCAS Yuma. This would be an update to the 1996 Joint Land Use Plan.	Planning & Neighborhood Services/MCAS Yuma/Yuma County	Grant	Safe & Prosperous
	Develop a Capital Improvement Strategy for existing urbanized county areas with below standard public infrastructure that are likely to annex to the City.	Planning & Neighborhood Services/ Public Works/Parks/ Fire/Police	General	Safe & Prosperous
	Partner with the Yuma International Airport to incorporate the goals and actions of the Airport Master Plan into City of Yuma development activities.	Planning & Neighborhood Services	General	Connected & Engaged
	Support Space Port as a hub for science and regional attraction	Administration	General	Unique & Creative
	Develop an Economic Development Element.	Planning & Neighborhood Services	General	Unique & Creative
	Develop a Community Design Policy for new construction and redevelopment efforts that reflects a community consensus for development.	Planning & Neighborhood Services	General	Active & Appealing
6+ years	Develop a policy to address open space requirements in all community and neighborhood plans.	Planning & Neighborhood Services, AZGFD	General	Active & Appealing
	Develop a Transfer of Development Rights Program.	Planning & Neighborhood Services	General	Respected & Responsible
	Develop a policy to address environmental compliance regulations for new development.	Planning & Neighborhood Services	General	Respected & Responsible



Regional Planning Areas

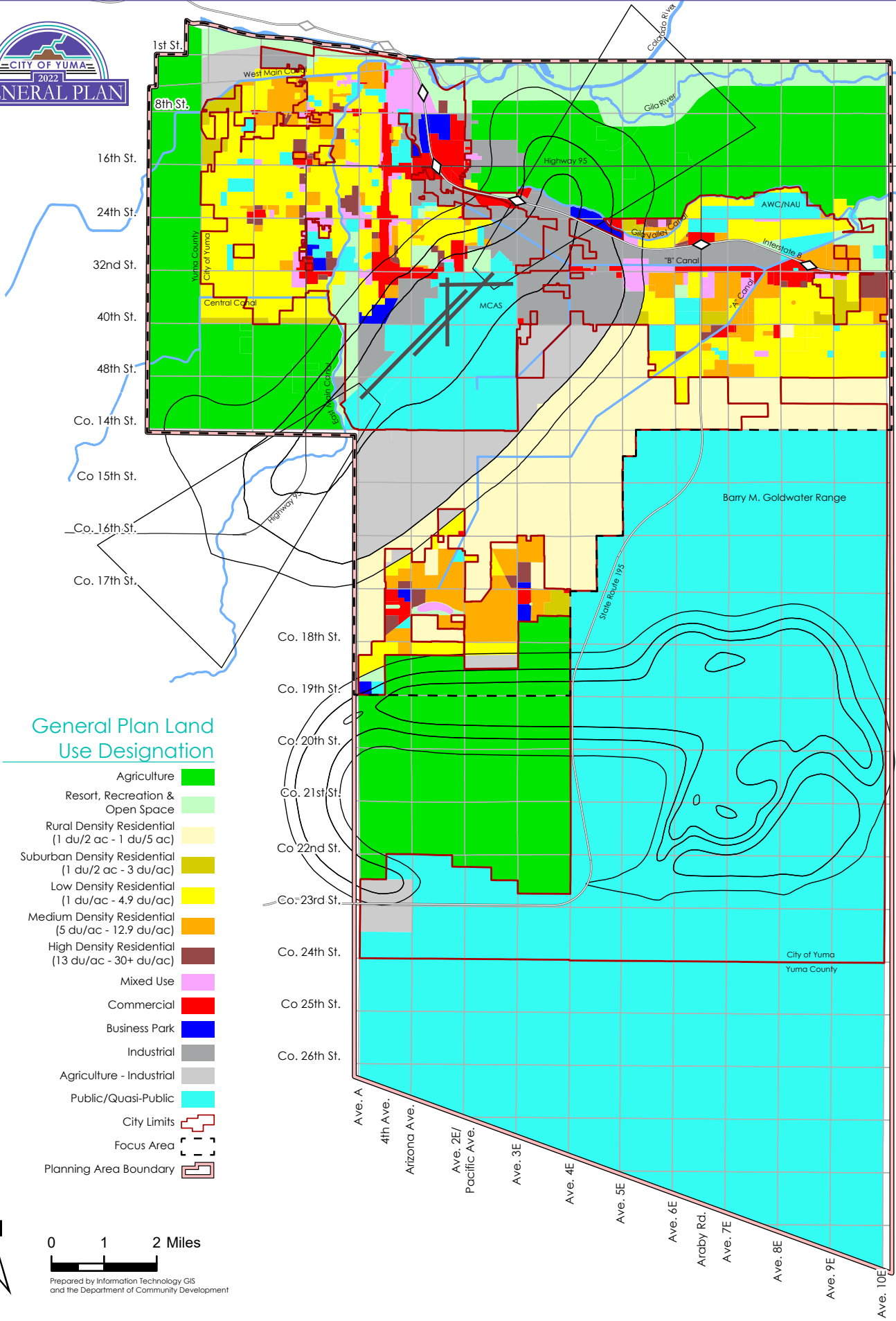
- City / Town Limits 
- City of Yuma Planning Area Boundary 
- City of Somerton Planning Area Boundary 
- City of San Luis Planning Area Boundary 
- Town of Wellton Planning Area Boundary 
- Yuma County Planning Area Boundary 

0 5 10 Miles



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General Plan Land Use Designation

- Agriculture ■
- Resort, Recreation & Open Space ■
- Rural Density Residential (1 du/2 ac - 1 du/5 ac) ■
- Suburban Density Residential (1 du/2 ac - 3 du/ac) ■
- Low Density Residential (1 du/ac - 4.9 du/ac) ■
- Medium Density Residential (5 du/ac - 12.9 du/ac) ■
- High Density Residential (13 du/ac - 30+ du/ac) ■
- Mixed Use ■
- Commercial ■
- Business Park ■
- Industrial ■
- Agriculture - Industrial ■
- Public/Quasi-Public ■
- City Limits ⏏
- Focus Area ⏏
- Planning Area Boundary ⏏

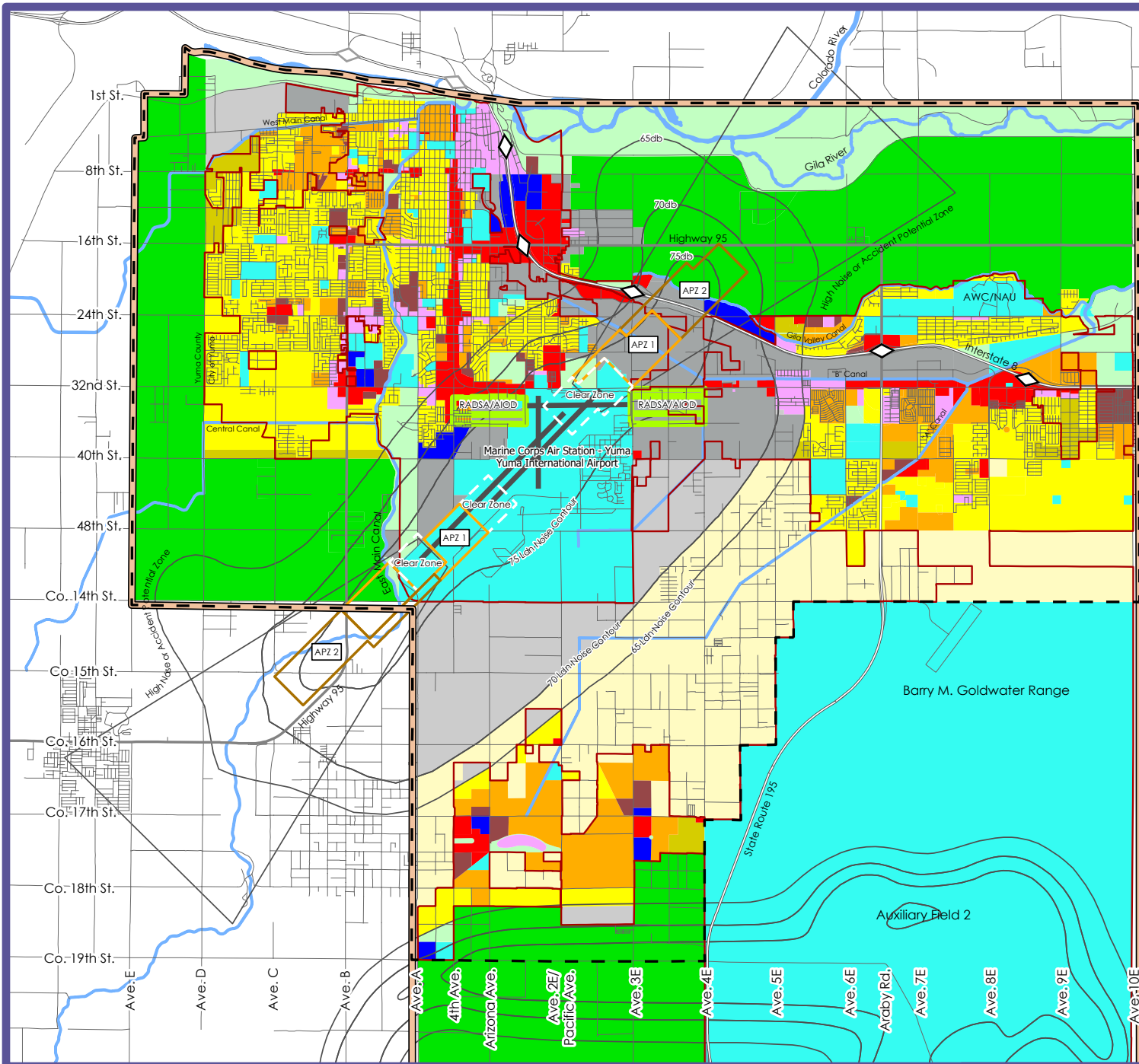


0 1 2 Miles

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Focus Area

- Agriculture ■
- Resort, Recreation & Open Space ■
- Rural Density Residential (1 du/2 ac - 1 du/5 ac) ■
- Suburban Density Residential (1 du/2 ac - 3 du/ac) ■
- Low Density Residential (1 du/ac - 4.9 du/ac) ■
- Medium Density Residential (5 du/ac - 12.9 du/ac) ■
- High Density Residential (13 du/ac - 30+ du/ac) ■
- Mixed Use ■
- Commercial ■
- Business Park ■
- Industrial ■
- Agriculture - Industrial ■
- Public/Quasi-Public ■
- City Limits
- Focus Area
- Planning Area Boundary



0 1 2 Miles

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Focus Area and Military/Aviation Features

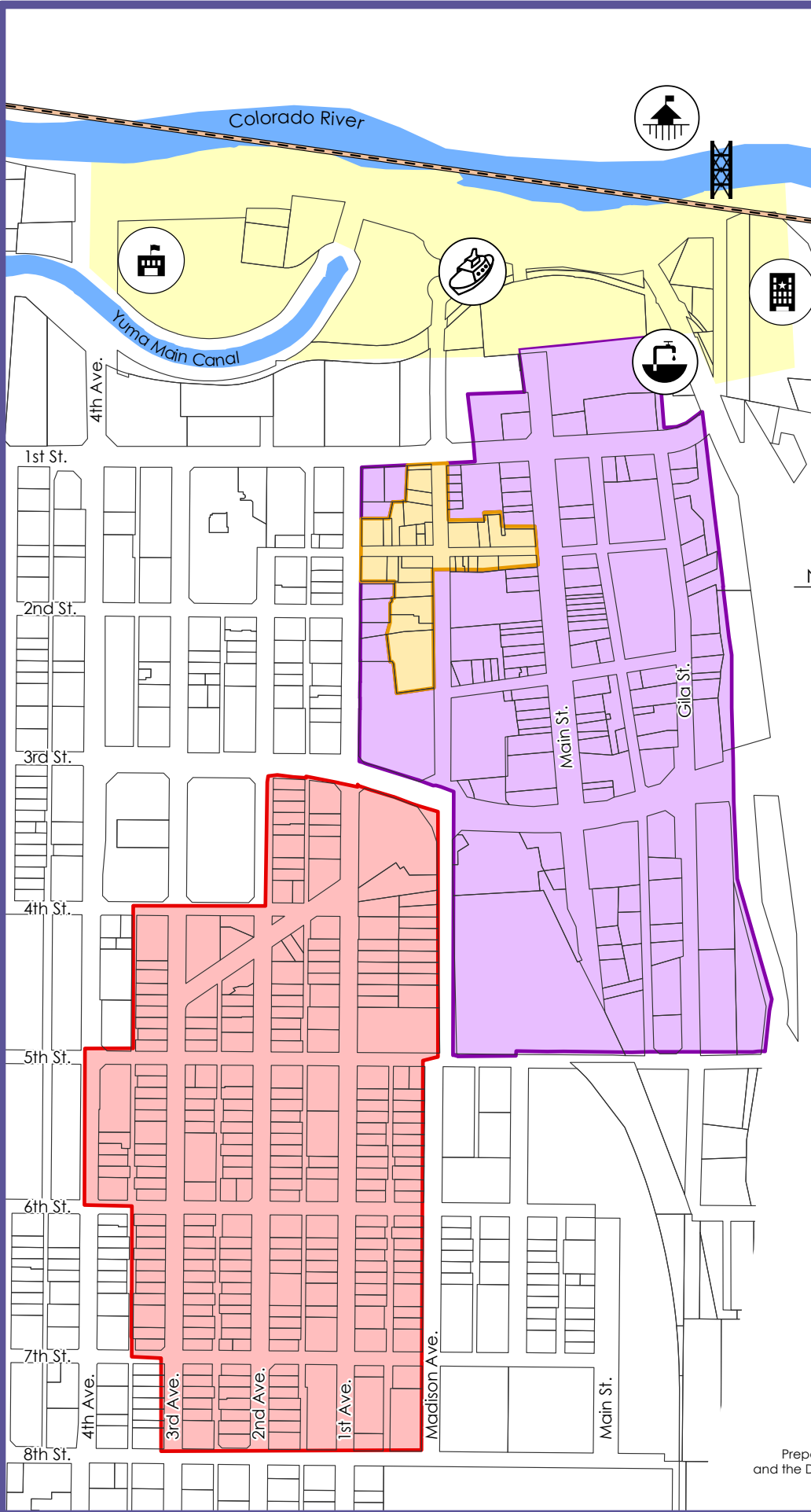
- Overflight Pattern
- Typical Arrival/Departure Flight Tracks but not all inclusive
- Noise Contour
- Runway Approach Departure Safety Area / Airport Industrial Overlay District (RADSA/AIOD)
- Accident Potential Zone (APZ1/APZ2)
- Focus Area
- Planning Area Boundary
- City Limits

Pursuant to A.R.S. § 28-8481, no new residential development within the high noise and accident potential zones as depicted in this map is allowed unless the subject property had a building permit, had a residence constructed or was approved for development in a "development plan" prior to December 31, 2000. Development within the high noise or accident potential zones of the Marine Corps Air Station-Yuma is subject to the requirements of the City of Yuma Airport Overlay Zoning District.

0 1 2 Miles

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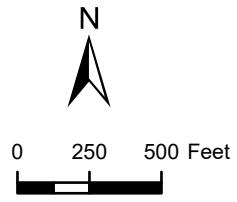


Historic Districts & Sites

- Brinley Avenue Historic District
- Century Heights (Residential Historic District)
- Main Street Historic Boundary

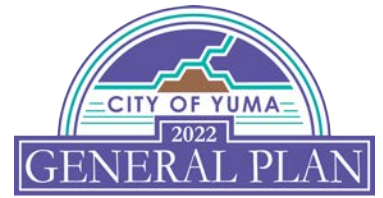
National Historic Landmarks

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



Prepared by Information Technology GIS and the Department of Community Development

TRANSPORTATION



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

A.R.S. SECTION 9-461.05 C.2. – CIRCULATION ELEMENT

A circulation element consisting of the general location and extent of existing and proposed freeways, arterial and collector streets, bicycle routes and any other modes of transportation as may be appropriate, all correlated with the land use element of the plan.

A.R.S. SECTION 9-461.05 E.3. – CIRCULATION ELEMENT

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

A.R.S. SECTION 9-461.05 E.9. – BICYCLING ELEMENT

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

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

- Roadways
 - Transportation Master Plan, 2014 and Supplement, 2018
 - 2018-2041 Regional Transportation Plan (YMPO), 2018
- Public Transit
 - Five Year Public Transportation Plan (YCIPTA), 2014
 - 2018-2041 Regional Transportation Plan (YMPO), 2018
- Bicycle: Yuma Bikeways Plan, 2018.
- Airport: Yuma International Airport Master Plan, June 2009 and July 2021 Draft.
- Rail:
 - 2010 Statewide Rail Framework Study, March 2010 and
 - Arizona State Rail Plan Update February, February 2021 (Draft)
 - Amtrak’s Vision for Improving Transportation Across America, June 2021.

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

BACKGROUND AND EXISTING CONDITIONS

MAJOR ROADWAYS

The City has targeted road improvements to address growth and is working with state agencies to address other high need roadways and intersections. Traffic system management and operational improvements have been implemented in order to reduce traffic congestion; however, these types of improvements are limited, in both application and effectiveness, and may have only had a moderate effect on traffic congestion for brief periods of time. Most of the City's roads that are used for cross-town travel were built on narrow rights-of-way and were originally designed to function more for property access than for traffic efficiency.

Much of the City's roadway system is already in place. The grid system of streets is a predominant feature for most of the City. The lack of a complete grid system in certain locations, and/or barriers that interrupt the grid system, contributes to some of Yuma's circulation problems. There are a number of roadways in the Yuma area that lack pedestrian facilities. There is also a disconnected bikeway system.

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

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

PUBLIC TRANSIT

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

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

Two types of transit services are provided:

- Fixed Route Transit - Map 3-4: transit service that operates on an established schedule and route at regular intervals, providing bus stop-to-bus stop service. Fixed-route transit operates Monday through Friday 5:25 AM to 8:30 PM and

Saturday 9:30 AM to 6:30 PM. The system consists of ten separate routes, eight of which serve the Yuma Plan area.

- Orange Route 2 - Downtown Yuma Transit Center to/from Colleges in East Yuma.
- Brown Route 3 - Fortuna Foothills Shuttle - Service within Fortuna Foothills with timed transfers to Orange Route 2 at the Colleges.
 - Gold Route 8 - Interstate 8/Wellton – The Colleges to Wellton via Interstate 8 and Fortuna Foothills. (Operates Monday - Friday only)
- Green Route 4 - Central Yuma Circulator - Clockwise Loop throughout the City of Yuma via Pacific Avenue.
- Green Route 4A - Central Yuma Circulator - Counter Clockwise Loop throughout the City of Yuma via Avenue B.
- Blue Route 5 - Quechan Shuttle - Service throughout the Quechan/Fort Yuma Indian Reservation serving Paradise Casino, Quechan Casino Resort, Andrade and Winterhaven, CA as well as Downtown Yuma.
- Purple Route 6A - Avenue A - Cocopah RV Resort and North Cocopah Reservation to West Cocopah Reservation via East Cocopah Reservation (southbound only).
- Silver Route 9 - South County AWC Connector – the Colleges to San Luis via SR 195. (Operates Monday-Thursday when college is in session)
- Turquoise Route 10 - Interstate 8/El Centro/Yuma - Downtown Yuma Transit Center via Paradise Casino and Winterhaven to Downtown El Centro (Operates Monday & Wednesday only)
- Yellow Route 95 - Highway 95 South - Downtown Yuma Transit Center to San Luis via Somerton, Cocopah Casino, and Gadsden.
- NightCAT provides a flexible demand responsive service that operates Monday through Friday when Arizona Western College/Northern Arizona University/University of Arizona (AWC/NAU/UA) is in session departing the bus stop on campus at 7:45 p.m. and 9:45 p.m.
- YCAT OnCall is a 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.
 - YCAT OnCall operates throughout Yuma County from Monday to Friday 5:27 AM to 8:15 PM and Saturday 9:30 AM to 6:45 PM.
 - The service is provided to Americans with Disabilities Act eligible County residents.
 - Reservations are requested at least 24 hours in advance.

BICYCLING

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

Four types of bikeways exist in the area:

- **Bicycle Route:** Routes are designated by the City on streets that typically have low traffic volume and speeds. Signage alerts cyclists and motorists alike to share the road; no dedicated bike lane exists. Bike routes can be denoted with

sharrow markings on the pavement which direct bicyclists to move in a normal traffic lane, sharing the lane with vehicles.

- **Bicycle Lane:** A portion of a roadway designated for the exclusive use of bicyclists through striping, signage, and pavement markings. A bike lane generally is a minimum of five feet in width and typically no physical barrier exists between vehicle traffic and bicycle traffic.
- **Bicycle Path/Multi-Use Path:** An off-street paved pathway physically separated from motorized vehicular traffic by an open space buffer or constructed barrier. A multi-use path may be within the right-of-way of a roadway/highway or fully independent within its own dedicated right-of-way. Multi-use paths may be used by bicyclists, pedestrians, skaters, joggers/runners, wheelchair users (including wheelchairs with electric power), and other non-motorized modes of conveyance. Generally, multi-use paths are a minimum of 10 feet wide.
- **Bicycle Crossings:** A facility designed to allow bicyclists to safely cross major intersections. Crossings vary based on intersection conditions. Options to increase intersection safety include: traffic signals, at-grade crossing, grade-separated crossings, and mid-block crossings.

The City of Yuma has developed an extensive network of bikeways over the past years. The backbone of the system is the East Main Canal Linear Park, which runs north to south and connects many neighborhoods through the established area of town. Running east-west on the north edge of town is the Colorado River Levee Linear Park, which connects several of Yuma's most popular parks and historic downtown. Despite a strong backbone, the existing bikeway network lacks overall connectivity since many bikeways were constructed as stand-alone projects in conjunction with new roadway construction. Particularly lacking is a connection from the West side of town to the more recent development on the East Mesa, which has a disproportionately low number of facilities. All existing bikeways are identified on Map 3-5.

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

AIRPORT

The Yuma International Airport is adjacent to Marine Corps Air Station Yuma (MCAS). The civilian air activity consists of regional service to Phoenix and Dallas Fort Worth provided by American Airlines. There are four runways, with two being used primarily for military aircraft and the other two primarily for civilian operations but all runways are used for both activities. The current taxiway system at the airport includes full-length parallel taxiways, runway exit/entrance taxiways, and stub taxiways providing access to landside facilities (passenger terminal facilities, aircraft storage facilities, aircraft parking aprons, and support facilities). The passenger terminal building provides five air carrier gate positions, expanded ticketing, and departure areas, as well as a mechanized baggage claim system. Federal Express provides air cargo services at the airport.

RAIL

There are over 1,800 linear miles of existing railroad right-of-way in Arizona. For the Yuma area, this includes the Union Pacific mainline Sunset Route that traverses southern Arizona and the Yuma Valley Railway that ran from Downtown Yuma to the Gadsden area on a seasonal/tourist basis. The Union Pacific Sunset Route carries freight and passenger service from Los Angeles, California, to Houston, Texas. Arizona Passenger Amtrak Stations are located in Yuma, Maricopa, Tucson and Benson, with no passenger connections to Phoenix. Union Pacific is improving this line into a high-capacity route (double-tracked throughout Arizona) which will increase its use in the future. The Railroad lines operated in the Plan Area are identified on Map 3-2 in coordination with the Truck and Hazardous Cargo Routes.

EVALUATION AND ANALYSIS

ROADWAYS

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

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

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

Specifically the Transportation Master Plan:

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

The Transportation Master Plan (TMP) provides a framework for developing an effective and efficient multimodal transportation system to serve the City of Yuma well into the future. This plan contemplates the City's future under an assumption of Buildout conditions, which reflect potential development over the next 40 to 60 years. The TMP has been conceived and developed to ensure transportation systems are affordable and safe. It includes policies and investment strategies for traditional roadway

improvements; but, as a multimodal plan, it also outlines enhancements to public transportation, bicycle facilities, pedestrian environments, and other mobility and accessibility functions. The principal objective is to establish a plan that promotes the health, welfare, and mobility of Yuma’s residents and visitors in a safe, efficient, and environmentally sensitive manner.

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

Traffic projections developed for the Transportation Master Plan were used to help determine the classification needed for each major roadway segment shown in this Plan. These projected traffic volumes are based on anticipated population growth through the Land Use Element of the General Plan

STREET CLASSIFICATIONS

Interstate/Freeways. Interstate 8 carries traffic across Yuma County and connects Yuma with other cities and other major roads in California and Arizona. Like most other interstate highways, this road is designed to carry high volumes of high-speed traffic to and through an area.

Expressways. Expressways may include at-grade intersections rather than grade-separated interchanges as found along freeways. Frontage roads are used in some locations along expressway corridors to facilitate access to nearby commercial property. Expressways are often constructed so that access is limited to signalized cross street intersections. There are several highway corridors in the area that are experiencing enough traffic growth to consider them for future expressway development. Expressways will only allow access at points shown as expressway intersection locations on the Transportation Master Plan (refer to Map 3-1). Other cross streets that may intersect expressways will be designed to either pass over or under the expressway, or the cross street will be terminated when it reaches the expressway right-of-way. State Route 195, also known as the Robert A. Vaughan Expressway, facilitates travel and goods movement between the U.S.-Mexico border crossing and Interstate 8.

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

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

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

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

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

Local Streets. All public roadways that are not designated as a major roadway as listed above are, by default designated as local streets. These local streets can be a residential or commercial/industrial type. Private driveways to residences usually connect directly to the local streets. The construction of local streets should, where

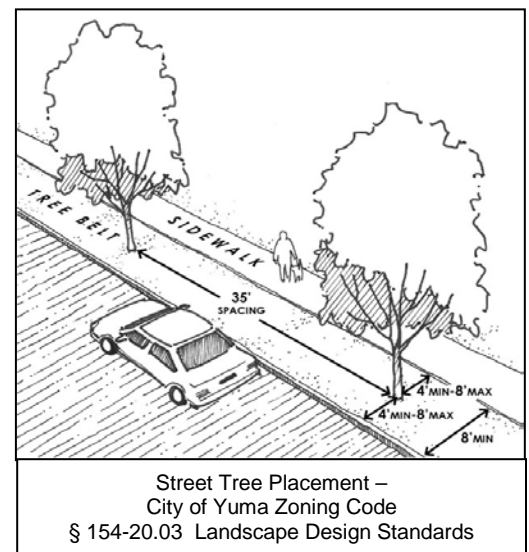
feasible, incorporate innovative designs such as those used in neo-traditional planned developments. Narrower streets with offset parking bays and pedestrian-scale lighting can be used on certain local streets to a “pedestrian-friendly” environment, as well as that for bicycles, and not merely provide for the movement of vehicles. The property access function, which is the primary purpose of local streets, can be served by numerous street designs that use a wide variety of decorative elements (e.g., planters, furniture, decorative pavers).

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

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

Traffic Calming. Traffic calming is a term used to describe a number of techniques that are typically used to slow traffic down on collector and local residential streets. Traffic calming devices include speed humps, traffic diverters, and traffic circles; however, many roadway treatments and/or management strategies that encourage the motorist to check and reduce speed can be used for traffic calming purposes. Traffic calming devices can also be landscaped and decorated so that they serve both traffic control and beautification functions.

Street Trees. The City of Yuma Landscape Regulations identify the requirements to provide landscaping to provide benefit to the community and individual property owners. The City of Yuma Tree & Shade Master Plan provides recommendations for programs and incentives for tree planting on both public and private property. Tree planting along streets, paths and rights-of-way is a priority of the Plan. Trees provide environmental, aesthetic, safety, and economic benefits. Environmentally, trees provide shade which reduces urban heat island effect, absorb carbon dioxide, and reduce stormwater runoff. Aesthetically, trees provide visual enclosure to streets, accentuate spaces, and add a human scale. Street trees serve to calm traffic speeds and absorb noise. Trees are known to increase property values and encourage pedestrian



activity in retail environments. Trees are an important component of achieving effective Complete Streets.

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

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

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

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

Historic routes can be roads that closely approximate the path traveled by historic groups that passed through the area, roads which are lined with many historic buildings, or both. Historic routes should be protected from nearby incompatible land uses, visual clutter, and heavy traffic congestion that make it difficult or impossible for motorists to view these areas and access nearby historic sites. Historic routes through the area generally follow the Gila and Colorado Rivers and higher ground along the edge of the mesa overlooking the Gila River Valley. Yuma has a rich transportation history along certain routes and three historic districts with many historic buildings lining the streets.

Gateway Corridors. Map 3-6 identifies the location of Gateway Routes. Gateway routes are typically more urban in appearance than scenic routes. These routes indicate a point of change from the interstate highway or open desert environment to an urban streetscape environment. These routes are heavily traveled by residents and visitors alike, and they are often the first streets traveled by visitors to the area and into the City. Gateway routes are the “front door” of the City and, as such, the “front door”

should always look its best. The appearance of gateway routes is especially important in contributing to a pleasant driving experience and a positive perception of the City by motorists stopping in Yuma. These routes should be protected from adjoining land uses that create a negative image of Yuma for the first time visitor. These routes also should be maintained to the highest standards. Like scenic routes, gateway routes should be protected through use of appropriate zoning designations including the aesthetic overlay district and strict enforcement of sign regulations. Gateway routes can also be historic and/or scenic routes.

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

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

Pedestrian Facilities. Improvements of major streets include provisions for pedestrian movements. Sidewalks need to be located on both sides of all streets as regulated by the City of Yuma Construction Standards Detail Drawings and City of Yuma Subdivision Code. This standard for installing sidewalks on both sides of streets also applies to roadway bridges, overpasses, and underpasses. The minimum widths of sidewalks must meet the Americans with Disabilities Act (ADA) regulations as well as City Codes and Construction Standards. All new road construction and roadway widening projects should at least include sidewalks that meet the minimum widths shown in the City Construction Standards. Sidewalks should, consistent with current practice and codes, be designed and ultimately installed so that they are continuous throughout each subdivision.

Street Naming and House and Building Numbering. City streets are named and property addresses are assigned according to the City's Roadway Naming and Addressing Policy street naming and property addressing policy (R2002-22, Adopted June 19th, 2002 and updated January 22nd, 2020). 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 and 330 feet apart, respectively.

Unlike the north-south roads in the west half of Yuma which have a number assigned to them based on their distance west of 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. Public transit also is an alternative mode of transportation for many professionals and college students in Yuma. YCAT offers a Vanpool option for larger groups of commuters by providing clearly marked vans to qualifying groups of 7-15 commuters. Passengers share the cost of operating the van by paying a monthly fee to the primary driver. The fee covers gas, insurance and vehicle maintenance costs.

The YMPO 2018-2041 Regional Transportation Plan includes specific Short and Long Range Transit Plans to provide enhanced accessibility to the system. These plans include increasing service frequencies on existing routes, creating new circulator routes in Yuma, San Luis, Foothills, Mesa Del Sol and Wellton, designing and constructing a multi-modal transit center, and establish a Transit Authority. Map 3-4 identifies the transit routes currently in operation.

BICYCLING

The vision of the Yuma Bikeways Plan is a unified bikeway network that provides people of all ages and abilities the opportunity to safely ride a bicycle in Yuma. The system promotes bicycling through a well-marked, mapped and publicized bike network.

The Yuma Bikeways Plan identifies the routes, lanes, and paths needed to provide a safe and convenient bike system (see Map 3-5). The plan includes a higher density of bikeways in the urban core and more widely spaced bikeways in the outlying areas. This bikeway system is intended to provide adequate and convenient bicycle commuting and recreation possibilities for citizens and visitors throughout the area. It also provides a framework to guide development of bicycle facilities to address current deficiencies and to accommodate regional growth.

Through the public participation process, specific values were identified that the City of Yuma Bicycle system should incorporate: Safety, Convenience, Connectivity, and Promotion. Goals and Objectives were identified building on these values and are included in the Goals and Objectives section of this chapter.

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

RAIL

The 2010 Statewide Rail Framework Study identified a number of potential activities that could impact rail in the Yuma area: expanded deep water ports and an inland port. Mexico is considering expanding their deep water port capabilities with an expansion of the port at Guaymas and/or the construction of a new deep water port at Punta Colonet. If either occurs, freight traffic through the Yuma area is likely to significantly increase. An inland port provides a location where containers from congested maritime ports are directly shipped to the inland port for processing. Following processing there are multiple options for further distribution on freight traffic: rail, truck and air travel. The Yuma area is considered a prime location for the development of an inland port with multiple transportation opportunities including highways, rail and the international airport.

Through the development of the 2021 Statewide Rail Framework, an online survey was conducted that identified respondents desire for new Amtrak routes, particularly into Phoenix, and an expansion of service through improved speeds, schedules and more frequent trains. In particular the thrice weekly Sunset Limited service with late night connections proves to be a barrier to expanded use.

Amtrak's Vision for Improving Transportation Across America, released in June 2021, identifies a number of system improvements to expand the nation's transportation infrastructure. Amtrak has identified a daily round trip passenger service between Tucson, Phoenix and Los Angeles, via Yuma and restoration of the Union Pacific Phoenix West Line known as the Wellton Branch. This former Amtrak line that ran from the Wellton area to Phoenix could provide passenger and freight service directly into the Phoenix area. This line could also serve as part of the route to connect a High Speed Rail line from Phoenix to San Diego.

GOALS, OBJECTIVES, AND POLICIES

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

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

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

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

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

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

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

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

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

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

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

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

Policy 1.2.7: The City shall continue to update within the capital improvements program its schedule of ongoing maintenance to existing streets, including curbs, gutters, and sidewalks where needed.

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

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

Policy 1.2.10: The City will continue to require that all roadway construction projects include landscaping and bicycle facilities as noted in the Bikeways Plan and the City Zoning Code.

Objective 1.3: Invest in technology to manage the transportation network more effectively through an Intelligent Transportation System (ITS).

Policy 1.3.1: The City shall implement the Intelligent Transportation System Strategic Plan.

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

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

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

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

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

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

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

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

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

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

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

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

Goal 3.0: Support a fixed route public transit system.

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

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

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

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

Objective 3.5: Coordinate with the school districts and charter and private schools in implementing the transit system.

Goal 4.0: Create and maintain a system of bicycle facilities that provides for the safety of all bicycle users, regardless of skill level or age.

Objective 4.1: Improve safety of the bikeways, particularly the road segments and intersections identified as the most dangerous for cyclists.

Policy 4.1.1: Prioritize construction or improvement of bikeway facilities on the most dangerous segments.

Policy 4.1.2: Prioritize construction of bicycle crossing improvements at the most dangerous intersections.

Policy 4.1.3: Configure traffic signals to detect bicycles at intersections.

Policy 4.1.4: Add *sharrow* pavement markings to existing and future bike routes.

Objective 4.2: Where possible, bicycle facilities should be separated from vehicular traffic on high volume urban roadways.

Policy 4.2.1: Construct bike paths or protected bike lanes on roadways with a posted speed limit of over 35 miles per hour and multiple lanes in each direction.

Policy 4.2.2: Where linear parks cross major roadways, seek to build grade-separated crossings.

Objective 4.3: Maintain bicycle facilities and road shoulders free of dangerous debris.

Policy 4.3.1: Establish a program of regularly inspecting and maintaining all bicycle facilities.

Policy 4.3.2: Promote a program to use volunteer maintenance for bicycle facilities, such as an "Adopt-a-Path" program.

Objective 4.4: Increase the number of children and adults who receive bicycle safety and skills training.

Policy 4.4.1: Partner with local schools to create school programs to educate children on bicycle safety.

Policy 4.4.2: Build a Bike Safety Town for training and education in one of the City parks.

Policy 4.4.3: Create public service announcements to educate local residents on bicycle-related laws and regulations.

Policy 4.4.4: Install pavement markings or signage to discourage wrong-way bicycle riding.

Policy 4.4.5: Increase police enforcement of traffic rules regarding cycling and motorist behavior.

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

Objective 5.1: Provide equal and convenient access, within a ¼-mile, to bicycle facilities in all neighborhoods across Yuma.

Policy 5.1.1: Prioritize construction of key bicycle facilities on the East Mesa to address the current deficit.

Policy 5.1.2: Provide connections between existing "service islands".

Objective 5.2: Enhance convenience by ensuring secure and accessible bicycle parking, connections to the transit system, and bicycle service stations.

Policy 5.2.1: Provide bike racks at all public parks and public facilities.

Policy 5.2.2: Amend the zoning code to require bicycle parking facilities for all new multi-family, office, commercial, and industrial projects.

Policy 5.2.3: Locate bikeways along transit routes.

Policy 5.2.4: Partner with local bike shops to provide bike service stations along the linear parks and at key destinations.

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

Objective 6.1: Construct segments of the bikeway network that will provide broad connections across town.

Policy 6.1.1: Construct bikeways to connect Arizona Western College with the west side of town.

Policy 6.1.2: Construct bikeways to connect the Fortuna Foothills with the west side of town.

Policy 6.1.3: Construct bikeways, preferably bike paths, that create looping routes to allow for long recreational rides.

Objective 6.2: Prioritize construction of key segments of the bikeway network that will improve connectivity and safety.

Policy 6.2.1: Develop a prioritized list of bicycle facility construction projects.

Policy 6.2.2: Improve connections between the East Main Canal Linear Park and adjacent neighborhoods.

Objective 6.3: Ensure new development is connected to the bikeway network.

Policy 6.3.1: Amend the zoning and subdivision code to require all new residential developments to provide bicycle facility connections to any and all city parks, trails, or open spaces within a one-half-mile radius of the development.

Policy 6.3.2: Construct bike lanes or bike paths on or along all new arterial roadways.

Objective 6.4: Define specific funding mechanisms for bicycle facility design, implementation, and maintenance.

Policy 6.4.1: Seek grant funding and partnerships to expand and maintain the bikeway network.

Policy 6.4.2: Develop the Capital Improvement Program (CIP) to meet the bicycle facility needs stated in this plan. Bikeways improvements should be re-assessed and re-evaluated annually in conjunction with the CIP plan.

Policy 6.4.3: Coordinate with Public Works staff to add bike facilities when roads are maintained and re-surfaced.

Policy 6.4.4: Hire a dedicated bikeways staff person to coordinate bikeways issues across departments and serve as the bicycle advocate for the City.

Goal 7.0: Continue to expand and promote public awareness of bicycle facilities, opportunities, and programs among City residents and visitors.

Objective 7.1: Promote the current bikeways network to residents and visitors alike.

Policy 7.1.1: Increase knowledge and awareness of the bikeways by publishing a highly accurate and regularly updated map of the bikeway network.

Policy 7.1.2: Publish the bikeways network map online.

Objective 7.2: Promote ridership among commuters, school-age children, recreational users, and tourists by expanding bicycling programs.

Policy 7.2.1: Encourage employer-sponsored cycling incentives.

Policy 7.2.2: Support and sponsor Bike Month activities to encourage ridership.

Policy 7.2.3: Partner with other local organizations to sponsor a Physical Activity Campaign, Bike Rodeo, and other programs to encourage children to cycle to school.

Policy 7.2.4: Implement and administer a Bike-Friendly Business program to draw awareness to tourism-related businesses who support cyclists.

Policy 7.2.5: Implement a periodic bike count program at key locations.

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

Objective 8.1: Support passenger rail boarding between the hours of 6AM and 9PM, avoiding subjecting Yuma passengers to the after midnight hours currently in place.

Objective 8.2: Support an annual status report on passenger and rail service in Yuma to the Mayor and City Council, either in person or writing, similarly to what is provided by YPG, MCAS and Yuma International Airport.

Objective 8.3: Participate in efforts to develop High-Speed Rail in Arizona with a Yuma route.

Objective 8.4: In conjunction with YMPO, identify a potential rail corridor from the International Border to the existing Union Pacific rail corridor in the City.

Objective 8.5: Support enhancements, improvements and expansion of rail lines through or connecting to the Yuma area including the Sunset Limited route and Wellton Branch.

Objective 8.6: Encourage the local promotion of passenger railroad times, prices and routes via Yuma media opportunities.

Objective 8.7: Promote the development of inland ports that take advantage of the intermodal transportation options in the Yuma area.

Objective 8.8: Promote the development of international rail service between San Luis, Mexico and Yuma, Arizona for commercial freight and passenger travel.

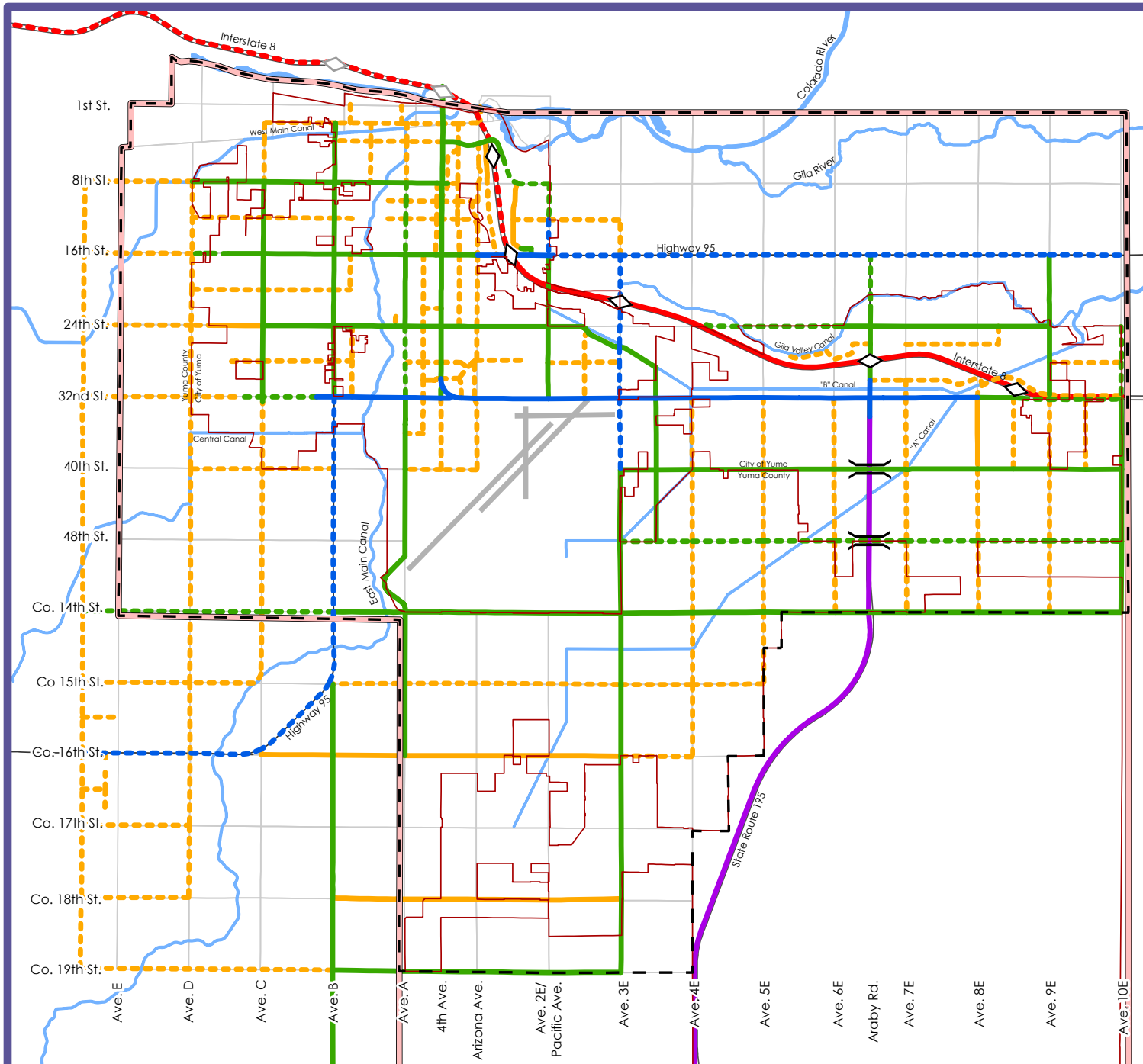
ACTION PLAN

Phase	Project	Responsible Agency/ Department	Funding Source	Strategic Outcome
1 - 5 Years	Adopt an Intelligent Transportation System Strategic Plan.	Engineering	Road	Safe & Prosperous
	Establish a Traffic Operations Center	Engineering	Road	Safe & Prosperous
	Implement an Advanced Traffic Management System	Engineering	Road	Safe & Prosperous
	Amend the zoning code to require bicycle parking facilities for all new multi-family, office, commercial and industrial projects.	Planning & Neighborhood Services	General	Active & Appealing
	Amend the zoning and subdivision code to require all new residential developments to provide bicycle facility connections to any and all city parks, trails, or open spaces within a one-half-mile radius of the development.	Planning & Neighborhood Services	General	Active & Appealing
	Develop an Integrated Multi-modal Transportation Master Plan	Planning & Neighborhood Services/ Engineering	General	Safe & Prosperous
	Establish a program of regularly inspecting and maintaining all bicycle facilities.	Utilities/Parks	General	Respected & Responsible
	Promote fixed route transit system, including bus lane/bus stop/bus shelter rights-of-way	YMPO/ Engineering	Federal/ State	Safe & Prosperous
	Install pedestrian improvements on roadways not meeting construction standards.	Engineering/ Planning & Neighborhood Services	General	Safe & Prosperous
	Develop a grant program to provide street trees within setbacks along major roadways	Planning & Neighborhood Services	General	Active & Appealing
	City Council to apply the Aesthetic Overlay Zoning District where appropriate.	Planning & Neighborhood Services	General	Active & Appealing
	Implement a periodic bike count program at key locations	Engineering	General	Respected & Responsible

	Identify and construct a prioritized list of bike paths across the Yuma community.	Planning & Neighborhood Services/ Engineering	Road	Active & Appealing
	Hire a dedicated bikeways staff person to coordinate bikeways issues across departments and serve as the bicycle advocate for the City	Engineering/ Planning & Neighborhood Services	General/ Grant	Respected & Responsible
6+ Years	Evaluate and update the Integrated Multi-modal Transportation Master Plan	Planning & Neighborhood Services/ Engineering	General	Safe & Prosperous
	Evaluate and update the Intelligent Transportation System Strategic Plan.	Engineering	Road	Safe & Prosperous

Transportation Plan

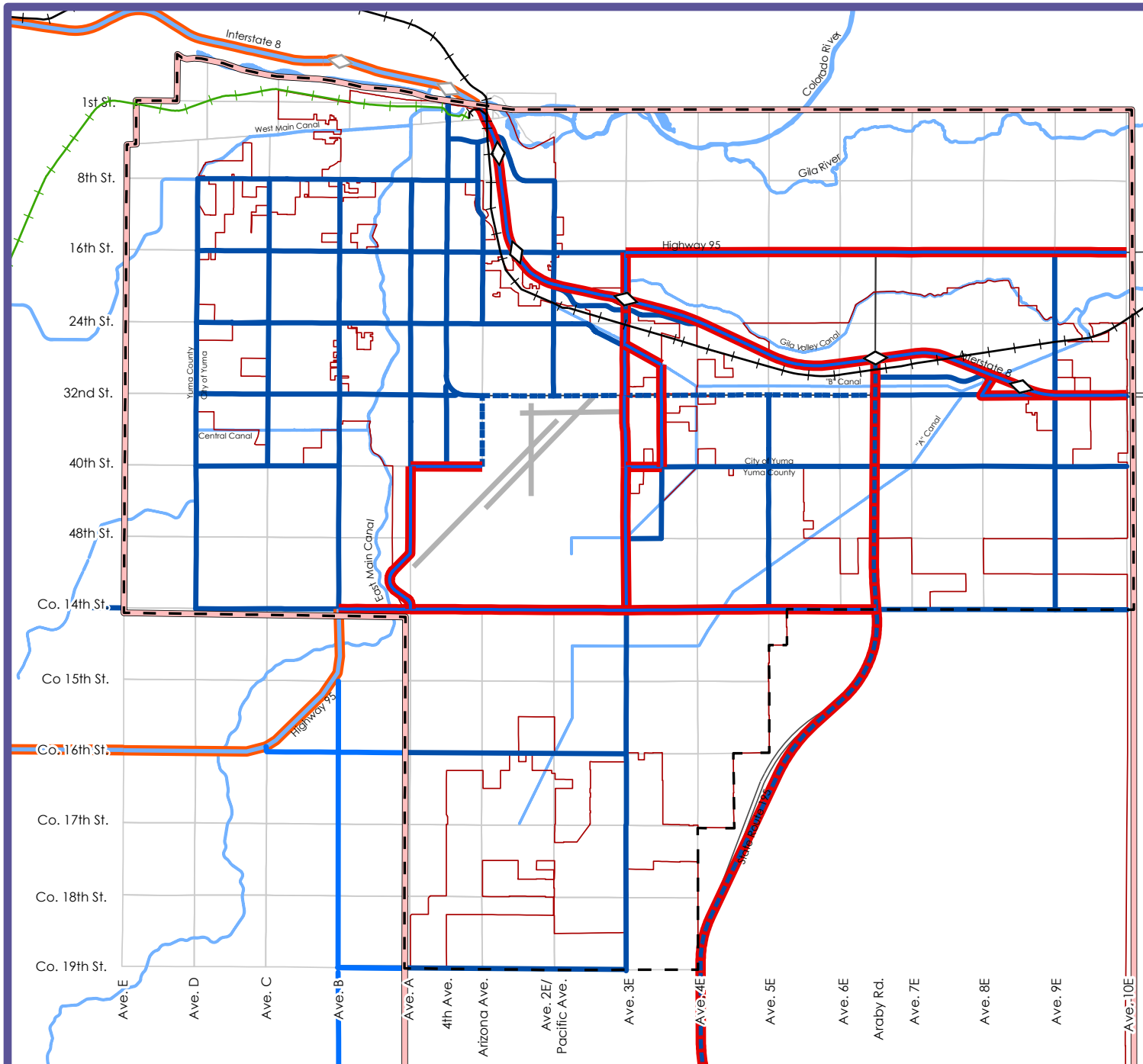
- Interstate 6 Lane 
- Interstate 4 Lane 
- Expressway 4 Lane 
- Principal Arterial 6 Lane 
- Principal Arterial 4 Lane 
- Minor Arterial 4 Lane 
- Minor Arterial 2 Lane 
- Collector 4 Lane 
- Collector 2 Lane 
- Grade Separation 
- Existing Diamond 
- Focus Area 
- City Limits 
- Planning Area Boundary 





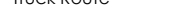
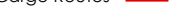




0 1 2 Miles

Prepared by Information Technology GIS and the Department of Community Development





Truck Routes

- Truck Routes 
- Designated Overweight Truck Route 
- Hazardous Cargo Routes 
- Sunset Route 
- Yuma Valley Railway 
- Focus Area 
- City Limits 
- Planning Area Boundary 

0 1 2 Miles

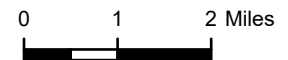
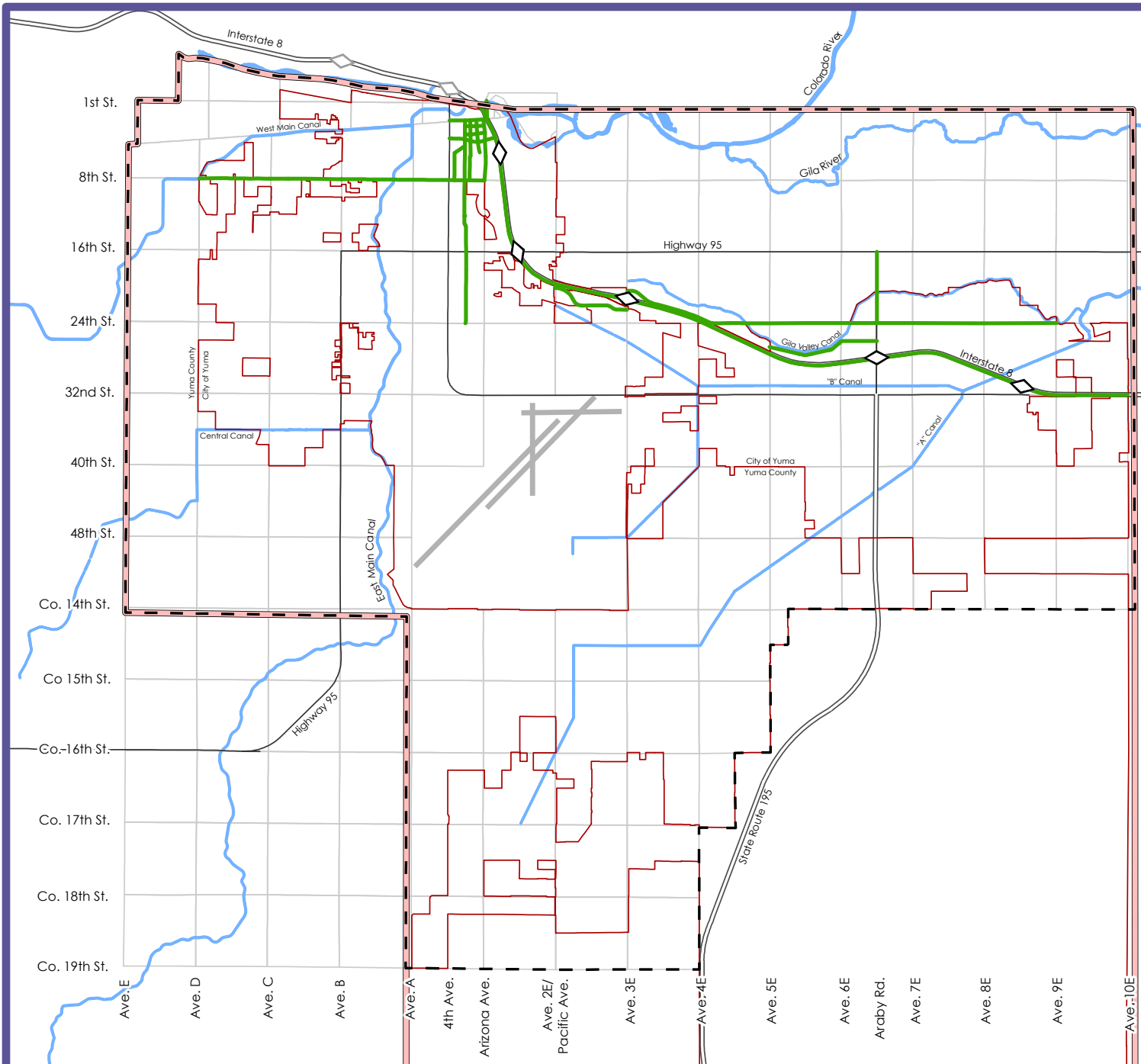
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Scenic/Historic Routes

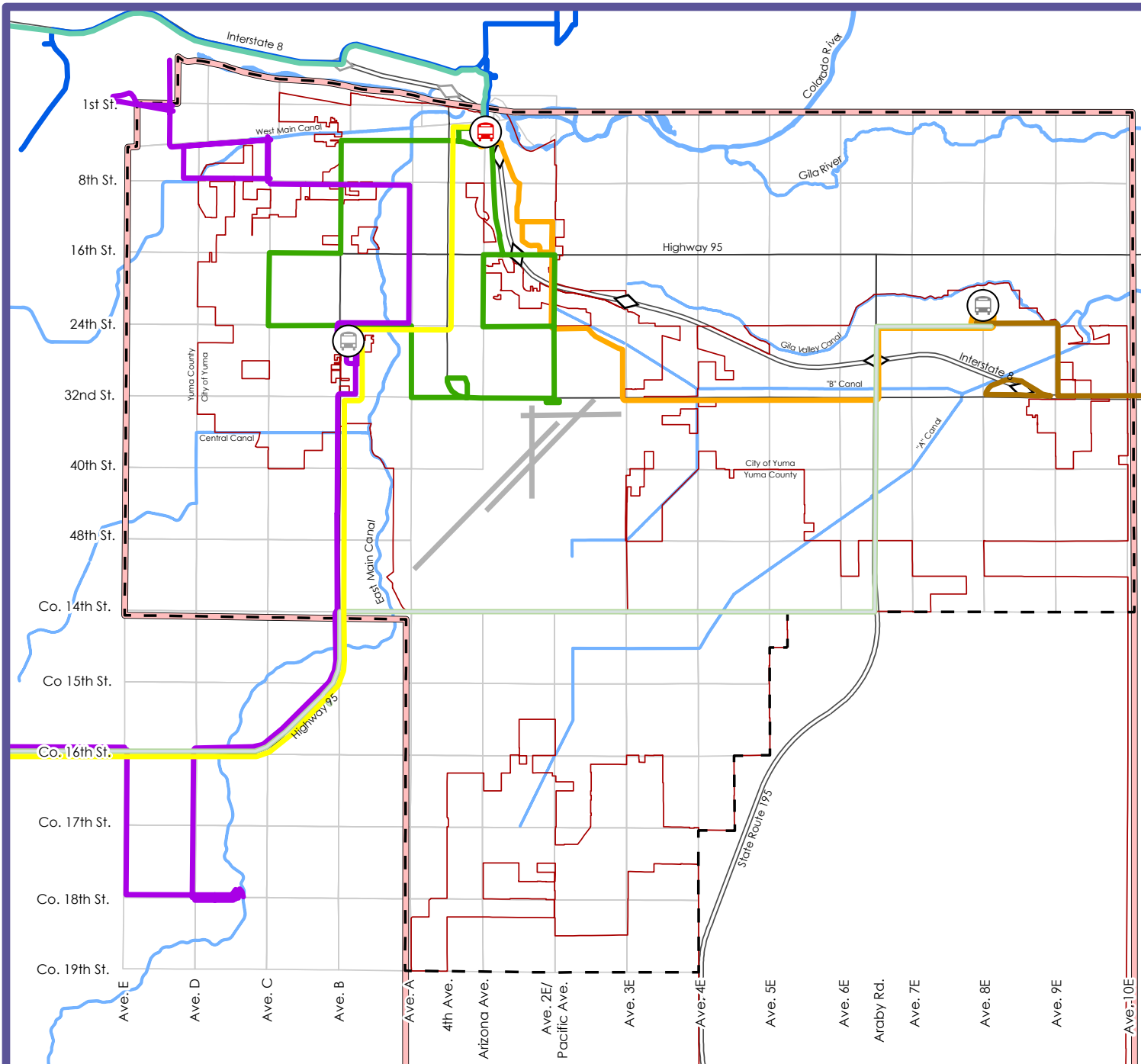
- Scenic/Historic Route
- Focus Area
- Planning Area Boundary
- City Limits



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Transit Routes

- Orange Route 2
- Brown Route 3
- Green Route 4
- Blue Route 5
- Purple Route 6
- Silver Route 9
- Turquoise Route 10
- Yellow Route 95
- Transit Center
- Transfer Hub
- Focus Area
- Planning Area Boundary
- City Limits














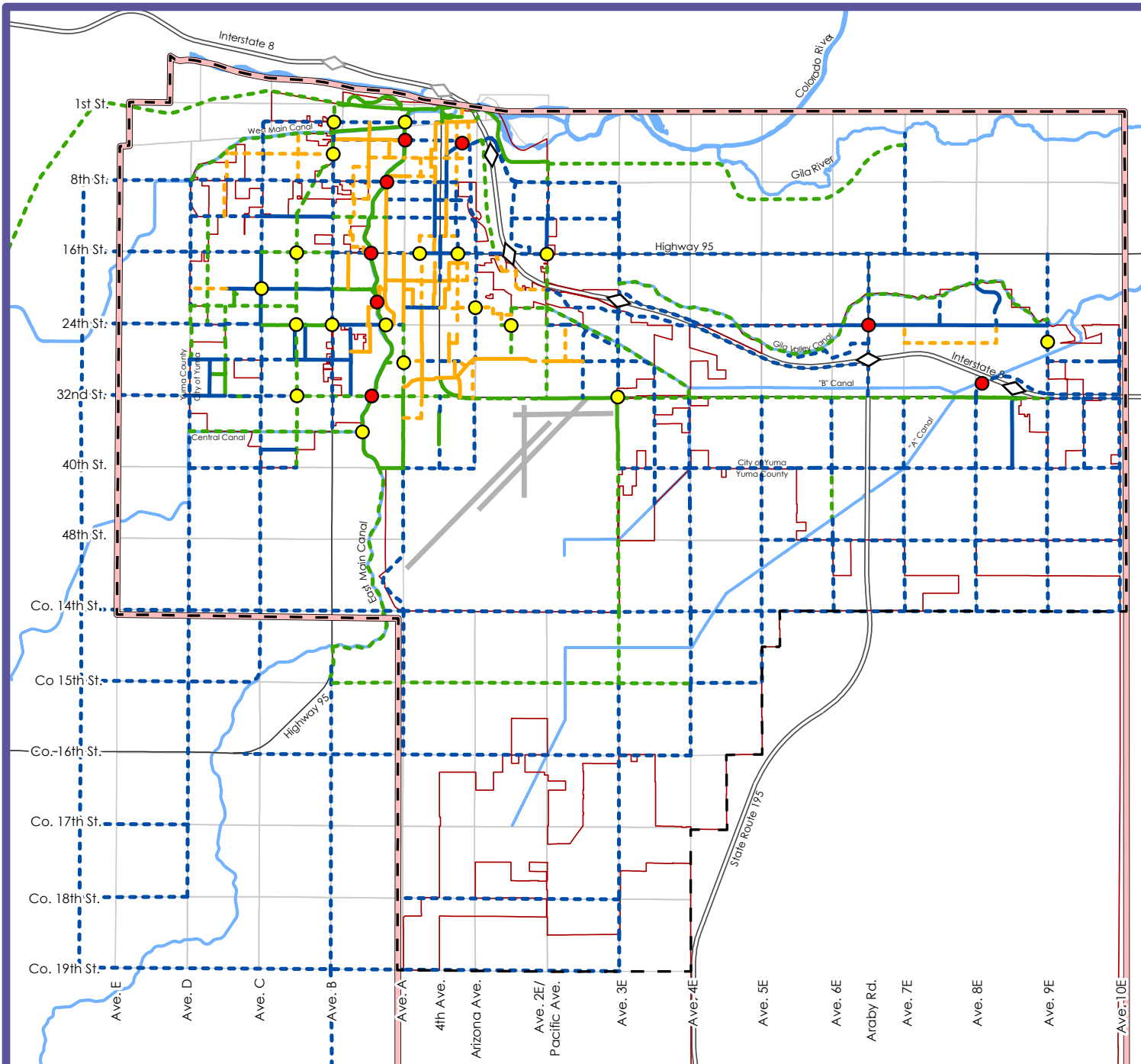
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Bikeway Location Plan

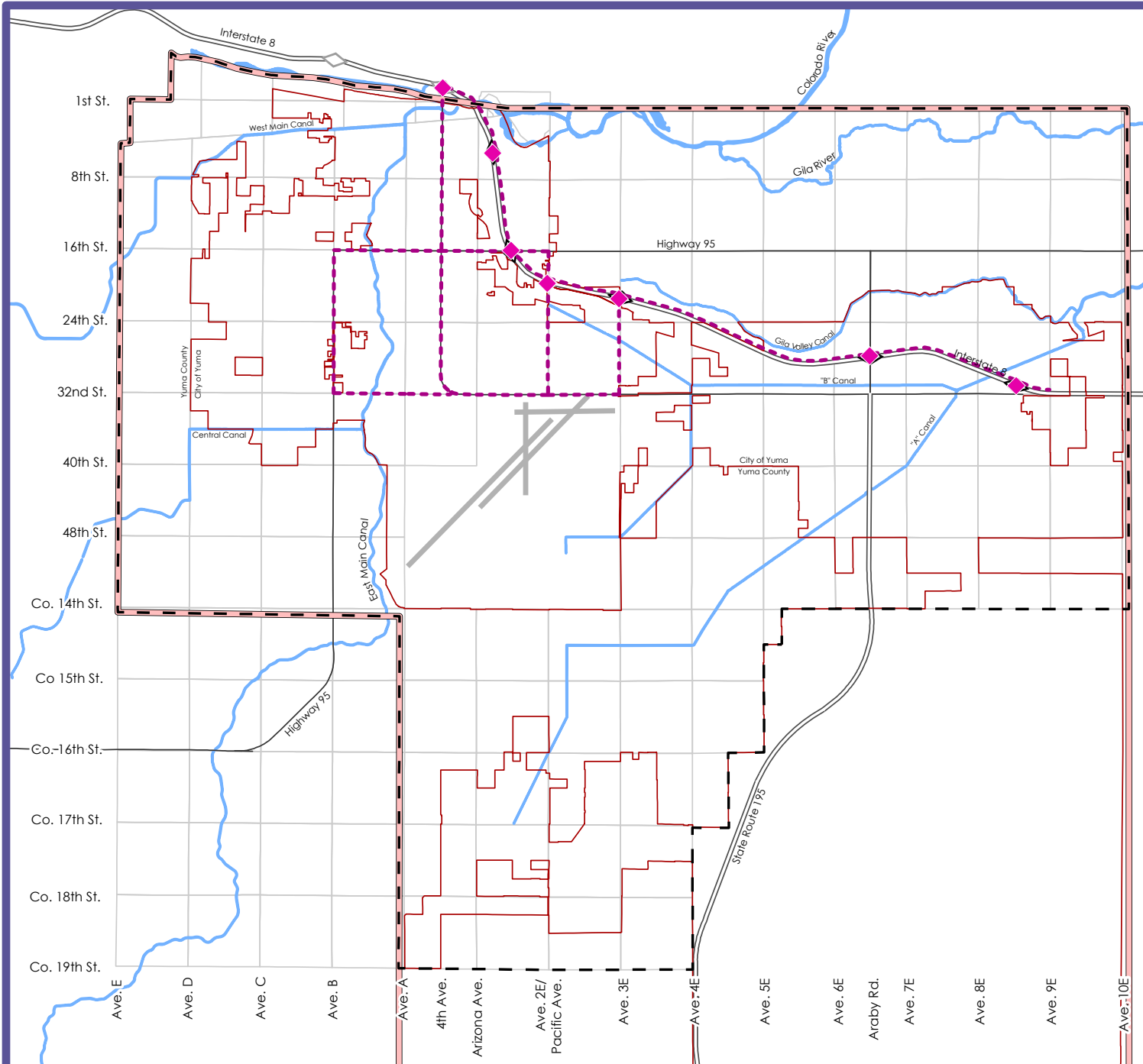
- Existing Bike Lane 
- Proposed Bike Lane 
- Existing Shared Use Path 
- Proposed Shared Use Path 
- Existing Bike Routes 
- Proposed Bike Routes 
- Existing Bicycle Crossing 
- Proposed Bicycle Crossing 
- Focus Area 
- Planning Area Boundary 
- City Limits 



0 1 2 Miles

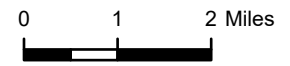
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Gateway Routes

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



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RECREATION



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

The chapter is based on a more in-depth inventory, review of facilities and identified future needs and funding opportunities within the Parks & Recreation Master Plan. Within that document are development standards for new recreation facilities and an analysis for current and future park needs.

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.

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 section describes what the City wishes to achieve for park and recreation facilities, including specific population standards. The Action Plan identifies steps to bring our park and recreation facilities to the standards identified in the Goals, Objectives and Policies.

BACKGROUND AND EXISTING CONDITIONS

City of Yuma park facilities range in size and service area from pocket parks to meet the needs of a limited population, to the baseball and golf facilities at the James P. Deyo Complex which meet the needs of the at-large community and beyond. Regional parks such as the Riverfront Regional Park includes two state historic parks as well as the popular Yuma East and West Wetlands. The City's landscaped parklands provide open space and 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; Community Parks; Neighborhood Parks; Pocket Parks; Open Space; Paths, Trails, and Linear Parks; Specialized Facilities, and Recreation 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 can range from 25 to 200 acres or if natural areas are included, the acreage may be much higher. Regional parks may also include features that are contiguous to or encompass natural resources.

The City has two Regional Parks:

The James P. Deyo Regional Park – 1440 Desert Hills Drive and the Riverfront Regional Park - Colorado River from Avenue 5E to 23rd Street. The James P. Deyo Complex, at 260 acres, includes the Civic Center, the Desert Hills Golf Course, the Desert Hills Par 3 Course, Friendship Park, Caballero Park, Desert Sun Stadium, Ray Kroc Baseball Complex and the Desert Sun Tennis Courts.

The Riverfront Regional Park, within the footprint of the Yuma Crossing National Heritage Area, includes the West Wetlands Park, Gateway Park, Riverside Park, Riverside Cottage, Colorado River Levee Linear Park, Colorado River State Historic Park, Yuma Territorial Prison State Park, and the Yuma East Wetlands. At over 400 acres, this facility includes open space, natural and re-forestation areas, the Stewart Vincent Wolfe Creative Playground, as well as paths and trails linking and running the length of the regional park. The Pacific Avenue Athletic Complex, which includes multi-sport fields and a fishing pond, anchors the east end of the Riverfront Regional Park.



COMMUNITY PARKS

This park type, formerly referred to as area parks, refers to large parks that serve a population of 25,000 and typically encompass an area suited for intense recreational facilities such as athletic complexes or large swimming pools. These parks often include areas of natural quality or outdoor recreation for walking, viewing, sitting, picnicking and other passive activities. All community parks include restrooms, drinking fountains, playground apparatus, ramadas, and adequate off street parking. Community parks are designed to serve all residents within a 1- 2 mile driving distance. The park size is 15 to 25

acres, 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. Community parks may also include features such as man-made lakes and areas suited for athletic facilities or intense park development.

The City's community parks are:

- Carver Park Complex – 4th Street & 13th Avenue,
- Joe Henry Park Complex – 23rd Avenue & Colorado Street,
- Kennedy Park Complex– 23rd Street and Kennedy Lane,
- Smucker Park – Avenue A and 28th Street,
- Yuma Valley Park – W. 24th Street.



Yuma Valley Park playground

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 within a ½ mile walking distance and serves a population up to 6,000 people in a neighborhood. Neighborhood parks range in size from 5 to 15 acres, are required to have a defined shape (ratio 1.7:1 length to width), but are not required to have restrooms. The desirable neighborhood park consists of a minimum of 3 acres of level play surface with at least 5 acres of total area. The desirable characteristics include: (1) suitability for active or passive recreation; (2) accessibility to neighborhood populations; and (3) geographic protection within the neighborhood, specifically not adjacent to arterial streets yet within safe walking and bicycling distance.

The City's neighborhood parks are:

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



Ocotillo Neighborhood Park

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. A neighborhood 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 development must provide retention basins for storm water control. These storm water control basins offer residential developers opportunities for 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. Retention basins with a minimum of 3 acres of level open grass space and located within an identified deficient geographical area can offer significant recreational and open space opportunities within neighborhoods.

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,
- North Caballeros Park dedicated for Jennifer Wilson – Colorado Street and 13th Avenue, and
- Hacienda Estates subdivision with four pocket parks/retention basins.



CITY OF YUMA PARK FACILITIES

 PARKS & RECREATION YUMA	Size (acres)	Open Space	Pool	Convention Center	Golf Course	Driving Range	Water Play Area	Softball Fields	Baseball Diamonds	Soccer Fields	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	Fishing Pond
	REGIONAL PARKS	Service Population: 100,000										Service Area: Regional													
James P. Deyo Regional Park	260	•		•	•	•	•		•	•		•	•					•	•	•			•		
Riverfront Regional Park	414	•						•	•									•	•	•	•		•		•
COMMUNITY PARKS	Service Population: 25,000										Service Area: 1-2 mile driving distance														
Carver Park Complex	17	•	•				•	•		•	•	•	•					•	•	•	•		•		
Joe Henry Park Complex	23	•						•		•		•							•	•			•		
Kennedy Park Complex	32	•	•					•		•	•	•				•	•	•	•	•			•		
Smucker Memorial Park	22	•																•	•	•			•		
Yuma Valley Park	15	•								•								•					•	•	
NEIGHBORHOOD PARKS	Service Population: 6,000										Service Area: ½ mile walking distance														
Barkley Ranch Park	3.1	•																•		•			•	•	
Desert Ridge Park	3	•																					•	•	
Joe Henry Optimist Park	1.5	•									•										•	•	•	•	
Kiwanis Park	15	•								•								•	•				•		
Las Casitas	2.5	•																•	•				•	•	
Marcus Park	2	•	•																•	•			•		
Netwest Park	3.5	•																•	•	•			•		
Ocotillo Park	4.9	•									•							•		•			•	•	
Parkway Place Park	2.3	•									•							•	•				•		
Ponderosa Park	3.6	•																•	•				•	•	
Saguaro Park	4.8	•																•	•				•	•	
Sanguinetti Memorial Park	5	•										•							•	•			•		
Sunrise Optimist Park	6	•																•	•	•			•		
Terraces Park	3	•																•	•				•	•	
Victoria Meadows Park	5.5	•																•	•				•	•	
Winsor Rotary Park	6	•									•							•	•	•			•	•	•
POCKET PARKS	Service Population: Localized										Service Area: Immediate area														
Clymer Park	0.7	•																		•	•		•		
Hacienda Estates	2	•																		•			•		•
Jennifer Wilson Park	.25	•																•	•				•		

 PARKS & RECREATION YUMA	Size (acres)	Open Space	Pool	Convention Center	Golf Course	Driving Range	Water Feature	Softball Fields	Baseball Diamonds	Soccer Fields	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	Fishing Pond		
<u>OPEN SPACE</u>																											
Heritage Library Park	4.4	•																		•							
Mall Maintenance District	40	•																		•							
Winsor Basin	17	•																•									
Yuma East Wetlands	275	•																•									
<u>LINEAR PARKS & TRAILS</u>																											
Colorado River Levee	12.2																	•		•							
East Main Canal	45.5																	•		•							
<u>CULTURAL FACILITIES</u>																											
Yuma Civic Center	16.4			•																							
Yuma Art Center	--																										
Historic Yuma Theatre	--																										
<u>HISTORIC FACILITIES</u>																											
Colorado River State Historic Park	10	•																	•								
Yuma Territorial Prison State Historic Park	3.8	•																									
Yuma Armed Forces Park & Historic Southern Pacific Depot Site	0.5																			•							
Roxaboxen Park	0.5	•																									
Pioneer Cemetery	17.5	•																									
<u>DOG PARKS</u>																											
Bark Park	3.3	•															•	•		•					•		
<u>RECREATION CENTERS</u>																											
North End Community Cen.	1.3																			•	•						
Riverside Cottage	0.5																				•						
Yuma Readiness Center	5										•										•	•					
<u>AQUATIC CENTERS</u>																											
Yuma Valley Aquatic Cen.	6		•			•																					
<u>GOLF COURSES</u>																											
Desert Hills Golf Course	154	•			•	•																					
Desert Hills Par 3	34	•			•	•																					

LINEAR PARKS & TRAILS

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 intensively developed 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). One mile of linear park should be provided per 2,000 residents.

Linear parks are 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. Typically, linear parks are landscaped with desert-friendly plants following xeriscape best practices. 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 river levee and those irrigation canals with suitable right-of-way. 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 Linear Park - 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 East Main Canal Bike Path is the primary route for the City's non-motorized vehicle transportation network.

Colorado River Levee Linear Park- This multi-use pathway extends west to east from Joe Henry Park to the Yuma East Wetlands. The approximately 3.5-mile paved pathway includes landscaping and rest areas with benches and water fountains.

The City has an adopted Bikeways Plan (R2019-004 March 6th, 2019). The Plan includes the identification of a complete bicycle network and design standards.

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

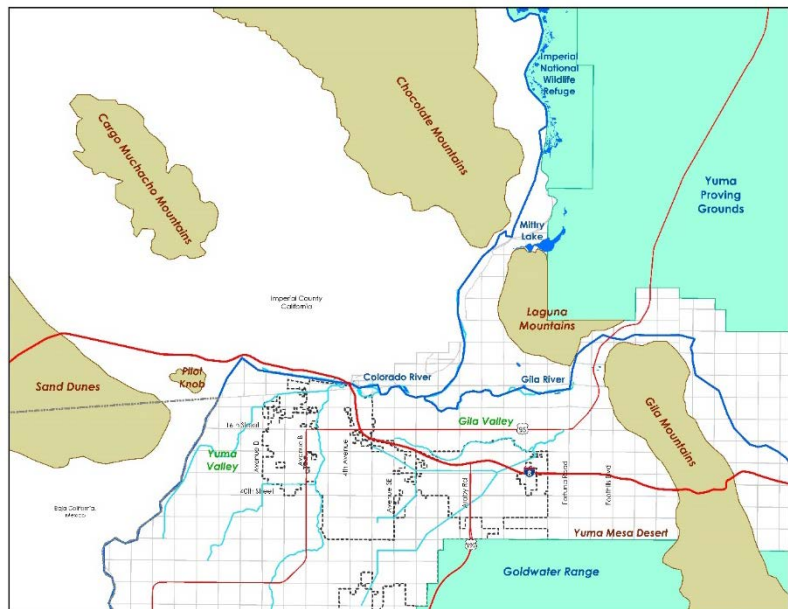


There are a number of open space areas maintained by the City. The areas formally classified as such in the park system are:

- Heritage Library Park, 350 3rd Avenue,
- Downtown Mall Maintenance District,
- Winsor Basin, north of 32nd Street,
- Yuma East Wetlands.

The City of Yuma also has responsibility for federal land along the mesa (south of Desert Hill Golf Course) known as Jackrabbit Pass.

In addition, the Yuma area has significant natural areas that should be identified and preserved for open space in the future. These include Black Hill, 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 would not be possible in proximity to development, such as view sheds, camping, hiking and backpacking, off road vehicle recreation, hunting, bird watching, recreational mining, etc. However, the City of Yuma General Plan area only covers a portion of the Gila and Colorado Rivers and flood-plains. This leaves a majority of the larger open space areas under the planning efforts of Yuma County and Federal and State agencies.



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

The Barry M. Goldwater Range is another open space area that should be noted. This facility is the nation's second largest tactical aviation range and has been essential for developing and maintaining combat readiness for the tactical air forces of the United States. The Range also encompasses some of the world's most unique and well-preserved natural desert. More than 400 species of plants have been identified on the Goldwater Range and it is home to several notable large mammals including the Sonoran Pronghorn, desert bighorn sheep, mule deer and mountain lion.

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

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

Another major open space resource in the region but outside the Yuma Planning Area is the Gila Mountain Range. The Gila Mountains provide a striking view shed for valley and mesa residents and are a popular destination for hiking and other outdoor activities. Very few formal recreation opportunities are recognized within the range. Old jeep trails and utility access roads typically provide users trail options. In particular, area hikers actively use the utility road built 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

Specialized facilities include cultural, historic, and other specialized types of parks.

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 square feet to 50,000 square feet for various types of events and activities. The City of Yuma has two cultural centers: The Yuma Civic Center, located at the James P. Deyo Complex is a general-purpose cultural center that provides accommodations for social and cultural activities and large events such as conventions and exhibitions. The Yuma Art Center (which includes the Historic Yuma Theatre) offers cultural activities and special theatrical and artistic performances.

Performing Arts Facilities

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

1. Community Performance Theaters.

This type of facility serves a population of 100,000 people and has seating for several hundred up to 1,000 people. Performances are typically small touring companies, dinner theater, school performances or seminars.

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

- **The Historic Yuma Theatre** is operated by the City of Yuma and located in the historic downtown. The theatre is 12,000 square feet, seats 640, and contains a thrust stage, raked floor seating and balcony seating, concession area, box office, administrative office, and limited support and storage space.
- **The Arizona Western College Little Theater** has seating for 208 and features several AWC concerts and dramatic productions during the school year.
- **The Yuma Union High School District and Yuma Elementary School District #1** host school productions in their auditoriums, as well as allowing community rental use.
 1. **Snider Auditorium**, located at Yuma High School, can seat approximately 713, and features a fly loft.
 2. **Kofa and Cibola High School's** auditoriums seat 525 and 510 respectively.
 3. **Gila Ridge High School** has a theater which includes seating for 1,200 and a full fly loft.
 4. **Post Auditorium**, located at Mary E. Post Elementary School, seats 1,003 but it is closed at this time.



Another type of Community Performance Theater is a band shell in a City park with a sloped grassy seating area for 200 to 500 persons. This provides a venue for the many types of smaller community performances that lend themselves to outdoor locations and

takes advantage of the beautiful weather and views in Yuma. It is appropriate to locate these facilities in large area or regional parks and balance them across the community.

2. Regional Performing Arts Center

The second classification of Performing Arts Facility 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 2,500 to over 4,000. The Yuma area has several privately-owned and operated facilities that can handle and attract performances of this type, including the local casinos, the Arizona Western College, and the fairgrounds. Yuma currently does not have a facility to handle a crowd of 5,000 or more. Considering these factors, demand for this type of specialized performing arts facility could be met by the private sector, and is not planned to be provided by the City.

Visual Arts Facility

A Visual Arts Facility serves a population of 75,000 people and its primary purpose is to provide a gallery-type setting for the display of artwork. The artwork may be displayed on a temporary/revolving basis or may be installed permanently. Visual arts facilities also generally have an educational component and may provide a variety of workshop spaces and studios equipped with special facilities to house advanced classes in various arts disciplines such as photography, audio-visual, pottery, painting or sculpture. In 2004, the Yuma Art Center opened, which is located in historic downtown Yuma. This facility incorporates the Yuma Art Center Galleries, the Historic Yuma Theatre, the United Building and 270 Black Box Theatre. This facility provides four galleries, five classroom/workshop spaces, and four studios. On a smaller scale, the Yuma Parks and Recreation Department also offers a variety of small arts and craft activities and dance programs at recreation facilities.

HISTORIC FACILITIES

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

Roxaboxen Park

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

Historic Southern Pacific Depot Site and Yuma Armed Forces Park

Located on the 200 block of Gila Street in Downtown Yuma, was the historic Southern Pacific Railroad Depot. The historic building, hosted the original City of Yuma Art Center for many years, until destroyed by fire in 1993. This site is now the home of the Yuma Armed Forces Park. Through a public/private partnership between the City of Yuma and

Yuma County Chamber of Commerce, the facility hosts a military memorial and seating area. The site is located in close proximity to the Southern Pacific Railroad.

Colorado River State Historic Park

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

Yuma Territorial Prison State Historic Park

Yuma Crossing National Heritage Area Corporation, with assistance from the City of Yuma, operates and manages this historic site which features cell blocks, a sally port, museum, picnic tables, and views from the original guard tower overlooking the confluence of the Colorado and Gila Rivers. It has also been named one of the most haunted destinations in the US by USA Today. The Yuma Territorial Prison is one of the top attractions in all of Arizona, and is located in the Yuma Crossing National Heritage Area and connects with the riverfront trails system.



Yuma Territorial Prison

Pioneer Cemetery

The Yuma Pioneer Cemetery was established on June 24, 1895. Many of Yuma's pioneers, including members of the Redondo family, are buried in the graveyard. The 40 acres where the cemetery is located were deeded to the Village of Yuma on June 24, 1895. Around the turn of the century, the Village of Yuma deeded several sections of land to the Ancient Order of United Workmen, the Catholic Church, and various fraternal organizations.

Ocean-to-Ocean Bridge

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

Pivot Point Interpretative Plaza

The Pivot Point Interpretative Plaza, managed by the Yuma Crossing National Heritage Area showcases the history of the Yuma Crossing site, and its significance as a National Historic Landmark. The Plaza features interpretations of the Rail Passenger Station and Hotel, the Ferry Crossing, the Locomotive Cab, the Pivot and Swing Bridge, Directions to The Siphon and the Three Railroad Bridges.

Historic Trails

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

DOG PARKS

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. The City of Yuma currently has one designated Dog Park. The 3.3 acre "Bark Park" is located in a retention basin off of Pacific Avenue and Palo Verde Street – 1705 E. Palo Verde Street. Staff discussion has identified a potential site for an additional dog park, the retention basin at the southwest corner of 21st Drive and 26th Street, to serve the western portion of the city.

URBAN FISHING

A popular past time in the Yuma area is fishing within the waters of the Colorado and Gila Rivers. The City of Yuma, in partnership with state and federal agencies, has enhanced fishing opportunities by expanding access to the rivers with boat docks and fishing piers. Additionally, the City of Yuma offers stand-alone fishing ponds in the Winsor Rotary Park, the West Wetlands, and in the Pacific Avenue Athletic Complex (PAAC).

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 Courts, Play Apparatus, Exercise Facilities/Fitness Centers, Recreation Centers, Community Recreation Centers, Regional Recreation Centers, Senior Centers, Gymnasiums, Aquatic Centers, Community Pools, and Skate Facilities.

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.

CENTERS

Centers utilized for recreational programming can be described by their size and amenities. Recreation Centers are the smallest in size, serving a population of 25,000 people. They are limited in the activities they can host, have restroom facilities and can accommodate 30-50 participants. The City of Yuma currently has three recreation centers: Riverside Cottage, Clymer Recreation Center, and John Morris Cottage. Community Recreation Centers are mid-sized and serve a population of 50,000 people. This type of center can accommodate 100-200 people for a social assembly and usually has additional rooms for meetings, kitchen facilities, restrooms, and storage areas. The City currently has two Community Recreation Centers, the Yuma Readiness Center and North End Community Center. Regional Recreation Centers are the largest and most versatile type, serving a population of 100,000 people. Regional centers can host a wide variety of recreational activities for all ages, and they draw participants from throughout the region. Typically, these venues include a gymnasium, exercise and dance rooms, classroom areas, a large multipurpose room, walking track, hourly childcare, and a snack bar. The Yuma community has no facilities of this type. Senior Centers provide programming specifically designed for seniors, although they would not need to be a dedicated, stand-alone facility.

AQUATIC CENTERS

Aquatic Centers serve two specific recreation interests; first, recreational swimming and family swim, and secondly, a facility to support competitive individual and team swim events (including events in speed swimming, diving, water polo, and synchronized swimming). Such a facility includes 5,000 square feet of pool area with adequate deck and dressing facilities. Yuma has one Aquatic Center, the Valley Aquatic Center, which is



Valley Aquatic Center

operated by the City of Yuma Parks and Recreation Department as a joint-use facility with Yuma High School District. The Valley Aquatic Center is located in Sunrise Optimist Park and includes one of the four community pools. The Parks and Recreation Department also operates three community pools to serve recreational swim needs.

JOINT-USE SCHOOL FACILITIES

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

Yuma Union High School District

The City of Yuma has a joint-use agreement to operate recreational programs in 4 of the 6 Yuma Union High School District 70 schools, including Cibola High, Yuma High, Kofa High, and Gila Ridge High.

Yuma Elementary School District #1

Yuma Elementary School District #1 operates junior high schools, elementary schools, and a special education facility. At three of District #1 schools (Gila Vista, C.W. McGraw, and Woodard), facilities such as lighted sports fields, concession stands, and restrooms 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

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

MILITARY FACILITIES

The Marine Corps Air Station (MCAS) Yuma has park and recreation facilities located at MCAS, their residential housing complexes, and at Lake Martinez. According to the 2020 MCAS Statistical Summary, MCAS had a population of 4,605 people (military members and family) living on-base with 2,810 (military members and family) living off-base.

The facilities offered by MCAS to the military community within the planning boundaries of Yuma include: 3 softball fields, 1 football field, 1 flag football field, 1 indoor basketball court, 1 outdoor basketball court, 1 sand volleyball court, 1 outdoor pavilion, 1 movie theatre, 1 bowling center, 1 splash pad, 1 swimming pool with bathhouse, 1 T-ball field, 2 fitness centers, 1 400 meter running track, 2 soccer fields, 1 outdoor turf soccer field, 1 coach pitch field, 1 auto skills center, 1 outdoor turf arena, and 2 grass areas. Program services include directed and self-directed sports and athletics to include intramural and varsity sports, youth sports, aquatics, plus recreational skill development programming. These facilities serve the specific needs of military families, and are not facilities which are available to serve the general public of Yuma.

Lake Martinez is beyond the City of Yuma planning boundaries, therefore those facilities are not detailed in our summary. Likewise, the U.S. Army Yuma Proving Ground has some recreational facilities, but is located outside the City of Yuma planning boundaries.

RECREATION FACILITIES INVENTORY	JAMES P. DEYO COMPLEX	RIVERFRONT REGIONAL PARK	CARVER PARK COMPLEX	JOE HENRY PARK COMPLEX	KENNEDY PARK COMPLEX	SMUCKER PARK	YUMA VALLEY PARK	BARKLEY RANCH PARK	DESERT RIDGE PARK	JOE HENRY OPTIMIST PARK	KIWANIS PARK	LAS CASITAS PARK	MARCUS PARK	NETWEST PARK	OCOTILLO PARK	PARKWAY PLACE PARK	PONDEROSA PARK	SAGUARO PARK	SANGUINETTI MEMORIAL PARK	SUNRISE OPTIMIST PARK (INC. VAC)	TERRACES PARK	VICTORIA MEADOWS PARK	WINSOR ROTARY PARK	CLYMER PARK	JENNIFER WILSON PARK	WINSOR BASIN	BARK PARK	NORTH END COMMUNITY CENTER	YUMA READINESS CENTER	JOINT-USE FACILITIES*	TOTAL	
	TENNIS COURTS	8	2																													10
SOFTBALL DIAMONDS		2	2	3																										8	15	
BASEBALL DIAMONDS	3																													3	6	
ADULT SOCCER/ FOOTBALL FIELDS	1					4																									5	
YOUTH/PRACTICE SOCCER FIELDS	5	1	6	2						1																			3	18		
BASKETBALL COURTS		2	1						2						1	1							1								8	
VOLLEYBALL COURTS			2	4															1										1		8	
PLAY APPARATUS	1	3	2	1	2	2	1	1	1	1		1	1	1	1		1	1	2	1	1	1	1	1	1	1					29	
EXERCISE FACILITY	1				1															1									1		4	
RECREATION CENTER		1	1																					1							3	
COMMUNITY RECREATION CENTER																											1	1			2	
REGIONAL RECREATION CENTER																															0	
SENIOR CENTER																															0	
GYMNASIUM										1																			1		2	
AQUATIC CENTER																				1											1	
COMMUNITY POOL			1	1									1							1											4	
SKATE FACILITY				1																											1	
Additional Amenities: Although these amenities have no population standard, they are part of the City's inventory.																																
WATER FEATURE	1	1																		1												3
RC MINI-RACE TRACK																				1												1
FISHING POND		1																					1									2
DOG PARK																										1						1

*The city partners with multiple school districts to provide open space and/or facilities for recreational purposes. The following schools are part of the joint-use agreement:

Joint-Use Facilities	Softball Diamonds	Baseball Diamonds	Youth/Practice Soccer Fields
Centennial Middle School	2		2
Cibola High School	2		
R. Pete Woodward Jr. High School	2		
Yuma Catholic High School	2	3	1
Total	8	3	3

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 service standards adopted in the Parks and Recreation Master Plan. Analysis of park and recreation facilities was performed using a threefold approach; that is by (1) considering public input gathered in an online survey, (2) conducting an internal analysis based on park and facility usage, and (3) comparing local standards and usage to national benchmarks. Based on the analysis, the service standards were updated and calibrated based on the needs and desires of Yuma's residents.

Two methods were followed to evaluate parks and recreation facility and service needs: population standards and location standards. The first method reviews population totals and projections and the second method examines the geographic location of existing and future populations.

Population-based standards for parks and recreation facilities are the most common and widely-used method of estimating the current level of service and serve as a guide to plan for future growth. Yuma's population standards were introduced in the first Parks & Recreation Plan adopted in 1986. These original standards were based on recommendations by the National Recreation and Park Association and calibrated to Yuma's needs using a Community Interest Survey conducted in 1985. Subsequent updates to the plan in 1994 and 2006 have adjusted these standards based on current market and demographic conditions. The 2016 iteration of the plan refines the standards once again based on current conditions. The overall park standard for the City is one acre of parkland/open space for each 100 residents, or a ratio of 10 acres/1,000 persons. This is consistent with national and state averages and has been the standard in Yuma since the original 1986 plan.

Population projections shown here are based on an anticipated build out population of 276,553 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 Chapter 2 – Land Use of the General Plan.

The park facilities needed for the urban area cannot be determined exclusively on a population basis. Location-based standards are used to balance the population numbers with the physical layout of the community in order to meet any location deficiencies. Using this type of standards will ensure the location of community and neighborhood parks within a reasonable distance to their primary service population and distributed equitably around the community.

PARKS STANDARDS

Park Facility	Population Standard ¹	Location Standard	Existing	Park Needs 2021 ² 97,883	Park Needs 2030 ³ 117,035	Park Needs ⁴ Build Out 276,553
Regional	1 per 100,000	1 hour drive	2	1	1	3
Community	1 per 20,000	1-2 mile driving distance	5	5	6	14
Neighborhood	1 per 6,000	½ mile walk	16	16	20	46
Linear Parks & Trails	1 mile per 2,000	N/A	19 miles	54 miles	58 miles	138 miles
¹ - 2016 Parks & Recreation Master Plan ² - State of Arizona, July 1, 2021 Population Estimate ³ - State of Arizona, 2019-2055 Population Projections ⁴ - City of Yuma General Plan Chapter 2 Land Use – Expected Population at Build Out						

Based on the information in the table above, the City of Yuma has a sufficient number of regional and community parks for the current population. But the growing population in the East Mesa is not located within the service area of an existing community park. Geographically, the City is deficient by one community park in the East Mesa, and could be deficient by two community parks in that area if the population grows as projected. The residents in this fast growing area are two to four miles from the nearest community park. Two sites on the East Mesa have been identified as potential community park locations to meet the recreation needs of the existing and growing population in that area.

The City has been successful in addressing neighborhood park needs in the community, particularly in high growth areas, but there are some deficiencies, particularly in the northwestern area of the Yuma Valley, the developed portion of the West Mesa, and on the East Mesa. The first deficiency, in Yuma Valley, is an area primarily within city limits – between 8th Street and 16th Street and Avenue B and Avenue D. Very little undeveloped land remains, making the provision of new park facilities difficult. Another deficient area is on the West Mesa – between Arizona Avenue and Avenue A and 24th Street and 32nd Street. The area is developed with commercial activities on the 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. Luckily, this area is in close proximity to community parks, open space, and joint-use school facilities that can compensate for their recreational needs in the absence of a neighborhood park. The last deficiency in neighborhood parks exists for the growing East Mesa population which is located in individual subdivisions with a dispersed population. Providing neighborhood parks on the East Mesa will be in conjunction with new residential development in that area.

Over the past several years, a number of new subdivisions have congregated stormwater control basins 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. 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 community parks within reasonable proximity to those established neighborhoods to provide for the area's open space needs.

The 2016 Parks and Recreation Master Plan added a new category to the standards, one for linear parks and trails. Linear parks and trails have gained popularity locally and nationwide in recent years and more focus should be placed on these types of facilities to meet the growing demand. Trails not only promote healthy living by encouraging pedestrian and bicyclist activity; they also provide connectivity between parks and the community.

In addition to the park deficiency analysis, the 2016 plan identified a number of deficiencies in specialized and recreation facilities. Highest priority was placed on softball diamonds, baseball diamonds, community & regional recreation centers, gymnasiums, and community pools. Other identified needs included an archery range and pickleball courts. A detailed assessment can be found in the 2016 Parks and Recreation Master Plan. Meeting these needs will be addressed in new park developments and through joint use school facility agreements.



Pacific Athletic Avenue Complex

The demand for softball fields have been met with the opening of the Pacific Athletic Avenue Complex, with five new fields. These new fields are helping to ease the burden on the existing baseball diamonds as well.

According to the City of Yuma 2022 General Plan Survey, field maintenance for sport facilities was identified as a concern for citizens. In an effort to directly address this concern, establishing maintenance standards for Parks and Recreation facilities was included as a policy in the city's effort to provide a safe, clean, and accessible park and recreation system. Along with field maintenance, the condition of the Kennedy Skate Park has been identified as a concern. In direct response to public participation and input, the rehabilitation of the Kennedy Skate Park has been listed as an Action Plan item to be addressed within the next five years.

GOALS, OBJECTIVES AND POLICIES

Goal 1.0: Improve connectivity between parks to achieve a walkable, interconnected park and recreation system to serve the entire community.

Objective 1.1: Develop a linear park and trail system for walking, cycling, and horseback riding that, where possible, takes advantage of the canal banks, riverfront, and other natural and man-made corridors and emphasizes creating connections between parks.

Policy 1.1.1: Encourage specific area plans for the development of trails, linear parks, and scenic routes to connect neighborhood and community parks to public activity centers.

Policy 1.1.2: Create and implement a plan for signage, traffic crossings, and connections to make existing linear parks safer and more accessible from surrounding streets.

Policy 1.1.3: Develop the linear park system in proximity to historic trails where possible.

Policy 1.1.4: Expand recreational opportunities through landscape or conservation easements, trail easements, land leases, or other non-ownership methods, particularly with the local irrigation districts.

Policy 1.1.5: Require all new residential developments to provide pedestrian and bicycle connections to any and all City parks, trails, or open spaces within a ½-mile radius.

Objective 1.2: Support other City Departments in their efforts to promote pedestrian and bicycle connectivity throughout the City.

Policy 1.2.1: Support the City's Department of Community Development in their efforts to promote bicycle access and designated bicycle facilities throughout Yuma through the Bicycle Facilities Master Plan, a plan that is in accordance with the objectives set for linear parks, paths, and trails.

Policy 1.2.2: Support the City's Complete Streets policy, as outlined in the Transportation Master Plan.

Policy 1.2.3: Work with the City's Public Works Department & Department of Community Development to create a Street Tree and Shade Master Plan to promote walkability and mitigate heat islands.

Goal 2.0: Ensure that the parks and recreation system is available, accessible, and safe to best serve the needs of Yuma's diverse population.

Objective 2.1: Continue to enhance the parks and recreation system to offer a wide variety of facilities and programs to meet the desires of special needs and special interest populations.

Policy 2.1.1: Develop accessible programs for the handicapped in a variety of settings – parks, recreation areas, community centers, and other cultural and education facilities.

Policy 2.1.2: Maintain recreational programming for special needs populations that include creative projects in the following areas: pottery, puppets, storytelling, weaving, and other sensory-based projects.

Policy 2.1.3: Initiate an interpretive arts workshop, ensuring site accessibility.

Objective 2.2: Provide a safe, clean, and accessible park and recreation system.

Policy 2.2.1: Ensure that all new and existing park and recreational facilities are designed to be universally accessible, safe, and sufficiently lighted. In

particular, handicapped parking and loading zones at existing parks should be assessed to ensure convenience and compliance with ADA laws.

Policy 2.2.2: Require all facilities to be designed using Crime Prevention through Environmental Design (CPTED) strategies.

Policy 2.2.3: Implement an interpretive park ranger/host program to improve safety and accessibility at regional and community parks.

Policy 2.2.4: Seek continued support from the City Police Department to patrol and secure park facilities, particularly during non-operational hours, in conjunction with the park ranger/host program.

Policy 2.2.5: Establish and implement maintenance standards for parks and recreation facilities.

Policy 2.2.6: Encourage the inclusion of natural areas in regional and community parks.

Goal 3.0: Encourage partnerships to improve and broaden the park and recreation system.

Objective 3.1: Achieve a coordinated and cooperative program between the City and other governmental entities in areas of mutual concern.

Policy 3.1.1: Coordinate with area school districts to expand the development, access and/or continued joint-use of school facilities for public use.

Policy 3.1.2: Continue to encourage coordination by Federal, State, and City entities to work with the Yuma Crossing National Heritage Area for the development of the riverfront and wetlands.

Policy 3.1.3: Partner with local irrigation districts to expand the linear parks and trails system along the irrigation canals, laterals, and drains.

Objective 3.2: Achieve a coordinated and cooperative program between the City and private or non-profit groups to provide park and recreational amenities.

Policy 3.2.1: Require agreements be made with the City for private parks under 3 acres in size to be maintained either by the new residential community or the development entity.

Policy 3.2.2: Develop and enforce standards encouraging new residential subdivisions to have access to or provide within a 1/2-mile walking distance a park with amenities such as a playground, turf area of at least 2 acres, a walking path, and lighting. Long-term maintenance for such parks shall be funded by a Home or Property Owners Association, improvement district, or some other entity.

Policy 3.2.3: Implement an Adopt-a-Park and Adopt-a-Trail program to encourage service organizations, private companies, and individuals to provide and maintain park and recreation facilities.

Policy 3.2.4: Implement a Park Champion program to designate leaders to find and coordinate funding for special interest park and recreation facilities.

Goal 4.0: When possible, use the park and recreation system to achieve goals and objectives of the Conservation Chapter of the General Plan.

Objective 4.1: Utilize open space to protect sensitive areas and to protect natural habitats for Species of Concern, including hillsides, water courses, or other natural geographic features.

Policy 4.1.1: Focus conservation efforts at the East and West Wetlands, the Fortuna Wash, and the Gila and Laguna Mountains.

Policy 4.1.2: Create development guidelines for sensitive lands, natural features, and consideration of wildlife linkages.

Policy 4.1.3: Incorporate Xeriscape landscaping principles to maximize use of natural resources.

Objective 4.2: Encourage nature and outdoor activities to allow children and adults alike to experience and explore Yuma's unique environment.

Policy 4.2.1: Provide nature activities and programs with a focus on science exploration. These activities should be held in natural environments and can include activities such as hiking, biking, and canoeing. Collaborate with educational institutions to closely integrate activities with established curriculum.

Policy 4.2.2: Solicit partnerships with the Bureau of Land Management and the Arizona Game & Fish Department to encourage more outdoor activities and recreation opportunities.

Goal 5.0: Support the development and preservation of unique facilities which reflect and celebrate the cultural, artistic, and historic integrity of Yuma.

Objective 5.1: Develop facilities and utilize existing resources to offer a variety of cultural and artistic experiences.

Policy 5.1.1: Enhance and showcase the artistic and cultural opportunities of the Yuma community by incorporating artistic design elements or public art in the development of all new City facilities, and also include display areas for artwork.

Policy 5.1.2: Focus programs on education or training classes in a studio environment for arts, crafts or special hobby pursuits. Also facilitate educational opportunities for art therapy programming through exhibitions and special events.

Policy 5.1.3: Establish an artist-in-residence program that would support and house visiting artists, curators, and academics.

Policy 5.1.4: Partner with local arts and cultural agencies to provide expanded opportunities.

Policy 5.1.5: Develop regional and national art exhibitions in partnership with the Congressional Art Competition and Scholastics Art Competition.

Policy 5.1.6: Build programming directly related to arts education initiatives and partner with area schools for Science, Technology, Engineering, the Arts and Mathematics (STEAM) related programs.

Policy 5.1.7: Provide exhibition opportunities for local artists to present their work.

Objective 5.2: Restore, preserve, and celebrate unique cultural and historic landmarks, people, and events.

Policy 5.2.1: Special efforts and investment shall be taken to preserve Colorado River State Historic Park, Yuma Territorial Prison, Ocean-to-Ocean Bridge, Pivot Point and Roxaboxen Park.

Policy 5.2.2: Focus specialized facility development on social and cultural activities; the performing arts; and living history museums or other regionally significant historical places.

Policy 5.2.3: Continue to offer popular festivals and special events to attract people to the parks and build a sense of community.

Policy 5.2.4: Initiate a program whereby a percentage of the total budget for every project included in the Capital Improvements Program is set aside specifically for public art and facility improvements.

Policy 5.2.5: Further develop a public art and sculpture program in Historic Downtown Yuma.

Policy 5.2.6: Utilize the arts to champion cultural diversity by expanding cross-cultural partnerships and programming.

Goal 6.0: Encourage and improve healthy lifestyle choices and opportunities for Yuma residents and visitors through park facilities and programs.

Objective 6.1: Provide a framework for wellness for all residents.

Policy 6.1.1: Continue to host popular community run/walks as effective ways to get people involved and motivated to lead healthy lives.

Policy 6.1.2: Collaborate with local schools, hospitals, and health departments to implement a Park Prescription program.

Policy 6.1.3: Whenever possible, include and encourage fitness equipment at all parks. Seek grant funding to add these amenities to existing parks or trail nodes.

Goal 7.0: Continue to expand and improve the parks and recreation system in response to changes in population and as needs of the community shift.

Objective 7.1: Work in conjunction with the elements of the General Plan to identify future parks, connective bicycle routes, linear parks, and open space corridors.

Policy 7.1.1: Develop the Capital Improvement Program (CIP) to meet the park needs stated in the 2016 Parks & Recreation Master Plan. Public park improvements should be re-assessed and re-evaluated annually based on population growth trends and projected facility needs.

Policy 7.1.2: Utilize existing vacant land, some retention basins, utility easements, and rights-of-way for recreation potential and multiple uses.

Policy 7.1.3: Incorporate water-play features or water misting stations in parks, and utilize playground shades to extend the life of playground apparatus.

Objective 7.2: Use standards as the basis for providing appropriate levels of park and recreation facilities needed to achieve a balanced park and recreation system.

These standards include the following:

Policy 7.2.1: Regional Parks - One regional park for every 100,000 citizens. The size of the regional park is from 25 to 200 acres, and serves an area within a 1 hour drive time.

Policy 7.2.2: Community Parks - One community park for every 25,000 citizens. The size of the area park is from 15 to 25 acres, serves an area within a 1 to 2 mile driving distance, and should be located along arterial streets.

Policy 7.2.3: 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 serve the area within a ½-mile walking distance, to be accessible to residents.

Policy 7.2.4: Linear Parks & Trails - Provide a multi-use system of paths, urban trails, nature trails, and linear parks to connect parks and key locations in the community at a rate of one mile for every 2,000 citizens.

Policy 7.2.5: Cultural Center - One cultural center for every 75,000 citizens.

Policy 7.2.6: Community Performance Theater - One community performance theater for every 100,000 citizens.

Policy 7.2.7: Visual Arts Facility - One visual arts facility for every 75,000 citizens.

Policy 7.2.8: Dog Park - One dog park for every 75,000 citizens.

- Policy 7.2.9: Tennis Court - One tennis court for every 10,000 citizens.*
- Policy 7.2.10: Softball Diamond - One softball diamond for every 5,000 citizens.*
- Policy 7.2.11: Baseball Diamond - One baseball diamond for every 15,000 citizens.*
- Policy 7.2.12: Soccer Field (Adult/Regulation) - One soccer field for every 15,000 citizens.*
- Policy 7.2.13: Soccer Field (Youth/Practice) - One soccer field for every 6,000 citizens.*
- Policy 7.2.14: Basketball Court - One basketball court for every 8,000 citizens.*
- Policy 7.2.15: Play Apparatus Area - One apparatus area for each 4,000 citizens.*
- Policy 7.2.16: Volleyball Court - One volleyball court for every 15,000 citizens.*
- Policy 7.2.17: Exercise Facility - One exercise facility for every 20,000 citizens.*
- Policy 7.2.18: Recreation Center - One recreation center for every 25,000 citizens.*
- Policy 7.2.19: Community Recreation Center - One center for every 50,000 citizens.*
- Policy 7.2.20: Regional Recreation Center - One center for every 100,000 citizens.*
- Policy 7.2.21: Senior Center - One center for every 100,000 citizens.*
- Policy 7.2.22: Gymnasium - One gymnasium for every 25,000 citizens.*
- Policy 7.2.23: Aquatic Center - One aquatic center for every 100,000 citizens.*
- Policy 7.2.24: Community Pool - One community pool for every 20,000 citizens.*
- Policy 7.2.25: Skate Facility - One skate facility for every 60,000 citizens.*

ACTION PLAN

Phase	Project	Responsible Agency/ Department	Funding Source	Strategic Outcome
Ongoing	Bring existing parks to standard with security lighting, sprinkler systems, play apparatus, shades, restrooms, and ramadas	Parks	General	Safe & Prosperous
	Design and construct linear parks and bikeways to improve connectivity	Parks/Public Works	General/ Dev. Fees	Active & Appealing
1 - 5 years	Complete Phase 2 of the Yuma Valley Park	Parks	General/ Dev. Fees	Active & Appealing
	Rehabilitate and/or reconstruct the Kennedy Park Skate Facility	Parks	General	Active & Appealing
	Add air-conditioning to the Yuma Readiness Center Gymnasium	Parks	General/ Dev. Fees	Safe & Prosperous
	Expand Riverside Park	Parks	General/ Dev. Fees	Active & Appealing
	Design and construct the East Mesa Community Park	Parks	General/ Dev. Fees	Active & Appealing
	Complete construction of an archery range	Parks	General	Active & Appealing
	Complete construction of the West Wetlands Lower Bench	Parks	General/ Dev. Fees	Active & Appealing
	Develop funding mechanism for inclusion of public art in public facilities and gateways	Parks	General	Unique & Creative
	Assess the joint-use agreements with local schools to better meet the recreation needs of the community	Parks	General	Unique & Creative
	Design and construct priority sections of the linear park system	Parks/Public Works	General/ Dev. Fees	Active & Appealing
	Create and implement a plan for signage, traffic crossings, and connections to make existing linear parks safer and more accessible from surrounding streets	Parks/ Community/ Development	General	Safe & Prosperous
	Work with other departments to implement the Street Tree and Shade Master Plan and encourage tree planting whenever possible	Parks/ Community Development/ Public Works	General	Active & Appealing
	Research and implement a park ranger program at regional parks	Parks	General	Safe & Prosperous
	Implement an Adopt-a-Park and Adopt-a-Trail programs for service organizations, private companies, and individuals	Parks	General	Unique & Creative
	Implement a Park Champion program	Parks	General	Unique & Creative
	Construct a trail connection from the West Wetlands Park to Paradise Cove	Parks	General	Active & Appealing



	Complete the technology upgrades to the Yuma Art Center & Historic Theatre	Parks	General	Active & Appealing
6+ years	Complete construction of the West Wetlands Upper Bench	Parks	General/ Dev. Fees	Active & Appealing
	Complete the Smucker Park expansion	Parks	General/ Dev. Fees	Active & Appealing
	Complete improvements to the East Wetlands Park	Parks	General/ Dev. Fees	Active & Appealing
	Complete the expansion to Sunrise Optimist Park	Parks	General	Active & Appealing
	Design and construct the North Mesa Community Park	Parks	General/ Dev. Fees	Active & Appealing
	Create and implement a Park Prescription program	Parks	General	Unique & Creative
10+ years	Design and construct the Agua Viva Urban Lake Park	Parks	General	Active & Appealing
	Develop the Jack Rabbit Pass Parcel which will serve as an extension of the James P. Deyo Regional Park	Parks	General/ Dev. Fees	Active & Appealing
	Develop strategy for building a Regional/Community Recreation Center to include a Senior Center, Gymnasium, and other facilities	Parks	General/ Dev. Fees	Active & Appealing
	Design and construct a community pool in the East Mesa area in partnership with educational institutions	Parks	General	Active & Appealing
	Develop a strategy to move forward with Phase 2 of the Yuma Art Center to provide an expanded stage, fly loft, and performer support space in the Historic Yuma Theatre	Parks	General	Active & Appealing

Parks, Open Space & Trails




Existing Parks

- Regional Park 
- Neighborhood Park 
- Community Park 
- Pocket Park 
- Open Space 
- Specialized Facility 

Proposed Parks

- Community Park 
- Neighborhood Park 

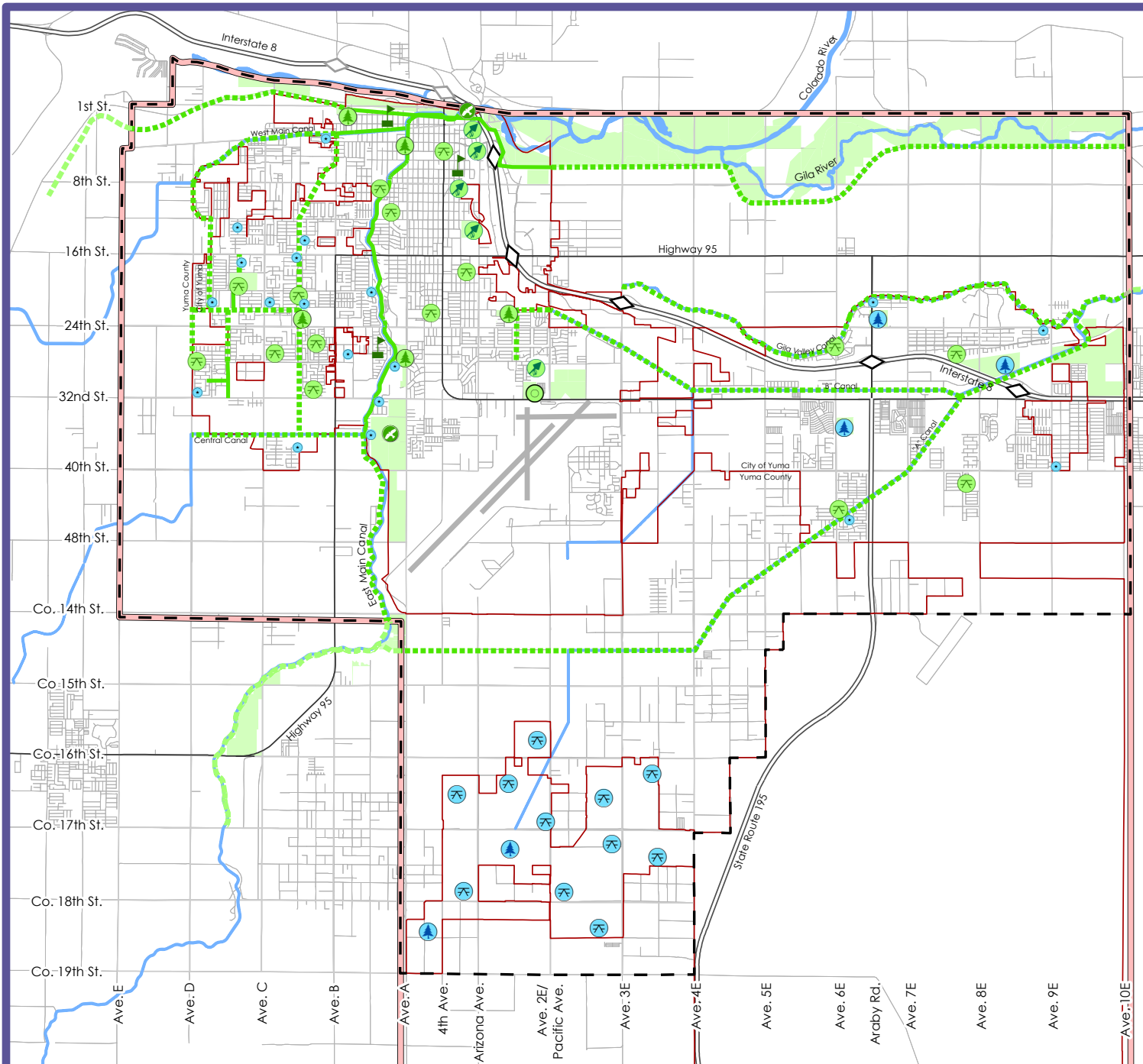
Paths and Trails

- Existing Linear Park 
- Proposed Linear Park 
- Proposed Node 

Focus Area

Planning Area Boundary

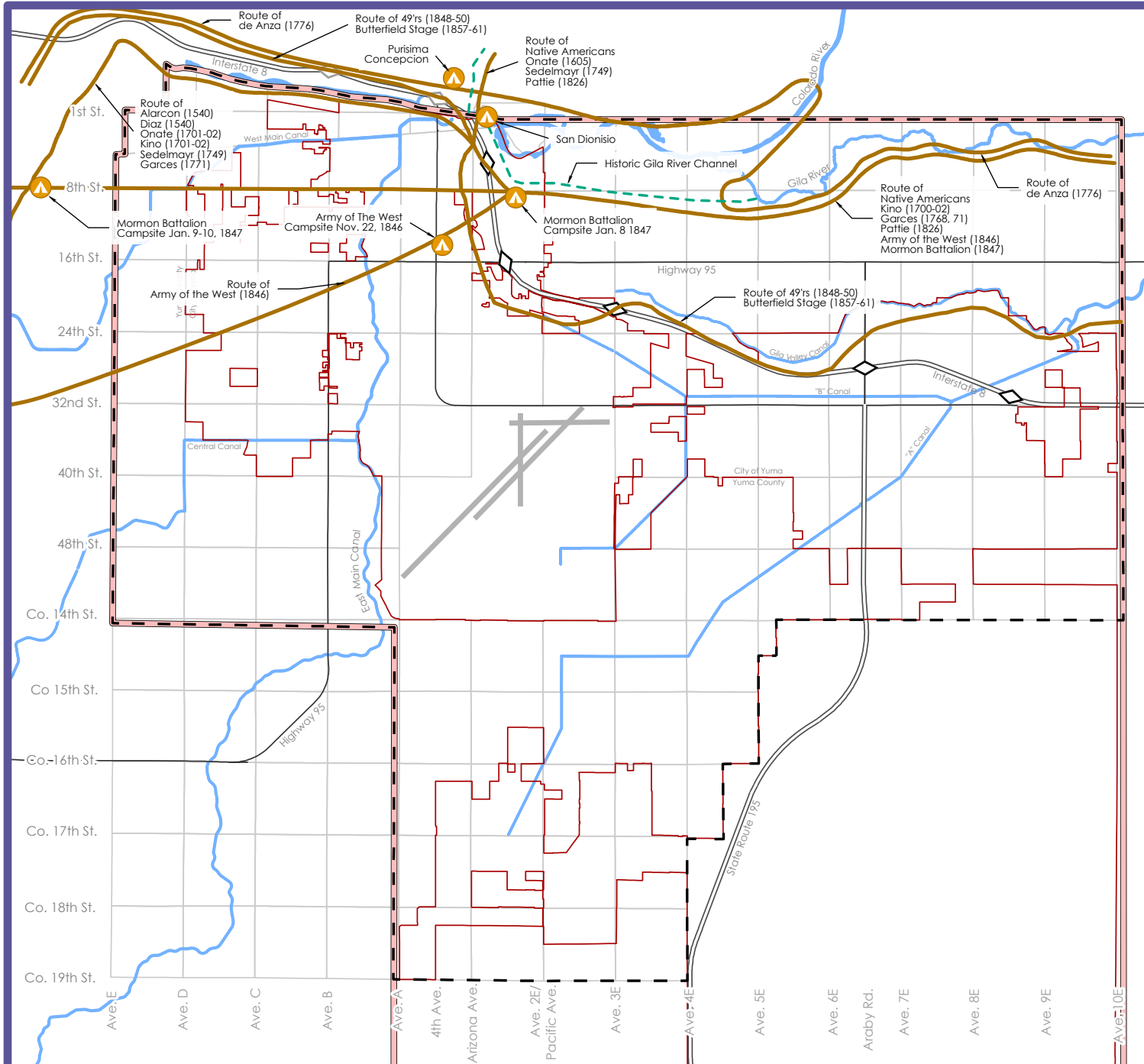
City Limits



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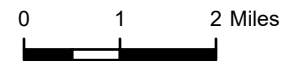
Prepared by Information Technology GIS and the Department of Community Development





Historic Trails

- Historic Camp Sites
- Historic Trail
- Historic Channel
- Focus Area
- Planning Area Boundary
- City Limits



Prepared by Information Technology GIS
and the Department of Community Development

HOUSING



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

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.

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

This chapter 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 chapter also concludes with an Action Plan for achieving the goals and objectives.

BACKGROUND AND EXISTING CONDITIONS

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

POPULATION CHARACTERISTICS

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

2021 Population	
City of Yuma	97,883
Yuma County	207,318
Arizona	7,285,370

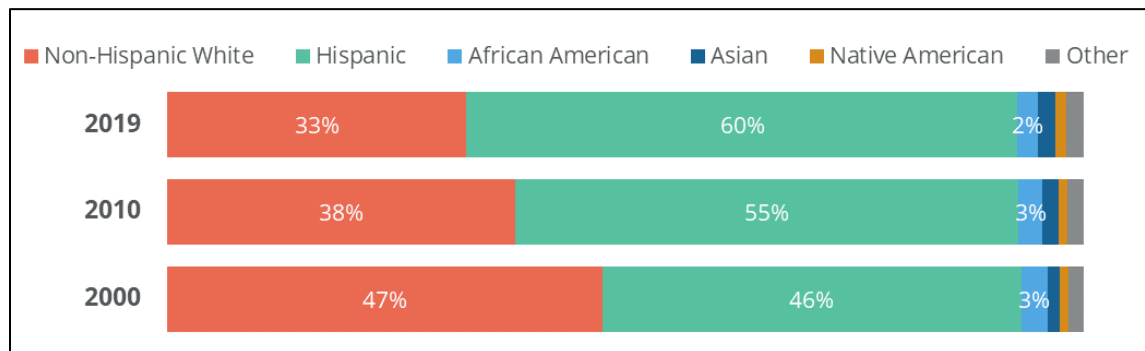
Source: State of Arizona Annual Population Estimate- July 1, 2021

The City of Yuma’s population increased by approximately 10 percent from 2010 to 2021. In comparison to the state and nation, Yuma has a lower proportion of working age residents (between the ages of 18 to 64) and a higher percentage of children and elderly persons. This results in fewer working people to support those within the community who do not work. As the baby-boomer generation continues to move into retirement over the next ten to fifteen years, the elderly population is expected to increase, further lowering the working age population. Since 2010, adults age 65 and older have experienced annual growth rates of 2.1 percent.

Age Cohort	20 10		20 19		Annual Growth Rate 2010-20 19
	Number	Percent	Number	Percent	
Under 5 years	7,356	8%	7,463	8%	0.2%
5 to 17 years	18,851	20%	20,222	21%	0.8%
18 to 24 years	11,780	13%	11,751	12%	0.0%
25 to 34 years	12,875	14%	16,593	17%	2.9%
35 to 44 years	11,334	12%	10,321	10%	-1.0%
45 to 64 years	19,091	21%	17,788	18%	-0.8%
65 and over	11,777	13%	14,158	14%	2.1%
Total	93,064	100%	98,296	100%	0.6%

Source: 2019 1-year ACS.

Yuma is historically a racially and ethnically diverse community. The share of the population that identifies as non-Hispanic White has decreased since 2000 (47% compared to 33%). This decline has been offset by increases in the share of Hispanic residents (46% to 60%). The share of other racial groups has remained fairly stable.



Source: 2000 and 2010 U.S. Census, 2019 1-year ACS, and Root Policy Research.

In 2019, the median household income in Yuma County was \$46,419, and the median income for families was \$51,480. Married-couples had the highest median income (\$59,489) while single mothers had the lowest median income (\$16,284—just 35% of the overall median income).

In the City of Yuma, the median household income was a slightly higher \$47,249 and the median income for families was \$54,543. Married-couples also had the highest median income (\$75,207) while single mothers had the lowest median income (\$17,383).

Median household income has increased at a much slower pace in the city of Yuma, which has seen an increase of 3 percent since 2010, compared to a 10 percent increase at the county level.

The income distribution by tenure has changed. The share of owners with income above \$100,000 increased by 9 percentage points and was offset by a decline in moderate income owners: The share of owners with incomes between \$50,000 and \$100,000 decreased by 12 percentage points.

	2010	2019	Change 2010-2019	
			Percentage Point Change	Numerical Change
Owner median income	\$58,524	\$62,303		\$3,779
Income distribution				
Less than \$25,000	16%	19%	3%	888
\$25,000-\$50,000	22%	22%	0%	229
\$50,000-\$75,000	24%	18%	-6%	-961
\$75,000-\$100,000	19%	14%	-6%	-939
\$100,000+	18%	27%	9%	2,079
Total	100%	100%		1,296
Renter median income	\$29,509	\$32,055		\$2,546
Income distribution				
Less than \$25,000	38%	36%	-2%	565
\$25,000-\$50,000	38%	35%	-3%	442
\$50,000-\$75,000	15%	12%	-3%	-66
\$75,000-\$100,000	5%	12%	6%	1,012
\$100,000+	3%	5%	2%	305
Total	100%	100%		2,258

Source: 2019 1-year ACS, and Root Policy Research.

The share of renters earning over \$75,000 increased by 8 percentage points, and this increase was offset by the reduction in the share of lower income renters. Despite this shift, in 2019, Yuma homeowners had household incomes around double that of renters (\$62,303 compared to \$32,055).

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 50 years. Of the residents in Yuma, Hispanic, African American, and Native American households are more likely to have lower income and live below the poverty line.

The economy in Yuma is strongly based on agriculture, tourism, and the military, which tend to have high portions of lower paying jobs. For example, the US Bureau of Labor

Statistics estimates the 2020 mean annual wage for a person employed in a farming, fishing, or forestry occupation in the Yuma MSA at \$30,740 per year. Tourism employment may encompass a range of employment occupations, such as food preparation and service-related occupations (\$29,170 mean income) and sales and related occupations (\$35,290 mean income). Depending on rank, military personnel may also earn lower wages. Junior enlisted personnel are the segment of the military population that may have difficulty affording housing in Yuma since the minimum wage for an enlisted person is \$19,803.60 per year at the lowest rank (with less than two years experience). Of the approximately 4,209 military personnel working at MCAS Yuma, the great majority, about 3,711, are enlisted, with approximately 598 (2020 MCAS Yuma Statistical Summary) enlisted families living off the base.

In addition, tourism and agriculture are subject to seasonal fluctuations. As a result, according to the Bureau of Labor Statistics, the December 2020 unemployment rate in Yuma (11.2 percent) was significantly higher than the average rate for the State (6.8 percent). Additionally, per capita income in Yuma was \$23,613, less than that for the State (according to the 2019 American Community Survey) due to the lower paying employment opportunities and greater proportion of children and retirees in Yuma.

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 2019 were comprised of married couple families (46 percent), with single-person households representing the next largest group (23 percent).

	2010		2019	
	Number	% Total Households	Number	% Total Households
Total households	31,417	100%	34,971	100%
Married Couples	15,353	49%	16,054	46%
With children under 18	6,941	22%	6,702	19%
Without children under 18	8,412	27%	9,352	27%
Male householder, no spouse	2,777	9%	2,643	8%
With children under 18	1,782	6%	734	2%
Without children under 18	995	3%	1,909	5%
Female householder, no spouse	5,353	17%	5,021	14%
With children under 18	3,542	11%	3,417	10%
Without children under 18	1,811	6%	1,604	5%
Non-family households	7,934	25%	11,253	32%
Householder living alone less than 65	3,665	12%	4,434	13%
Householder living alone 65 years and over	2,111	7%	3,707	11%
Other Non-family households	2,158	7%	3,112	9%

Source: 2010, and 2019 1-year ACS, Root Policy Research.

SPECIAL NEEDS HOUSEHOLDS

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

Elderly - Many elderly persons living alone have special needs for assistance with finance, home maintenance, accessibility, and repairs, and other routine activities. According to the 2019 American Community Survey approximately 14 percent residents in the City of Yuma are 65 years and older, and 11 percent of households are single person households of residents 65 years and older.

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. Elderly persons had a higher rate of disability at 33 percent of the aged 65 and older population, compared to only 9 percent of those younger than 65.

Large Households - In 2008, over 14 percent of all households in Yuma had five or more members, of which the vast majority were families. Large households are a special needs group because of the limited availability of adequately sized and affordable units. As a result, large households, especially renters, often have very high housing cost burdens and a higher incidence of overcrowding. The 2019 ACS identifies 30% of Households with 4 or more persons.

Single-Parent - Single-parent households often require special assistance due to their higher poverty rates, greater need for affordable housing, childcare, health care, and other supportive services. Female-headed households with children tend to have a lower rate of homeownership and a higher rate of poverty than other types of households. In 2019, there were 4,151 family households with children headed by single parents, of those, 82 percent were female-headed households.

Farmworker - The special housing needs of many agricultural workers stem from earning on the lower end of the wage scale and the cyclical nature of their employment. According to the US Bureau of Labor Statistics, an estimated 13 percent of the labor force in the Yuma MSA was employed in the farmworkers and laborers occupation in 2010. Campesinos Sin Fronteras estimates that between 40,000 to 50,000 farmworkers are in Yuma County at the peak of the season. Many of these farmworkers commute from Mexico to work because they live in border cities. While many farmworkers are able to live in Mexico where the housing costs are considerably lower, housing for farmworkers is still needed in Yuma as numerous farmworkers come from the Yucatan Peninsula to work.

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

The impact of this program in the City of Yuma can be seen along the 4th Avenue corridor. Several hotels, apartment complexes, and restaurants have been purchased or rented by large farming operations to meet the housing and meal requirements for farmworkers. The City of Yuma uses the 2018 International Property Maintenance Code to establish occupancy requirements in order to prevent overcrowded living conditions and ensure safety.

Military - The Yuma area is home to two military installations: the U.S. Army Yuma Proving Ground and the Marine Corps Air Station-Yuma. Often, lower income and an uncertain length of residency affect the housing needs of military personnel. While some military housing is provided for active military on the bases, approximately 895 (2020 MCAS Yuma Statistical Summary) military households are living off the bases.

Homeless - Due to the mild winters, the homeless population in Yuma increases during the winter months. An accurate assessment of the homeless population is difficult because of the transient nature of the population. A point-in-time (PIT) count was completed in 2020 and overseen by the Arizona Department of Economic Security and the Arizona Department of Housing. A total of 115 persons were found to be homeless in Yuma County. Only persons who slept in a place not meant for human habitation, such as a car, on the street, in a riverbed or similar location were counted. There are three housing and service providers (Catholic Community Services-Yuma, Crossroads Mission, and the Achieve Human Services) within Yuma that are working to meet the homeless population needs offering emergency shelter, transitional housing, and drug and alcohol rehabilitation housing. Currently, the Crossroads Mission has a total of 261 beds and 100 overflow cots available to house men, women, and families with children. In the 2019-2020 fiscal year, a total of 874 different individuals spent at least one night at the shelters. Of them, 118 (13.5 percent) were children, and 99 (11.3 percent) were seniors over the age of 62. These figures reflect a 7.89 percent increase from the total 789 unduplicated individuals that were served in the 2018-2019 fiscal year.

Winter Visitors - One other segment of the Yuma community that has specialized housing needs is the region's seasonal, winter visitors. This group, in addition to the agricultural workers and homeless discussed above, come to stay in the Yuma area during the winter months. As a result, they need local housing for a period of a few weeks to several months. According to the Arizona State University Center for Sustainable Tourism Yuma Winter Visitor Study (2017-2018 Season) approximately 71,091 winter visitors make Yuma their home for the season. Many of these visitors bring their own housing in the form of recreational vehicles (RV) and stay at local RV parks, or in park model and manufactured homes. Many of these mobile and manufactured homes are seasonal homes, which is apparent by the comparably large number of seasonal homes that were identified in the 2010 U.S. Census (5,151 units, or approximately 13.3 percent of the City's total units) and are expected to be noted in the 2020 Census. Some visitors, especially those only staying for a short period, rely on the City's hotels and motels for housing, and a smaller number of winter visitors stay in houses, apartments, and on public lands.

Students - Arizona Western College (AWC) enrolls about 11,000 students. The college has on-campus housing, which can house about 300 students. As such, more than 10,500 students live off campus and commute. Recently, the AWC Housing Department had to take a building offline due to disrepair, that combined with COVID restrictions means AWC is currently only able to house around 100 students. Northern Arizona

University—Yuma is an extension of the main campus in Flagstaff and is a small facility on the AWC campus, offering online as well as in-person courses. Currently, there are few options for multifamily housing around the colleges. Multifamily units are clustered in the central part of the city, diminishing housing choice among students who would like to live closer to campus.

DEFINITION OF QUALITY HOUSING

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

The most important characteristics of quality housing relate to basic life, health, and safety needs. Quality housing should provide adequate protection from the environment, be well maintained, and be energy efficient. It should be free from hazards such as lead-based paint and unsafe construction, and should provide necessary utilities, such as water, sewer, and gas/electricity. Quality housing should also be adequately sized. The Census Bureau standard is having no more than one person living per room (excluding kitchens, bathrooms, hallways, and porches), so that occupants are not living in overcrowded conditions. In addition, quality housing should be affordable, so that the household does not experience a cost burden (paying over 30 percent of their gross income for housing costs). All of these factors are discussed in this chapter, 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 further quality housing. Neighborhood and community conditions also contribute to the 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 chapter, public transportation plays a role in housing choice by allowing people who cannot afford or are unable to use a private vehicle to access needed employment and services. Adequate sidewalks and streets, as well as street lighting, allow residents to travel safely from home to work, shopping, and recreation.

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

Finally, the provision of adequate open space/park facilities for recreational purposes is another factor that contributes to overall quality of housing. On-site recreational facilities for multi-family and mobile home park housing projects are important to provide recreational opportunities in-lieu of private yards. Public parks provide recreational opportunities for all residents. 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 type and tenure; 2) affordability and cost burden; 3) age and condition of housing units; and 4) overcrowding.

The U.S. Census counts approximately 40,600 housing units in the City of Yuma and 94,600 in Yuma County. Since 2010 the number of housing units in the City of Yuma increased by around 2,000 (5%) while increasing by around 6,800 (8%) in Yuma County. The housing stock in the City of Yuma has expanded at a slower pace than the state and county.

	2010		2019		2010-2019 Change	
	Units	Share of County	Units	Share of County	Units	Percent
City of Yuma	38,626	44%	40,676	43%	2,050	5%
Yuma County	87,850	100%	94,648	100%	6,798	8%
Arizona	2,844,526	-	3,076,048	-	231,522	8%

Source: 2010 Census, 2019 1-year ACS, and Root Policy Research.

Over half (57 percent) of the housing stock in the City of Yuma is comprised of single family homes, followed mobile homes (18 percent), and apartment units with less than 50 units (9 percent). Since 2010, the share of the different housing types has remained stable.

Homeownership rates across the county have decreased since 2010 (Housing Market Assessment, 2021). The City of Yuma has the lowest homeownership rates in the region at 61 percent which has been a continuing trend from previous years. According to the 2019 ACS data Native Americans have the lowest homeownership rates (29 percent) followed by African Americans (38 percent). Hispanics (59 percent) and Non-Hispanic Whites (67 percent) have the highest homeownership rates in the city. Government-backed loans represent an alternative source of financing for many Yuma households

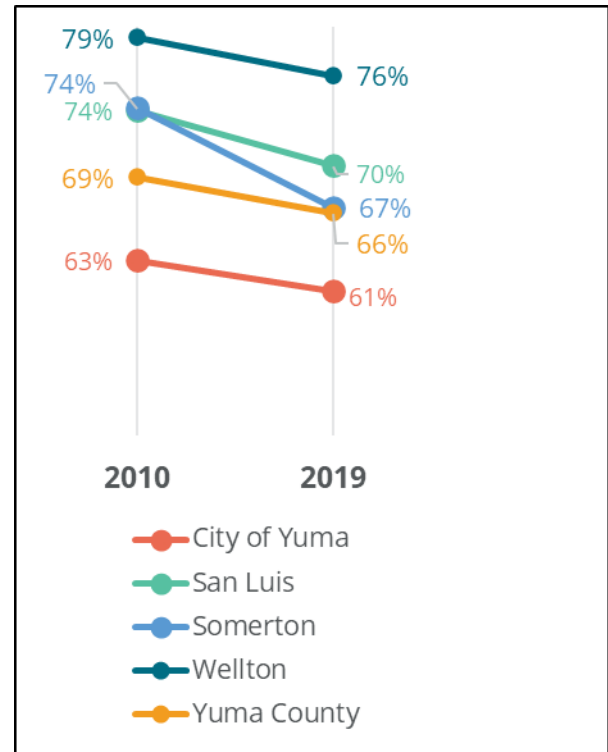
City of Yuma	
Single family detached	57%
Single family attached (townhomes)	6%
Duplexes/triplexes/fourplexes	6%
Apartments/Condos (5-49 units)	9%
Apartments/Condos (50+ units)	3%
Mobile homes	18%
Boat, RV, van, etc.	0%
Total	100%

Source: 2019 1-year ACS

(approximately 4 percent). However, lower income households in general have more difficulty in acquiring home financing. Additionally, because of the recession and changes made by the banking industry, many individuals who before (pre-2008) could qualify for a home loan, now do not.

Affordability and Cost Burden – Housing affordability is commonly defined in terms of the proportion of household income that is used to pay housing costs. Housing is “affordable” if no more than 30 percent of a household’s gross monthly income is needed for rent or mortgage payments and utilities. When the proportion of household income needed to pay housing costs exceeds 30 percent, a household is considered “cost burdened”. Households paying 50 percent and more of their gross income in housing costs are considered “severely cost burdened” and are at greater risk of eviction, foreclosure, and homelessness.

According to the 2021 Consolidated Plan there has been a significant increase in renter households that are severely cost burdened, from 18 percent in 2010 to 32 percent in 2019. There has been a meaningful reduction in owner households that are cost burdened between 2010 and 2019.



Homeownership Rates by Jurisdiction – Figure II-4 Housing Market Assessment, 2021

Renter and lower income households had the highest incidence of cost burden. The exception is seniors who do have lower, fixed incomes, but many own their homes and have already paid off the mortgage. According to the housing data provided by the 2019 American Community Survey, approximately 54 percent of the renter households and 25 percent of the owner households experience housing cost burden.

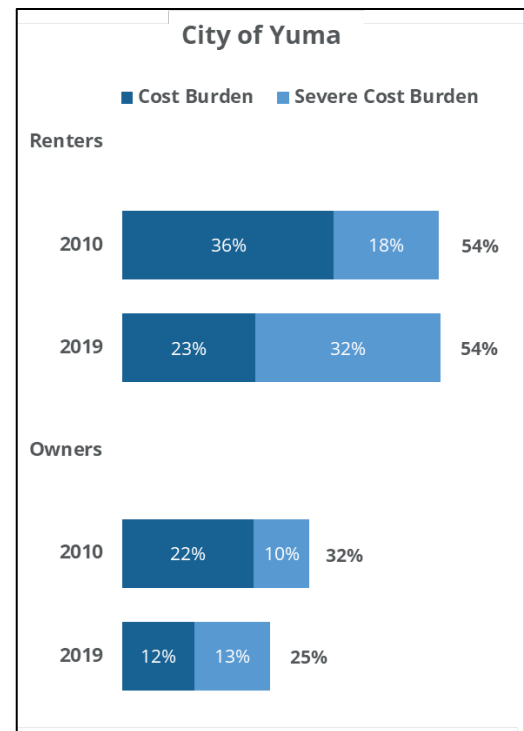
Based on typical mortgage assumptions and average housing prices in Yuma, extremely low- and low-income households (earning less than 30 percent and 50 percent of the county median family income, respectively) cannot afford to buy or rent an adequately sized home without assuming a cost burden in excess 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 home, while smaller moderate-income households would not be able to afford to purchase a home. Larger middle-income households are able to afford condominiums and smaller or older homes. While large middle- and moderate-income households may be able to afford a smaller or older home or condominium, high maintenance costs are typically associated with older units, which may result in

additional cost burdens for the household. The alternative would be to purchase a smaller unit, which could result in the overcrowding of larger households.

Median income households are also able to afford adequately 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.

Gaps in the rental market. To examine how well the City of Yuma’s current housing market meets the needs of its residents the Housing Needs Assessment included a modeling effort called a “gaps analysis.” The analysis compares the supply of housing at various price points to the number of households who can afford such housing. If there are more housing units than households, the market is “oversupplying” housing at that price range. Conversely, if there are too few units, the market is “undersupplying” housing.



Source: 2019 1-year ACS.

The figure below compares the number of renter households in the City of Yuma in 2019, their income levels, the maximum monthly rent they could afford without being cost burdened, and the number of units in the market that were affordable to them. The “Gap” column shows the difference between the number of renter households and the number of affordable rental units. Negative numbers indicate a shortage of units at the specific income level; positive units indicate an excess of units.

Renter Incomes	Maximum Affordable Gross Rent	Rental Demand (Current Renters)		Rental Supply (Current Units)		Gap
		Number	Percent	Number	Percent	
Less than \$5,000	\$125	1,713	12%	10	0%	(1,703)
\$5,000 to \$9,999	\$250	838	6%	489	3%	(349)
\$10,000 to \$14,999	\$375	1,091	8%	503	3%	(588)
\$15,000 to \$19,999	\$500	833	6%	761	5%	(72)
\$20,000 to \$24,999	\$625	500	4%	1,100	8%	600
\$25,000 to \$34,999	\$875	2,416	18%	4,114	29%	1,698
\$35,000 to \$49,999	\$1,250	2,357	17%	5,308	37%	2,951
\$50,000 to \$74,999	\$1,875	1,717	12%	1,752	12%	35
\$75,000 to \$99,999	\$2,500	1,645	12%	367	3%	(1,278)
\$100,000 to \$149,999	\$3,750	637	5%	6	0%	(631)
\$150,000 +	\$3750+	35	0%	0	0%	(35)
Total/Low Income Gap		13,782	100%	14,411	100%	(2,712)

Note: Low Income Gap refers to the total gap for households with income below \$20,000.

Source: 2019 1-year and 5-year ACS, and Root Policy Research.

In the City of Yuma:

- One third of renters (about 4,400 households) living in Yuma earn less than \$20,000 per year. These renters need units that cost less than \$500 per month to avoid being cost burdened. Just 12 percent of rental units (1,700 units) in the city rent for less than \$500/month. This leaves a “gap,” or shortage, of 2,712 units for these low income households.
- The market is over supplying units in the \$875 to \$1,875/month rent range. There are fewer than 5,000 renters who can afford rents priced in this range compared to a supply of nearly 9,500 units, leaving a surplus of around 4,500 units.

It is important to note that renters in the income brackets where gaps exist are not homeless. Those renters who cannot find affordably priced rentals are living in units that cost more than they can afford. These households are “cost burdened.” Who are the renters who struggle to pay their rent? Some of these renters are students.¹ These households are also working residents earning low wages, residents who are unemployed and residents who are disabled and cannot work.

Housing programs generally focus on assisting low to moderate income populations. Assistance commonly includes housing vouchers for market-rate rents, public housing units with rents income-dependent, and homeownership assistance programs. The City of Yuma, as well as other organizations, provides housing assistance through these types of housing programs.

The Housing Authority of the City of Yuma (HACY) owns and manages more than 235 affordable units, and also manages a 30-unit project for the elderly and a 36-unit Low Income Housing Tax Credit project in the Carver Park neighborhood. Additionally, in 2018, the Mesa Heights Apartments were developed, providing 58 high quality rental units for the Mesa Heights Neighborhood. HACY is also responsible for the administration of the Section 8 rental assistance program in Yuma, with a total of 1,444 Section 8 vouchers and more than 4,830 on a waiting list. Voucher holders rent a variety of units including single-family homes, townhomes, and apartments.



The Mesa Heights Apartments, a 58-unit Low Income Housing Tax Credit project, was constructed in 2018.

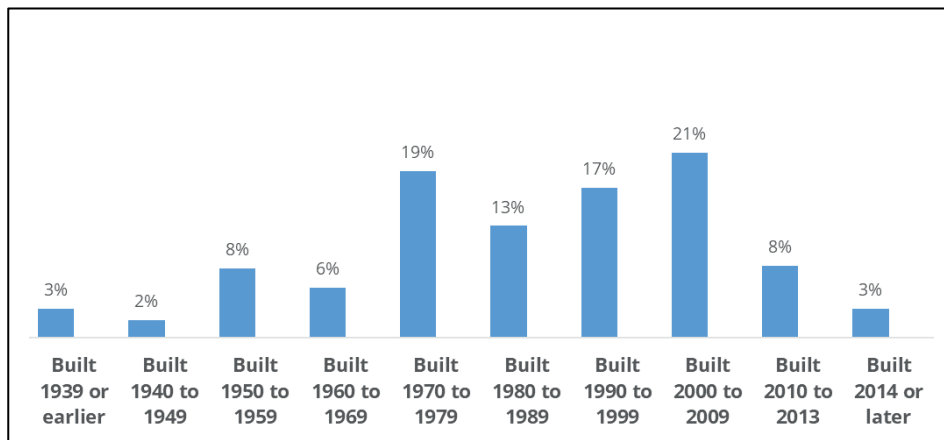
HACY administers a Family Self Sufficiency Program (FSS). There are currently approximately 300 active Family Self Sufficiency Participants. In 2019, the program assisted 15 families in their effort to become homeowners through guidance, education and training, and the provision/leverage of down-payment assistance. HACY’s FSS Program is one of the largest and most successful in the Southwest.

¹ Data limitations make it difficult to separate out renters who are students and may receive assistance paying rent from parents, student loans and/or other non-income sources.

Other affordable housing complexes in the City include thirteen Low Income Housing Tax Credit (LIHTC) projects, developed and managed through private-nonprofit partnerships. Combined, approximately 1,130 housing units (constructed) are deed-restricted as housing affordable to lower income households in Yuma. In addition to affordable housing produced with public subsidies and deed-restricted for occupancy by lower income households, the private market also provides some affordable housing—typically called Naturally Occurring Affordable Housing, or NOAH. Based on housing data provided in the City’s most recent Five-year Consolidated Plan (2021-2025), approximately 36 percent of the rental units and 23 percent of the ownership units in Yuma were available at prices affordable to lower-income households. However, as discussed in the gaps analysis section above, a mismatch between affordability level and income of the occupant often exists. This occurs for two primary reasons: A shortage of units to serve the lowest income renters, and higher income households living in rental units 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, the cost of land, building materials, and labor shortages, make construction of housing affordable to low and moderate income households extremely difficult without government subsidy. 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 2019 American Community Survey, approximately 38 percent of the housing units in Yuma were constructed before 1980 and is now 40 years and older.



Source: 2019 1-year ACS.

The 2019 1-year ACS reported that no occupied units in the city lacked complete plumbing facilities and 243 occupied housing units lacked complete kitchen facilities. These are considered substandard units and represent less than one percent of the city’s total occupied housing units.

Overcrowding - Another key factor to examine when evaluating housing conditions is overcrowding. Overcrowding in housing can threaten public health, strain public infrastructure, and points to an increasing need of affordable housing. The 2021 City of Yuma Housing Market Assessment study uses HUD’s definition of having more than one person per room (bedrooms, living rooms and dining rooms if separate) to identify overcrowded units and more than 1.5 persons per room to identify severely overcrowded units. Seven percent of the city’s households are overcrowded and five percent are severely overcrowded according to the 2021 Assessment. For certain sub-populations in Yuma overcrowding was a serious problem. Often large family households (five or more members) live in overcrowded conditions and the incidence of overcrowding increased for large family renters. Additionally, lower income and renter households experience a higher rate of overcrowding than owner households.

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 records, building permits averaged 489 single-family homes, 24 multi-family units, and 51 mobile homes during the past five years (FY 2016-2020). This reflects an annual growth rate in unit construction over that five year period of 5.7%. If that annual growth continues through 2030 and our current dwelling unit count is 41,786, there will be 50,358 housing units by 2030.

According to the State of Arizona Population Projections the City population is projected to increase by 20 percent total by 2030. And based on City of Yuma permit activity the number of housing units is expected to increase by 20%.

Projections – 2020 to 2030		
	2020	2030
Population	96,355 ¹	117,035 ²
Housing	41,786 ³	50,358 ⁴
¹ – State of Arizona Annual Population Estimate – July 1, 2020		
² – State of Arizona Population Projections		
³ – 2019 ACS Dwelling Unit with 2020 City of Yuma Building Permit data		
⁴ – City of Yuma Projections (5.7% increase in permitting annually)		

Characteristics of Future Housing Stock and Households - As shown in the 2019 ACS, 68 percent of the households in Yuma are family households and 23 percent are single-person households. Based on building permit data, multi-family and mobile homes represented approximately 13.7% of the building permits issued over the past five years and the remaining 86.4% represented single-family detached and attached homes. This is a lower proportion of medium and high density development than the current land use plan designates, which identifies 50% of the 115,632 total build-out units to be accommodated in all categories. This pattern is indicative of the future demographic shifts, and the composition of the City’s housing stock is expected to gradually shift to a higher proportion of multi-family homes which currently represents only 20.6% of the housing stock. Rental housing will continue to be an important segment of the housing stock in Yuma due to housing preferences, housing needs, and the high cost of

homeownership.

CONSTRAINTS AND BARRIERS TO ADEQUATE AFFORDABLE HOUSING

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

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

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

The availability and associated cost of land are typically more significant factors affecting housing construction. The main determinants of land value are location, zoning, and size, as well as supply and demand. 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 households with limited resources or knowledge of how to respond. 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.

The City has contracted with Southwest Fair Housing Council to implement a fair housing program to assist those that may experience fair housing discrimination and to educate landlords, realtors, lenders, and management companies on Fair Housing regulations.

Financing Costs - The cost of borrowing money for the purchase of a home has a significant impact on housing affordability. Fluctuations in mortgage interest rates influence the number of potential homebuyers who are able to enter and stay in the homeownership market. Mortgage interest rates are influenced by economic conditions, bank and lending institution practices, and policies at the national level, over which local jurisdictions have little control. For example, after the housing crisis in 2007, mortgage lenders tightened their lending practices, which initially affected the pace of new construction and the ability of households to obtain mortgage loans.

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

Moving forward, demographic shifts will dictate what type of housing is needed. The aging population, empty-nesters, and younger adults living in smaller households want smaller lots, affordable homes, and walkable neighborhoods. These housing preferences can differ from traditional subdivision tract development.

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.

In 2017, the City, along with Yuma County, the Cities of Somerton and San Luis, and the Town of Wellton formed the Yuma County HOME Consortium (YCHC). The YCHC was approved by HUD as a Participating Jurisdiction and now receives an annual allocation of HOME Investment Partnership funds from HUD. In Program Year 2021, the YCHC will received \$753,444. HOME funds can be used throughout Yuma County to create or provide affordable housing for low and moderate income people. The YCHC provided funds to Comite de Bien Estar to operate a Down payment and Closing Cost assistance program for LMI households to be able to purchase a safe and decent home.

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

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

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

Housing supply and costs are affected by the amount of land designated for residential use and the density at which development is permitted. The Land Use map identifies the location and density/intensity of development within Yuma. The table 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 Chapter 2 - Land Use.

General Plan Residential Land Use Categories	
Land Use Category	Allowable Residential Density (dwelling units/acre)
Rural Density Residential	1du/5ac to 1du/2ac
Suburban Density Residential	1du/2ac to 3du/1ac
Low Density Residential	1 – 4.9/ac
Medium Density Residential	5 – 12.9/ac
High Density Residential	13 – 30+ ac
Mixed Use	5 – 10/ac

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

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

- Suburban Ranch Districts (SR-1, SR-2, SR-3, and SR-4)
- Low Density Residential Districts (R-1-5, R-1-6, R-1-8, R-1-12, R-1-20, and R-1-40)
- Medium Density Residential District (R-2, R-2-5)
- High Density Residential District (R-3)
- Residence-Manufactured Housing District (R-MH)
- Recreation Vehicle Subdivision (RVS)
- 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 such as the Transitional District (TR) and Old Town (OT).

Yuma’s development standards and regulations strive to provide a diverse range of housing types in the community while preserving the character and quality of the community. Shifting demographics and housing preferences—as well as affordable

housing pressures—will change the types of housing in demand in the future, elevating the need for multi-family units, small lot units, and innovative housing concepts.

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

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

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

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

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

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

➤ Rooming and Boarding Houses

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

Building Codes and Enforcement - The City is dedicated to using nationally accepted codes for safe housing construction and has adopted the 2018 International Residential Code, effective December 2018 [Ordinance O2018-051: 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 2018 International Property Maintenance Code, 2018 International Building Code, 2012 International Mechanical Code, 2014 National Electric Code- Commercial, 2017 National Electric Code- Residential, and 2012 International Plumbing Code as minimum construction standards. The City's Building Safety Division enforces these codes. While the enforcement of these codes may increase construction costs, they also result in safer housing, lower insurance premiums, and less frequent maintenance.

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

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

The City adopted a Development Fee Ordinance in August, 2005 (O2005-74) and updated the fee schedule in 2019 (O2019-019) for all new development in the City. A comparison of Yuma to other similar Community with regard to development fees found Yuma's fees are less than the state's average.

Additionally, the City's Development Fee Ordinance can provide a full or partial exemption for affordable housing and for infill development in City Council approved redevelopment plan areas. The City should continue to explore a Development Fee Reduction Program for other types of infill developments, thereby providing incentives to build housing in areas where infrastructure and community amenities already exist.

The City will continue to monitor its fees and development requirements through the Analysis of Impediments to Fair Housing Choice planning process to ensure that they are reasonable. Through the same process, the City will also continue to review the impact of other development requirements on the affordability of housing to determine if additional programs or incentives are required to reduce the impact of City regulations on housing affordability.

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

Substandard Housing - As was discussed previously, approximately 68% of the housing in the city is more than 30 years of age, requiring ongoing maintenance. Based on the age of homes, the older the home the more likely they are to have problems requiring minor and major repairs.

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

Many of the units that require maintenance provide affordable housing opportunities for lower income households, especially small apartment complexes, and mobile homes. The City is working to preserve the existing housing stock for low and moderate-income households through the Owner Occupying Housing Rehabilitation program. These programs allow residents to correct major housing issues (e.g., roofing, plumbing, electrical, missing or broken doors and windows, and structural deterioration). According to the 2020 Yuma County Resident Housing Choice Survey, the majority (80 percent) of survey respondents consider their home to be in good or excellent condition. The balance, 20 percent, report condition problems.

More than two in five (44 percent) low income households and 37 percent of renters deem their home to be in fair/poor condition. One in three (33 percent) housing subsidy recipients live in fair/poor condition homes, as do 29 percent of households that include a member with a disability.

Homeowners and higher income households are least likely to identify their home's condition as being fair or poor. About 70 percent of respondents with homes they consider to be in fair or poor condition have repairs that need to be made. The most common needed repairs are to the roof, bathroom plumbing, flooring, kitchen appliances, kitchen plumbing, and to cooling systems. In most cases, the repairs have not been made because the homeowner "can't afford to make them" or because the landlord "refuses to make repairs."

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

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

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

To address the issue of poor property maintenance that occurs on individual properties throughout the community, the City has adopted the 2018 International Property Maintenance Code. This ensures that the safety and quality of housing in Yuma is maintained and improved. In lower income areas, the possibility of creating improvement districts to provide front yard maintenance should be investigated.

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

By providing job training programs and expanding the economic base of the community, lower income households would be able to improve their income, thereby reducing the dependence on housing assistance. Chapter 6 - Redevelopment includes a series of action programs to be implemented to eliminate slums and blight, and target areas for redevelopment. Several organizations in the Yuma area are working to improve the local economy and provide job training, including: Greater Yuma Economic Development Corporation, Chamber of Commerce, Western Arizona Council of Governments, Yuma Convention and Visitor Bureau, Arizona Western College, Arizona @ Work (previously called Yuma Private Industry Council), and Northern Arizona University.

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

On December 13, 2010, the Yuma County Intergovernmental Public Transportation Authority (YCIPTA) was formed by the Yuma County Board of Supervisors to administer, plan, operate and maintain public transit services within Yuma County. The YCIPTA is a governmental agency that provides public transit services through the Yuma County Area Transit (YCAT) and YCAT OnCall Demand Response Service. Bus stops are placed every ¼ mile to provide convenience to riders wanting to access routes.

YCAT provides a fixed route to serve the Yuma area, as well as the Community of San Luis, Somerton, Wellton, and the Foothills. These bus routes connect to major areas of transportation need such as Arizona Western College (AWC-NAU), the Yuma International Airport, Yuma Regional Medical Center (YRMC), the Marine Corps Air Station (MCAS), a multitude of shopping centers, and places of employment.

YCAT OnCall is a 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. This service is utilized by residents for transportation to employment, shopping, and other needed services, such as medical appointments. Chapter 3 – Transportation of this General Plan provides a more detailed discussion of the public transit system.

Energy Conservation - For many households, the costs of cooling and heating is a financial burden. For lower-income households, a significant portion of their income goes towards utility bills. In addition, some households, such as those with poor credit, also have the additional cost of a high utility deposit. Western Arizona Council of Governments (WACOG) provides assistance to lower-income households experiencing high utility costs. The City currently requires new residential developments, building additions, and alterations to incorporate energy conservation methods. In 2012, the City adopted the 2009 International Energy Conservation Code for multi-family developments and in 2018, the 2018 International Residential Code, Chapter 11, for one to two family dwellings was also adopted. The adoption of these building codes ensures that all structures designed for living purposes are designed and constructed using energy efficient requirements. Furthermore, the adopted energy conservation codes include methods such as insulation in ceilings, walls, complete sealing of the building envelope, Low-e window requirements, energy efficient A/C units, and duct leakage tests. In addition to construction materials, building orientation and appropriate use of landscaping can help reduce the energy use necessary to adequately cool a home. Chapter 7 - Conservation 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, financial, and administrative resources, and the City's neighborhood approach to revitalization. The following discussion focuses on the provision of housing affordable to lower income households since the market is generally able to provide adequate housing opportunities for upper income households without requiring additional subsidies.

Housing Production on Identified Sites - As discussed earlier, Yuma's plan for residential uses directly affects the affordability of housing within the community. The table

Vacant Land within the City Limits reveals the amount of vacant land remaining within the City for each residential Zoning District category. This is vacant lands that already have the residential zoning district and can be developed without going through a rezoning process. As shown, approximately 1,537 acres are zoned for residential development in Yuma. Map 5-1 illustrates where the vacant land for these Zoning District categories are located.

Vacant Land within City Limits	
Zoning District Category	Vacant Acreage
Suburban Ranch	9
Estate Residential	24
Low Density Res.	910
Medium Density Res.	361
High Density Res.	88
Manufactured / Recreational Vehicle	120
Transitional	26
Total	1,537

The table 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 54,314 new units could be built in Yuma. Map 5-2 illustrates where the vacant land for these Land Use categories are located within the City of Yuma. The total number of housing units to be constructed in the future could vary depending on the density of actual development. Additional land may also become available if developers request annexation and land use plan amendments.

Vacant Residential Land within General Plan area			
General Plan Land Use Category	Expected Density (units/acre)	Vacant Acreage	Expected Units
Rural Density Res.	0.3	7,413	2,224
Suburban Density Res.	1	601	601
Low Density Res.	4	4,851	19,404
Medium Density Res.	9	2,649	23,841
High Density Res.	15	375	5,623
Mixed Use	5	524	2,621
Total		16,413	54,314

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—and can reduce transportation costs. In 2017 the City of Yuma adopted an ordinance identifying an Infill Overlay District (IO).

Through the many discussions and research conducted, it was identified that the key to successful implementation of infill development is the flexibility of standards such as: zoning, design standards, and fees for both new development and renovation of

existing buildings. Staff produced an Infill Incentive Plan, which explores issues associated with infill development and identified potential incentives available to those willing to develop and/or redevelop within the infill overlay.

In addition, in 2017 the City of Yuma passed an ordinance permitting accessory dwellings in residential districts. Second units often provide affordable alternatives to apartment living. The applicability and development standards for accessory dwelling units has been addressed within the ordinance.



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

While the City has over 16,413 acres available for residential development, the majority of this land is designated for lower density residential development. These lower density homes provide housing opportunities for some of the City's households but are generally too expensive to address housing needs of many Yuma households. Only 374.87 vacant acres of high density residential land remain in the City. These are the categories that potentially provide housing, including apartments, condominiums, and mobile home parks, that is affordable to lower income households. The City should continue to monitor its vacant land inventory and Land Use designations to identify appropriate locations for higher density housing, including mobile homes, multi-family, and RV parks. The City could consider increasing the density on properties where affordable housing is provided, as part of a proposed project. Due to the concern of neighbors when increased density is proposed, the City should consider creating an education program, such as an Affordable Housing Guide, to educate the public about what affordable housing is and dispel some of the myths associated with affordable housing.

Financial Resources - Yuma uses a range of funding sources to implement its housing strategy. Current funding sources include Community Development Block Grant (CDBG), HOME Investment Partnership funds, Housing Choice vouchers, Rental Assistance Demonstration (RAD), the City's General Fund and Capital Improvement Program budget, and other state and federal funds.

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 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 organizations working in the Yuma area assist with affordable housing. Many organizations are supported by the City. Local organizations, including: HACY, Housing America Corporation, Arizona Housing Development Corporation, ACHIEVE Human Services, Serenity House, Western Arizona Council of Governments (WACOG), Child and Family Services, Catholic Community Services, Southwest Fair Housing Council, Comite de Bien Estar, and Campesinos Sin Fronteras provide housing programs. Services provided include: affordable housing development, down payment assistance, Fair Housing, rental and mortgage payment assistance, and housing counseling. A more detailed description of these organizations 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 Mesa Heights neighborhood to address a range of issues. The Mesa Heights Plan addresses safety and security, housing neighborhood appearance, infrastructure, social services, workforce development, and economic development.

The City partnered with a spectrum of organizations to improve the Mesa Heights Neighborhood. For example, a rental inspection program was implemented to ensure that all rental units and mobile homes spaces in approved revitalization areas are maintained at a minimum standard.

The City should consider expanding the neighborhood revitalization approach to other neighborhoods that meet HUD Neighborhood Revitalization Strategy Area (NRSA) requirements. Areas that may be appropriate include the central part of the City, south of 16th Street, surrounding the Mesa Heights NRSA where revitalization is needed. Chapter 6 - Redevelopment outlines techniques and available programs that encourage redevelopment in targeted neighborhoods in more detail.

GOAL, OBJECTIVES AND POLICIES

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

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

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

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

Objective 1.2: Maintain and enhance quality of existing housing.

Policy 1.2.1: The City will continue to develop neighborhood strategies that consider resident-driven design standards and that promote neighborhood identity.

Policy 1.2.2: The City will continue to develop strategies for rehabilitation, or condemnation of housing that does not meet minimum housing code requirements.

Policy 1.2.3: The City will continue to work with residents to develop formal and informal housing maintenance programs for community improvement.

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

Policy 1.3.1: The City will continue to encourage an adequate supply of housing for low- and moderate-income residents.

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

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

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

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

Policy 1.3.6: The City shall work with agriculture worker housing providers to encourage the location of appropriate sites for additional housing.

Policy 1.3.7: The City shall support the efforts of the Yuma Proving Ground and the Marine Corps Air Station – Yuma for appropriate sites for military housing.

Policy 1.3.8: The City shall expand opportunities for citizens to live in proximity to work and retail, meeting the Smart Growth Principle of a mix of land uses.

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

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

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











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

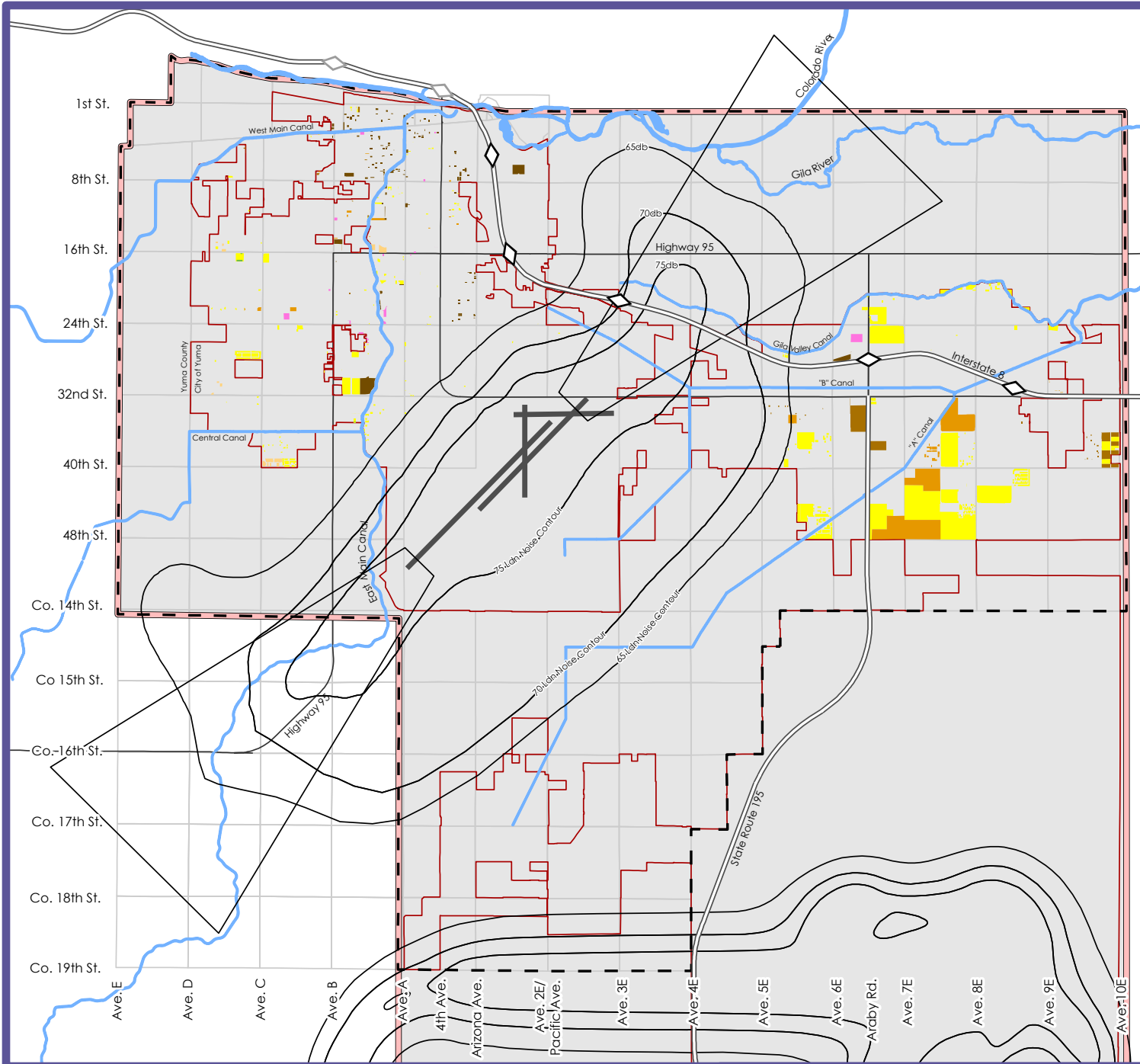
ACTION PLAN

Phase	Project	Responsible Agency/ Department	Funding Source	Strategic Outcome
1 – 5 years	Re-designation/Rezoning for Higher Density Residential - Consider rezoning land for higher density residential development to promote additional rental and lower cost ownership options.	Planning & Neighborhood Services	General	Active & Appealing
	Assess land use category residential densities and explore density bonuses for residential development.	Planning & Neighborhood Services	General	Active & Appealing
	Consider creating a public education program, such as an Affordable Housing Guide, to address public concerns regarding increased density and affordable housing.	Planning & Neighborhood Services	General	Connected & Engaged
	Continue to update and implement the Analysis of Impediments to Fair Housing Choice and utilize the fair housing planning process to address constraints to housing production.	Planning & Neighborhood Services	CDBG/ General	Connected & Engaged
	Develop programs to ensure economic health of neighborhoods with vacant houses that target ill-kept units and yards.	Building Safety Planning & Neighborhood Services YPD	General	Safe & Prosperous
	Update the existing Energy efficient ordinance - to provide incentives and standards for the provision of energy efficient building practices for all new development.	Building Safety	General	Respected & Responsible
	Facilitate homeownership options through down payment assistance, financial counseling, and/or supporting the creation of more diverse and affordable housing products.	Planning & Neighborhood Services	CDBG/ General	Respected & Responsible
	Winter Visitors - Consider monitoring the housing needs of the community's winter visitors to ensure that adequate housing opportunities are provided.	Planning & Neighborhood Services	General	Safe & Prosperous
	Update the existing Infill Overlay District to expand existing boundaries and to allow density bonuses in exchange for increased amenities.	Planning & Neighborhood Services	General	Active & Appealing
	Housing rehabilitation - Continue to provide minor repairs, major home rehabilitation loans for low and moderate income households.	Planning & Neighborhood Services	CDBG/ HOME	Safe & Prosperous
	Code enforcement - Continue to enforce City codes and policies related to public health and safety.	Building Safety Planning & Neighborhood Services	CDBG/ General	Respected & Responsible

1 – 5 years cont.	Distressed mobile home and RV park improvement program - Consider adopting an improvement program to target distressed mobile home parks, subdivisions and RV parks to provide rehabilitation assistance that meets the needs of mobile home and RV owners.	Planning & Neighborhood Services	General	Safe & Prosperous
	Continue to enforce the property maintenance ordinance and create improvement districts to maintain and improve the visual appearance of the community.	Planning & Neighborhood Services	General	Connected & Engaged Respected & Responsible
	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.	Planning & Neighborhood Services	General	Connected & Engaged
	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.	Planning & Neighborhood Services	CDBG/ General	Safe & Prosperous
6 + years	Neighborhood revitalization - Consider expanding the neighborhood revitalization approach applied to the Mesa Heights Neighborhood to other qualified areas with concentrated rehabilitation needs.	Planning & Neighborhood Services	CDBG	Safe & Prosperous
	Rental Inspection Ordinance - Consider expanding rental inspection program Citywide.	Planning & Neighborhood Services	General	Respected & Responsible
	Support housing for persons with special needs and the homeless, including emergency and transitional housing programs.	Planning & Neighborhood Services	CDBG/ General	Respected & Responsible

Vacant Land by Residential Zoning District

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



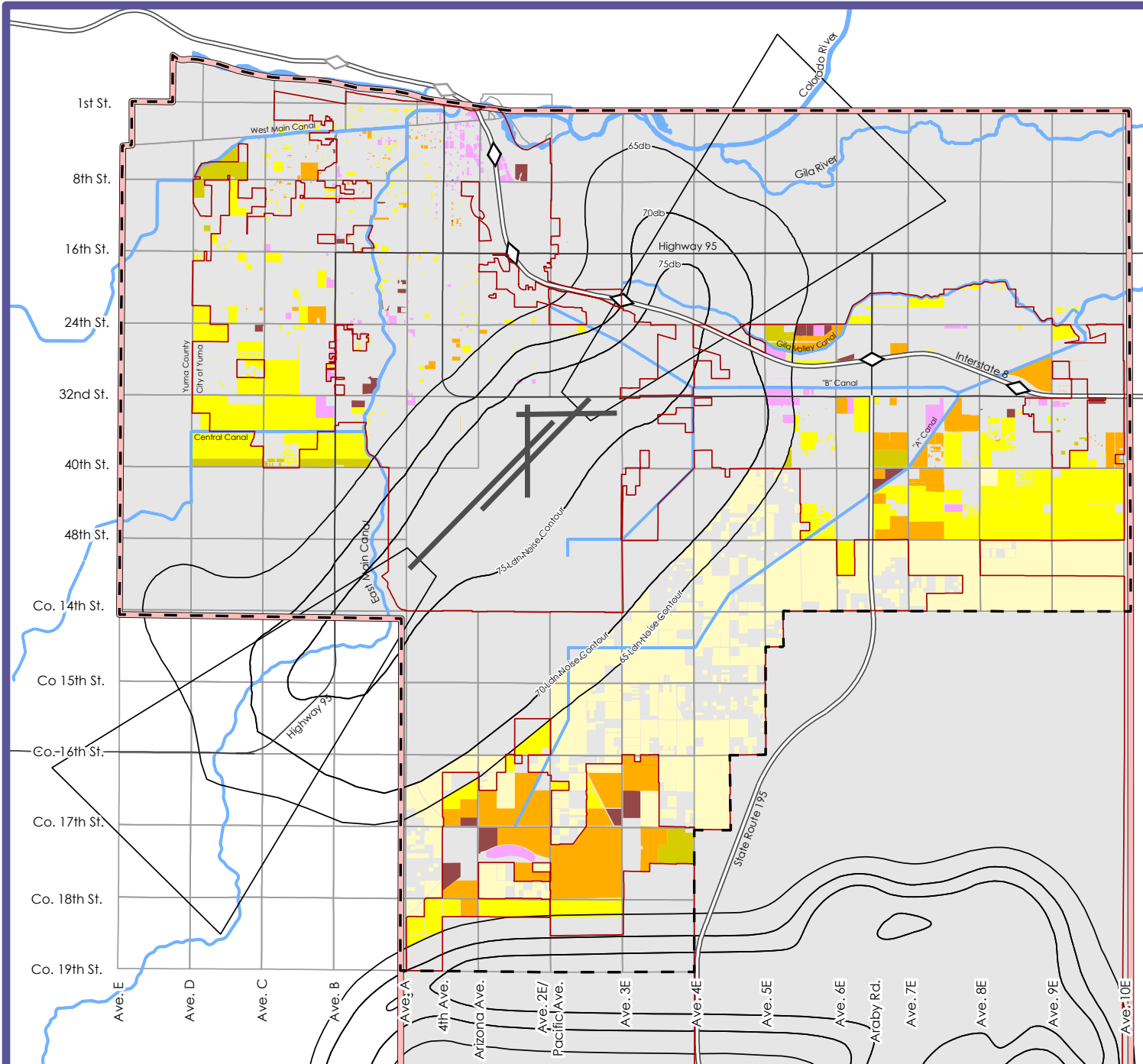
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Prepared by Information Technology GIS and the Department of Community Development



Vacant Land by GP Residential Land Use

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

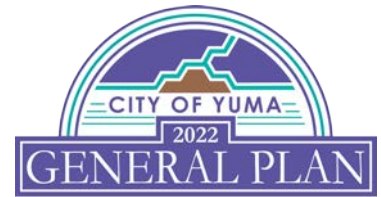


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Prepared by Information Technology GIS and the Department of Community Development



REDEVELOPMENT



Yuma is fortunate to have a variety of diverse neighborhoods. Some neighborhoods are a rich mix of architecture from the 1800s. Some residential neighborhoods are more recent, built during the construction boom that followed the Second World War. Commercial and industrial neighborhoods were also built during the same time period. Since the 2012 General Plan the areas that have seen the most residential construction include homes on the East Mesa and the Yuma Valley. As of July 1, 2021, the city's population is 97,883 persons.

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. Other purposes authorized by law.

A.R.S. SECTION 9-461.05 E.11. – NEIGHBORHOOD PRESERVATION & REVITALIZATION ELEMENT

A neighborhood preservation and revitalization element, including:

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

With much of the new development happening on the outskirts of town, not all neighborhoods in the community have benefited from this growth. Particularly in the downtown area, the oldest parts of town, reduction in land values, building conditions or low income levels have resulted in conditions of decline. In some instances, these conditions are triggered by the vacancy and blight of commercial or industrial buildings. Houses located north of 8th Street along the Union Pacific rail lines and east of 1st Avenue, are subject to this type of decline. These were once homes for the employees who worked in the nearby produce coolers. Several of these homes now lie empty because the cooler operations have since relocated further southeast within the City.

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



Additionally, clean and attractive neighborhoods are linked to the community's ability to attract new industry and business into the local economy. In the past, the City utilized an Economic Development Policy, which included incentives for companies to invest in redevelopment areas and promote economic welfare. The Historic North End along Main Street is a great example of an area that can serve as a key piece of the community's economic development strategy by providing facilities, services and amenities for tourists, travelers or conventions.

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

- *Create a range of housing opportunities and choices.*
- *Foster distinctive, attractive communities with a strong sense of place.*
- *Strengthen and direct development towards existing communities.*
- *Encourage community and stakeholder collaboration in development decisions.*

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

BACKGROUND AND EXISTING CONDITIONS

Yuma, like other cities, includes older areas of industrial and commercial development that at one time were very active. With the ever-increasing predominance of sprawling suburban development, these areas are now in decline. It has become easier and quicker to develop on greenfield lands, despite the fact that roads and utilities are already available in the older parts of town. Development standards that cater to automobiles with requirements such as off-street parking, setbacks, and wide rights-of-way make repurposing these properties even more difficult. As building codes have evolved over the years to increase safety, they have also become more technical. This poses challenges to bring existing buildings into compliance. To help alleviate this compliance issue, the City of Yuma has adopted the International Existing Building Code which allows flexibility of code requirements for some existing and historic properties. In the City, these areas are concentrated along 4th Avenue and continue east of 4th Avenue and end at the railroad lines and Arizona Avenue. More recent commercial and industrial development is located within the Yuma and Gila Valleys or farther out on the Mesa where large industrial parcels are available.

As housing preferences changed over the years and demand for larger homes on larger lots increased, the traditional, narrow-lot, walkable, and alley-accessed residential neighborhoods built in the older parts of Yuma became less desirable in favor of larger homes in new subdivisions on the outskirts of town. Lack of continued investment in these areas has left many houses in older residential neighborhoods with significant structural, plumbing, electrical or maintenance problems. Many of these homes are located north of 16th Street, and east of the East Main Canal. Some problem areas are located in the

North Yuma Valley with a mixture of older site built homes, mobile homes, trailer parks and apartments (west of the East Main Canal).

An area of County land surrounded by an incorporated City is referred to as a "County island". County islands are generally developed to lesser standards than the City which creates sudden changes in road quality, code enforcement standards, provisions for emergency services and other complications for both the City and the County of Yuma. Two examples that demonstrate this issue include the Arizona Avenue island east of Arizona and north of 16th Street and area south of 16th Street and east of Arizona Avenue. Both reflect these complications. It is the general policy of the City to reduce the number of unincorporated islands through annexation.

Efforts by the City to redevelop areas and safeguard home and business values of its residents and business owners can become difficult. Not all redevelopment tools found in other states are available to cities in Arizona. One tool that is not available is tax increment financing, which can provide a revenue source to put towards areas of redevelopment or historic preservation. Obtaining grants to help stabilize, upgrade, and protect neighborhoods are challenging to find. Even with these obstacles, the City has consistently sought Federal funds for projects. The City is engaged in finding new ways to promote investment in identified redevelopment properties with its own resources.

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

EXISTING PROGRAMS

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

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

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

Yuma is a federal entitlement city which receives Community Development Block Grant Funds (CDBG) to aid in revitalization of neighborhoods with predominately low- and moderate-income residents. CDBG funds are used in target neighborhoods by the City of Yuma Neighborhood Services Division for rehabilitation of owner-occupied homes, code enforcement, inspection of rental properties, and demolition of blighted structures. In addition, CDBG funds are awarded to non-profit partner agencies that provide homeownership opportunities and development of affordable housing.

The City of Yuma regularly seeks additional funding sources for neighborhood revitalization efforts, applying for various state, federal and private grants. Further, in 2016, the City and the other units of local government in Yuma County formed a Consortium for the US Department of Housing and Urban Development's HOME

program. Through the Consortium, HOME funds became available for the entire community to use in the development of affordable housing.

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

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

Encouraging infill development within the City of Yuma had been a topic of discussion amongst City Council and Staff for several years. In 2016, Council directed City Planning staff to develop incentives to encourage infill development. An Infill Incentive Overlay (IO) District and Infill Incentive Plan were adopted in 2017 to provide relief from typical development standards and financial incentives to encourage infill development.



The purpose of the Infill Incentive Plan is to explore issues associated with infill development and to identify potential incentives available to those who choose to develop and/or redevelop within the IO District. As government budgets become ever tighter, the City

must learn to grow within, rather than expanding outward. This means accommodating growth within the existing infrastructure network, rather than expanding the City's maintenance liability ever broader. The City is conscious of the impacts of sprawling development on environmental resources, transportation grids, and the overall quality of life for residents.

There are a variety of benefits related to infill development, and the following directly impact our community:

- Make better use of urban land while reducing consumption of agricultural land;
- Reduce the time, money and air pollution associated with commuting and other use of single occupant automobiles;
- Renew older neighborhoods and housing stock; and
- Make better use of existing infrastructure and lowering costs of public services such as: transit, sidewalks, water and sewer, school, and public safety.

Since the district's adoption in 2017, the community has seen a significant increase in the amount of new construction and rehabilitation occurring within the area. Building upon it's success, Staff is looking to further expand the IO District to include areas along 4th Avenue down to 32nd Street, the Big Curve area, properties along 32nd Street from 4th Avenue to Avenue A, and residential areas between Avenue A and 8th Avenue, south of 24th Street and north of 32nd Street. In addition to the expansion of the IO District, Staff will

also be identifying further incentives related to development within the area. The update to the Infill Incentive Plan is anticipated for completion in 2022.

The IO District is focused solely on area within the jurisdiction of the City. However, staff would like to form a policy, which allows the utilization of certain IO incentives for development occurring within Yuma County, which may be subject to a pre-annexation development agreement. By doing this, staff will be able to offer similar incentives for properties which are located within Yuma County and have similar characteristics to those properties located within the City's IO District.

EVALUATION AND ANALYSIS

The work to revitalize residential, commercial and industrial neighborhoods requires a focused effort. The following is a list of areas that have been identified for more extensive evaluation and planning. The areas are categorized into three types, which are not mutually exclusive:

- 1) **Redevelopment Areas** are those found to have slums or blighted areas and have been adopted as redevelopment areas pursuant to Title 36, Chapter 12, Article 3 of the Arizona Revised Statutes. All redevelopment areas have adopted redevelopment plans to guide the improvement or elimination of the slum or blighted conditions. State statute grants municipalities special powers within these redevelopment areas to aid in redevelopment efforts.
- 2) **Revitalization Areas** are blighted areas that are predominately residential in nature, and have a high number of low-income residents. These areas have adopted revitalization plans and redevelopment efforts are typically managed by the City's Neighborhood Services Division. If a revitalization area meets the definition provided by the Department of Housing and Urban Development (HUD), the area may be eligible for Community Development Block Grant (CDBG) funds.
- 3) **Study Areas** are those areas that are in need of additional efforts to encourage redevelopment, but have not been officially declared as slums or blighted areas. These areas typically do not have adopted plans.

Collectively, these areas constitute the infill development target area. Descriptions of and plans for each of these areas are detailed on the following pages.

Yuma North End Redevelopment Area – Riverfront

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

This area was the site of the historic U.S. Army Quartermasters Depot now known as the Colorado River State Historic Park, hotels, railroads, restaurants, and steamboat landings. Much of the site is owned by the City of Yuma or other public agencies, as a result of sales by private owners years ago. The Riverfront has drawn interest from citizens, planners, commercial developers and civic leaders. They have envisioned transforming the abandoned commercial sites and the Colorado Riverfront into a positive mix of recreation, history and commercial development.

In 1982, the North End Redevelopment Planning Committee was appointed by City Council to work with City staff to develop a comprehensive strategy for revitalization of the entire downtown area, inclusive of the Riverfront area. In 1983, the North End Redevelopment Plan prepared by this committee was adopted by Council (Resolution 2318). This action designated the Yuma North End, which included the Riverfront, Old Town, and Old Town South areas, as an official redevelopment area.

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

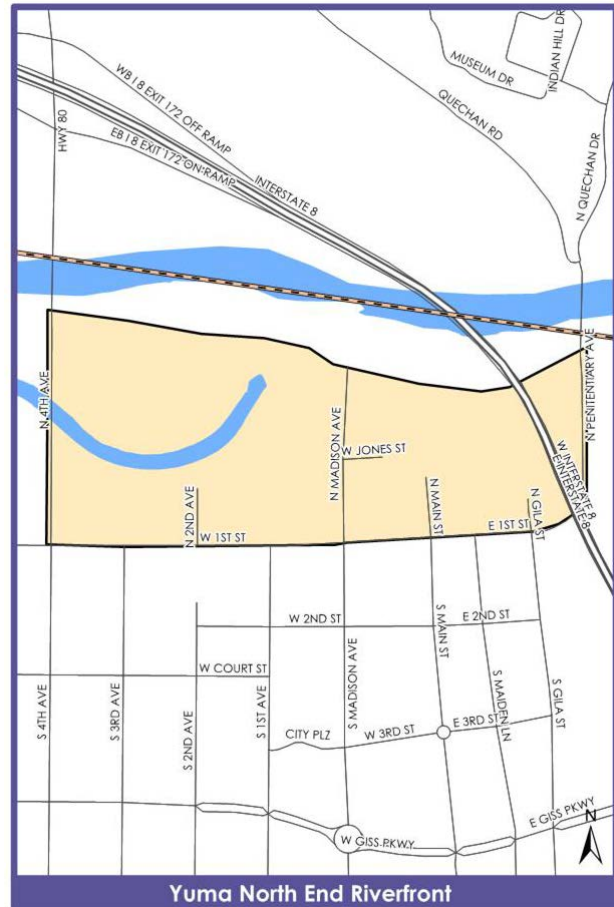
In 1998, a Heritage Area Task Force was formed to oversee the successful effort to obtain a National Heritage Area designation for the Yuma Riverfront. President Bill Clinton created the Yuma Crossing National Heritage Area in 2000.

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

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

In 2005, work on the Pivot Point Hilton Garden Inn began and was completed in the fall of 2008. In 2013, the LEED-certified John M. Roll United States Courthouse opened on 1st Street, in close proximity to Yuma's major state and local government buildings. And in 2021, the completion of the 114-room hotel, Home-2-Suites, further expanded the redevelopment efforts along the Old Town Riverfront.

The ongoing work in the West Wetlands Park produced the Stewart Vincent Wolfe Creative Playground. Several nature walking paths were completed in the East and West Wetlands Parks. Future commercial development fronting 1st Street will add to the redevelopment within the Historic North End and Old Town Riverfront districts.



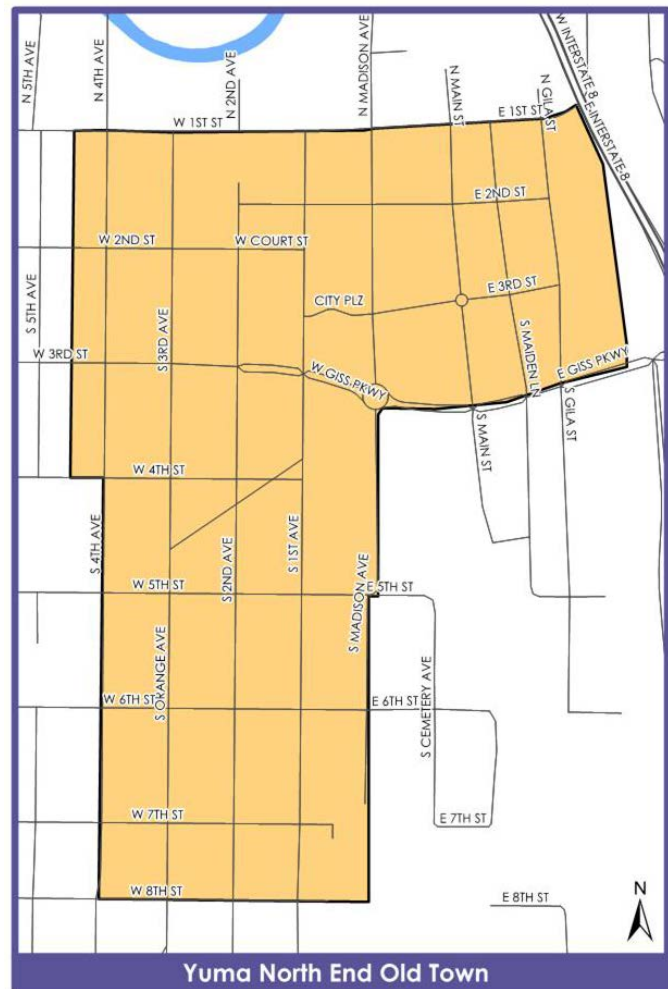
Yuma North End Redevelopment Area – Old Town

Location: Bounded on the west by 4th Avenue, on the north by the Colorado River, on the east by the Union Pacific Railroad lines, and on the south by 8th Street.

The Historic North End, located in the middle of the Yuma Crossing National Heritage Area, is the oldest part of the City, containing numerous historic sites and buildings. Much of the history of the Southwest and the United States is connected to this area because of the ferries and bridges crossing the Colorado River at this natural narrowing of the river known as the Yuma Crossing designated as a National Historic Landmark.

In 1983, the City adopted the North End Redevelopment Plan (Resolution 2318) that officially established the Old Town as part of the redevelopment area. For Old Town, the plan called for a mixed-use neighborhood with a government center focus. Several Historic Districts were formed in the 1980s to protect adobe structures, commercial buildings and homes of this unique historic area. However, new construction did not occur until the mid-1990s. In 1995, City Planning staff proposed major changes to the zoning and development standards. Adopted by City Council, these new standards encouraged mixed-use developments, zero-lot line construction and other design elements that promoted private investment while maintaining the character of the area.

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



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

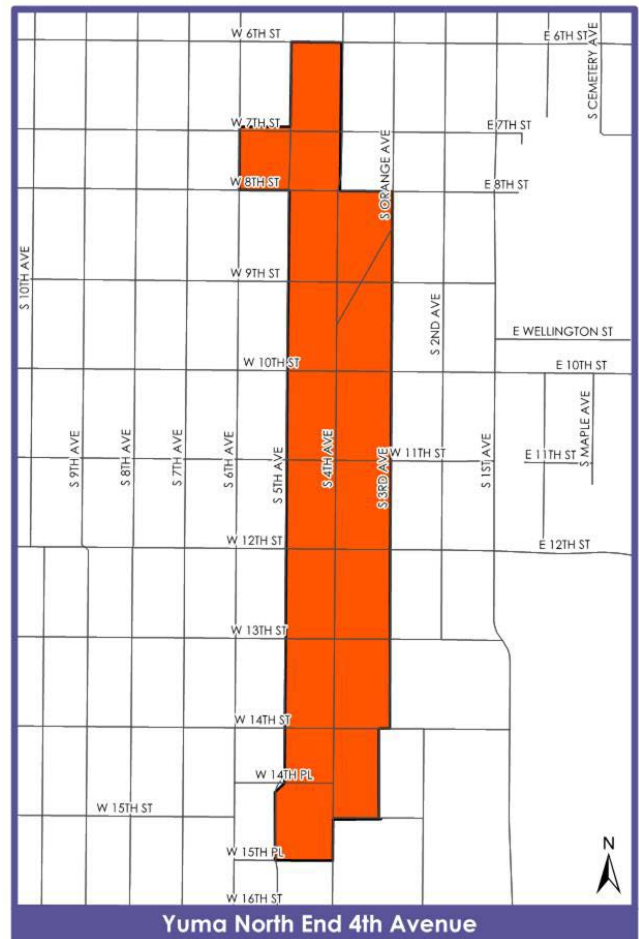
Yuma North End Redevelopment Area - 4th Avenue

Location: Generally, the land within one block of 4th Avenue, between 6th Street and 15th Street.

The 4th Avenue corridor is a main business thoroughfare connecting the Historic Downtown to the southern portion of the city. The northern portion of the 4th Avenue corridor serves as the gateway to Yuma from California for travelers on Interstate 8. The 4th Avenue is characterized by a mix of service uses, such as small-scale retail, restaurants, automotive repair and sales, and service stations, with a few residential properties. 4th Avenue is a mix of buildings fronting the sidewalk (a pedestrian-oriented layout) and those with parking lots adjacent to the sidewalk (a less pedestrian-friendly layout). This creates an uneven visual appeal of properties and public improvements along this gateway corridor.

In 2013, the City adopted the Yuma North End 16th Street and 4th Avenue Redevelopment Plan (R2012-03) which establishes this area as an official redevelopment area. The plan encourages infill development along the corridor that focuses on convenience, personal, and community services to create the community's Service Center. The importance of creating a safe and attractive pedestrian streetscape system along 4th Avenue is also highlighted. A critical component to create the desired walkable urbanism is to encourage businesses to locate their buildings at or near the front setback, with entry points located off the sidewalk.

The City of Yuma purchased several properties along the 4th Avenue Corridor for the purpose of widening the roadway. This has provided opportunities for redevelopment. Proper alignment of building setbacks, parking arrangements, traffic calming techniques, and landscaping creates a more unified gateway corridor that offers an environment welcoming to pedestrians and cars alike.

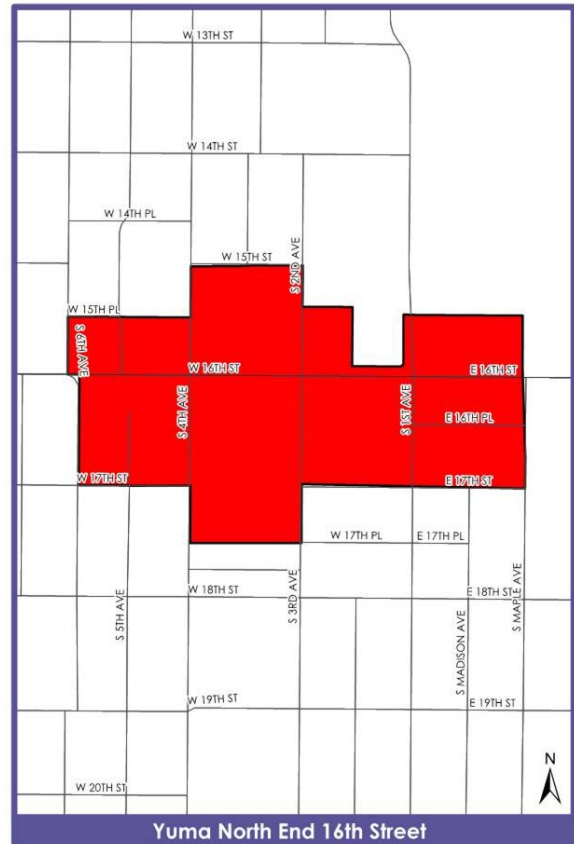


Yuma North End Redevelopment Area - 16th Street

Location: One block on either side of 16th Street, between Maple Avenue and 6th Avenue.

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

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



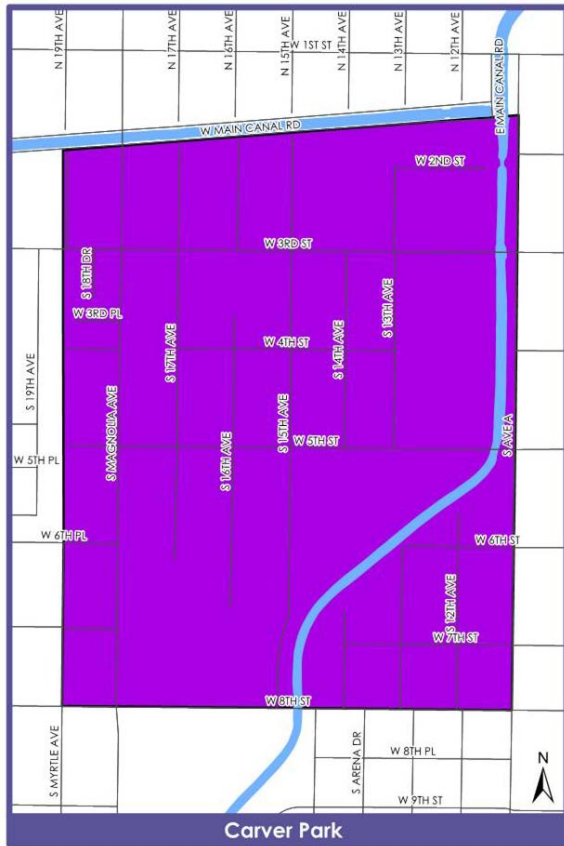
In 2013, the City adopted the Yuma North End 16th Street and 4th Avenue Redevelopment Plan (R2012-03) which establishes this area as an official redevelopment area. The primary focus of redevelopment efforts is to encourage the development of a unique and attractive retail and office core at all four corners of the intersection of 4th Avenue and 16th Street. The area is envisioned to have an eclectic mix of buildings with ground floor retail, service and entertainment uses, upper level offices, and high density residential where possible. Second and third story activities are encouraged.

In 2004, the City authorized the purchase of several parcels surrounding the intersection and started preparing the sites in anticipation of new development. A complete reconstruction of the intersection commenced in 2016 and was completed in 2017. Since the redevelopment of this intersection, the community has seen the construction of a specialty grocery store and three drive-through coffee providers. The City is currently in the process of selling the remaining undeveloped parcel at this intersection, with development anticipated to occur by 2023.

Carver Park Redevelopment & Revitalization Area

Location: Bounded by Avenue A, 19th Avenue, West Main Canal, 8th Street.

The area consists primarily of single-family dwellings, and a handful of neighborhood-type commercial or retail operations. The area had a large number of substandard



homes, abandoned lots, and general deterioration. In 1999, the City organized a neighborhood planning project that resulted in the development of the Carver Park Neighborhood Revitalization Plan. The Department of Housing and Urban Development (HUD) designated the Carver Park neighborhood as a Neighborhood Revitalization Strategy Area (NRSA), the first of its kind in Arizona. Implementation of the program brought \$28 million of leveraged funds into the area, nearly half of which was private investment.

The Carver Park Neighborhood was declared a Redevelopment Area on June 5, 2002 by City Council adoption of Resolution No. R2002-23. The Carver Park Neighborhood Redevelopment Plan dated June 2, 2003 was adopted by City Council by Resolution No. R2003-55. In 2004, the Dr. Martin Luther King Jr. Neighborhood and Teen Center was established and serves the community well, with after school programs, community

events, and employment training for the Carver Park neighborhood. One hundred and sixteen new affordable housing units were developed and 66 owner-occupied structures were rehabilitated. The Community-Based Development Organization (CBDO) was created and built 14 homes for first-time homebuyers, the municipal parks were greatly enhanced, and the City's rental inspection program was launched. In addition, the NRSA plan objectives were exceeded in regard to the reduction of gang activity, drug offenses, and criminal damage/vandalism.

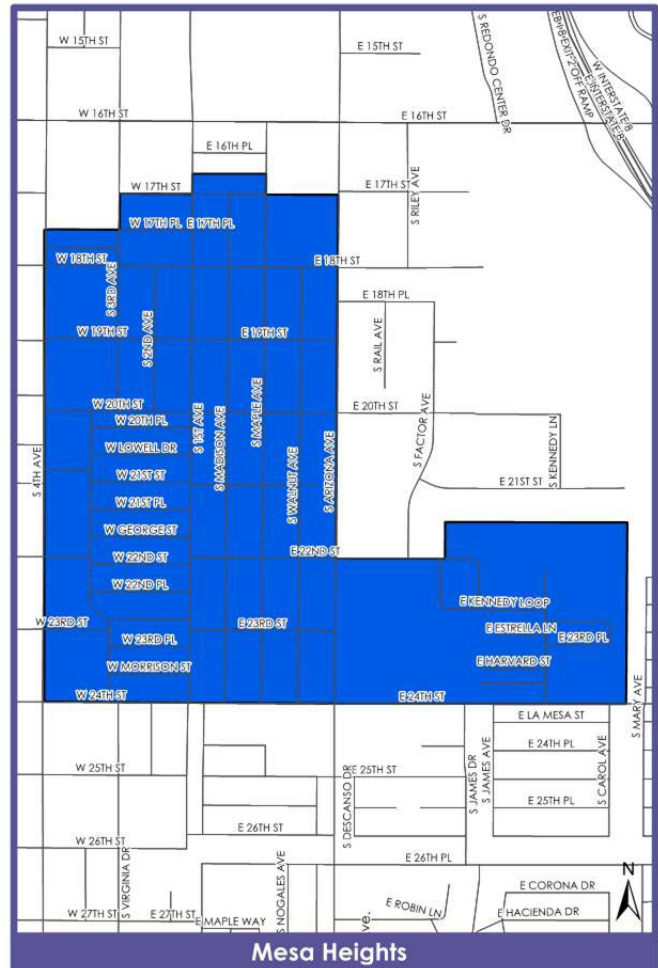
Mesa Heights Revitalization Area

Location: Roughly bounded on the west by 4th Avenue, on the south by 24th Street, on the east by Arizona Avenue and Kennedy Park, and on the north by 17th Street.

Mesa Heights is one of the oldest neighborhoods in the City of Yuma. It was settled in the 1930s when refugees, fleeing the Dust Bowl of the Great Plains, were turned back at the Yuma border crossing into California. Today, Mesa Heights is a neighborhood with deep family connections and long-term, multigenerational residents. Home values are modest and a large percentage of families' incomes are between low to moderate range. Structural conditions tend to be in the average to below average range since most structures were built before 1970. The neighborhood boasts a stable small business community with professional service firms, medical offices, restaurants, locally owned banks, child care facilities, and personal care salons that have been in business for 10 to 35 years. Mesa Heights also includes the vibrant Kennedy Park, Joe Henry Optimist Center, and several schools.

In 2015, the City created the Mesa Heights Neighborhood Revitalization Strategy Plan. It was incorporated into the 2016-2020 Consolidated Plan, designated by HUD as a NRSA and authorized focused expenditure of CDBG funds into the target area. The Revitalization Plan for Mesa Heights outlines strategic goals in five categories: Safety and Security, Housing, Neighborhood Aesthetics, Social Services, Economic Empowerment. Implementation of the Mesa Heights plan officially began July 1, 2016.

Since the plan's implementation, significant investment, both through public and private funding sources, has occurred to revitalize the Mesa Heights area. In just a little over four years, the division of Neighborhood Services has been vital to the success of this revitalization effort. Several of the projects the division has been able to complete include; the rehabilitation of owner-occupied residences, the construction of new affordable rental units, the installation of new street lights, the demolition of dilapidated structures and the enhancements of existing park facilities.



Yuma High Revitalization Area

Location: Bounded by Colorado Street to the north, Avenue A to the west, 5th Street to the south, and 4th Avenue to the east.

The Yuma High neighborhood lies just east of the Carver Park neighborhood. A majority of the 32-block area is single family residential, with a mix of commercial uses along 3rd Street. A cluster of schools, including the historic Yuma High School, is located in the southeast corner of the neighborhood. Housing conditions range from good to very poor. Charming older homes along 1st Street mix with substandard or abandoned homes, and vacant lots. 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 alleyway and fronting 5th Avenue.

The northwestern half of the neighborhood is located in a FEMA designated floodplain which requires flood insurance for mortgaged properties and other flood mitigation measures. This presents a higher cost burden for redeveloping properties in this area.



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. Neighborhood commercial uses along 3rd Street act as a link between the Historic North End area, the 4th Avenue Corridor, and the Carver Park neighborhood to the west. Building on the success of businesses such as the Del Sol Market and the River City Grill located on 3rd Street, this corridor could be improved through site assembly, upgraded design standards, public amenities, and an enhanced streetscape to encourage pedestrian activity.

The 2007-2010 Consolidated Plan, adopted on April 18, 2007, identified the Yuma High Neighborhood as a candidate for revitalization and eligible for Community Development Block Grant (CBDG) funding. In a collaborative effort, the City of Yuma Neighborhood Services and City Administration wrote the Yuma High Neighborhood Revitalization Plan. This plan, dated July 1, 2009, was adopted by Resolution No. R2009-44.

1st Avenue Study Area

Location: Generally, bounded by 8th Street to the north, 15th Street to the south, 3rd Avenue to the west and the railroad to the east.



This neighborhood is a transitional area, with historically industrial uses mixed with residential and commercial. The northwest quadrant is a mix of residential and commercial, mainly along 8th Street. The southeast quadrant is anchored by civic uses such as the City's Public Works office, the Police Department, and Municipal Court. The neighborhood also contains the large historic Pioneer Cemetery and the well-known Roxaboxen Park. On the eastern side of the neighborhood is a large County island that is largely vacant or industrial in nature. With this mix of uses, there are locations that encounter conflict between the grandfathered use, the current zoning, and the land use plan.

The alignment of Arizona Avenue, north of 16th Street is not finalized. The City plans to complete Arizona Avenue from 16th to Giss Parkway as a collector, creating a north-south link from 16th Street to the Historic North End. This will allow access to the area's government offices, entertainment, and retail uses.

Large vacant parcels found throughout the area provide potential opportunities for infill development. Underutilized salvage yards, industrial sites and vacant lands could be redeveloped for higher value projects. Dramatic views of the Colorado River Valley are possible from the lands south of 12th Street and east of Arizona Avenue, which represents potential for office, residential or hotel development.

No revitalization plan has been created for this area.

Avenues South Study Area

Location: Generally, bounded by 9th Street to the north, 5th Avenue to the east, 16th Street to the south, and 14th Avenue to the west.

This area is predominantly single-family homes. Commercial uses border the neighborhood along 8th Street, 5th Avenue, and 16th Street. The most distressed portion of the neighborhood west of Avenue A is characterized by industrial sites and large vacant lots.

Housing conditions vary from poor to very good. Overall, the area's aging housing stock is showing signs of needed repair or maintenance. Code violations like abandoned vehicles and debris occur throughout the area. Most of the homes have alley right-of-way, but there is a sporadic use of the alleyways as access to the homes.

According to Census data, the neighborhood currently does not meet the income parameters set out by HUD to be designated as a NRSA to be eligible for CDBG funds, but the City could use other resources to employ some of the same tools to stop blight. Such tools could include a rental inspection program, assistance with owner-occupied rehabilitation projects, and a proactive code enforcement effort.

No revitalization plan has been developed for this area, but income levels of this neighborhood should continue to be monitored to see if it becomes eligible for designation in the future.



8th Street Study Area:

Location: Generally, the land along 8th Street, between 5th Avenue and 14th Avenue, and three blocks to the north of 8th Street between Avenue A and 5th Avenue.



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

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

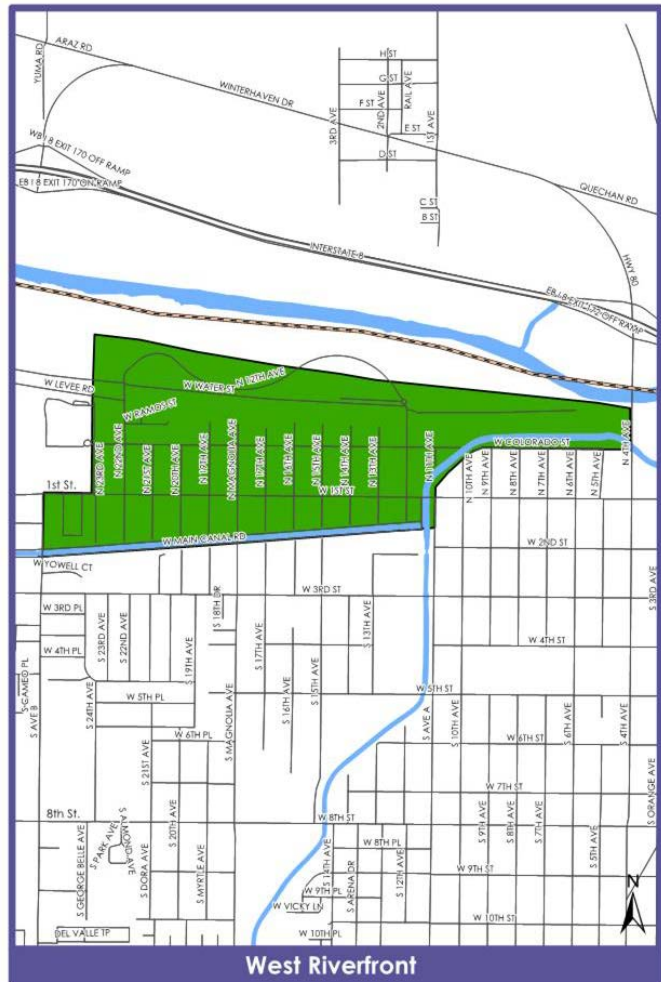
No redevelopment plan has been created for this area.

West Riverfront Study Area

Location: Bounded by the West Wetlands Park to the north, 4th Avenue and the East Main Canal to the east, the West Main Canal to the south, and 23rd Avenue to the west.

This neighborhood adjoins and includes the popular West Wetlands Park. The Colorado River Levee with its adjacent multi-use path physically separates the park from this largely single-family home area south of the levee. The neighborhood is largely separated from the Carver Park neighborhood to the south by the West Main Canal, along which a new multi-use path was constructed in 2016. Some trailer parks, mobile homes and apartments are found throughout this neighborhood.

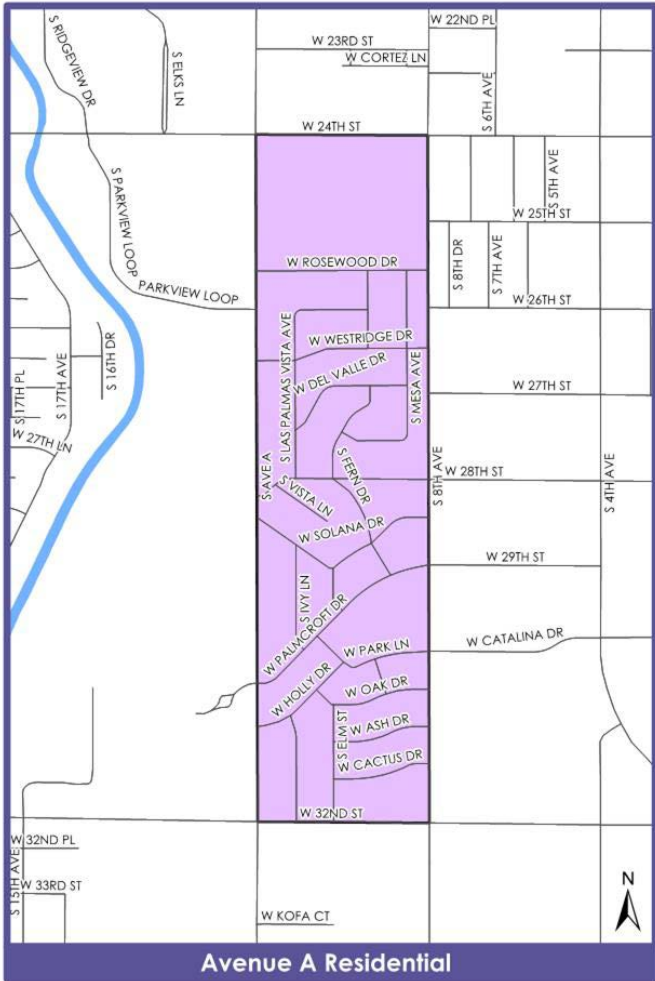
Proximity to historic North End Yuma and the commercial development along 4th Avenue, this area has potential for redevelopment and infill housing. Examples of redevelopment opportunities include canal-oriented apartments, townhomes, retail shops, or offices. The pedestrian-oriented environment with access to public amenities such as the West Wetlands Park, Colorado River Levee Linear Park, and the West Main Canal Linear Park make this area particularly attractive for residential, both single family and multi-family. A recent example of this is the Bonita Estates subdivision on the far west side of the neighborhood.



No revitalization plan has been created for this area.

Avenue A Residential Study Area

Location: Generally, bounded by 24th Street to the north, 8th Avenue to the east, 32nd Street to the south, and Avenue A to the west.



This area is predominantly single-family homes, bordered by commercial uses on 32nd Street and nearby educational facilities along Avenue A and 8th Avenue which serve children in grades K-12.

Housing conditions within this area vary from poor to very good. The residential neighborhoods within this area were developed in the mid 1950s and feature average sized properties measuring 6,000 square feet. Overall, the area's aging housing stock is showing signs of needed repair or maintenance. Over the years, many of the homes within the area have converted to rental properties and as a result have been neglected both structurally and aesthetically. Most of the homes have alley right-of-way, but there is a sporadic use of the alleyway as access to the homes.

Close proximity to schools and other commercial amenities, make these neighborhoods ideal locations for working families with school-age children. The utilization of the City's Infill Overlay (IO) District could attract new

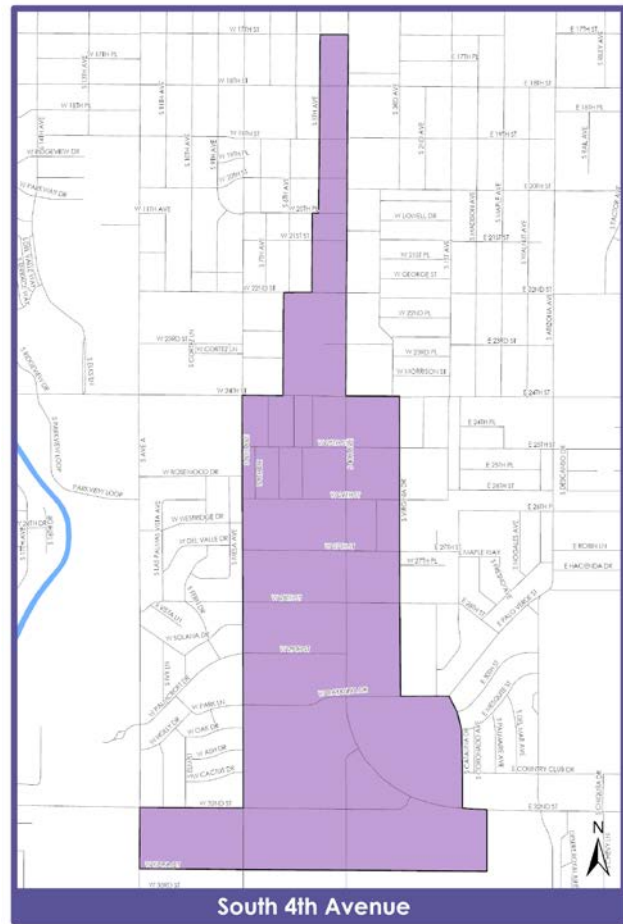
investment and encourage the revitalization of this neglected residential area.

South 4th Avenue Study Area

Location: Generally, bounded by 17th Street on the north, Virginia and Catalina Drive on the east, 33rd Street on the south, and 5th and 8th Avenue on the west.

This area is primarily characterized for its heavy commercial traffic along the 4th Avenue and 32nd Street corridors. For many years, this southern portion of the City was the primary commercial destination within our community. However, as new commercial development occurred east of the City, many of the large, big-box retailers were forced to close their locations. As a result, much of this commercial area has become vacant or underutilized. In addition to commercial activity, the area also features a variety of residential development including, single-family homes, aging multi-family development and non-conforming manufactured home parks. Similar to many of the older residential areas, this area has seen a steady decline in investment.

Through the utilization of the City's Infill Overlay (IO) District, Staff expects to attract new investment into the vacant commercial shopping spaces while also encouraging the revitalization of the surrounding residential areas.



GOALS, OBJECTIVES AND POLICIES

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

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

Objective 1.2: Complete the construction of projects and facilities identified in the National Heritage Area Plan, which is inclusive of the Old Town Riverfront Area.

Objective 1.3: Prepare Redevelopment or Revitalization Plans for areas that meet income and development requirements.

Policy 1.3.1: *Develop Neighborhood Strategies that include residential design standards and promote a neighborhood identity.*

Objective 1.4: Expand the existing Infill Overlay District and Infill Incentive Plan to encourage development in all areas identified in this chapter of the General Plan.

Policy 1.4.1: Draft a policy identifying applicable Infill Incentives that could apply to unincorporated areas, which are subject to pre-annexation development agreements.

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

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

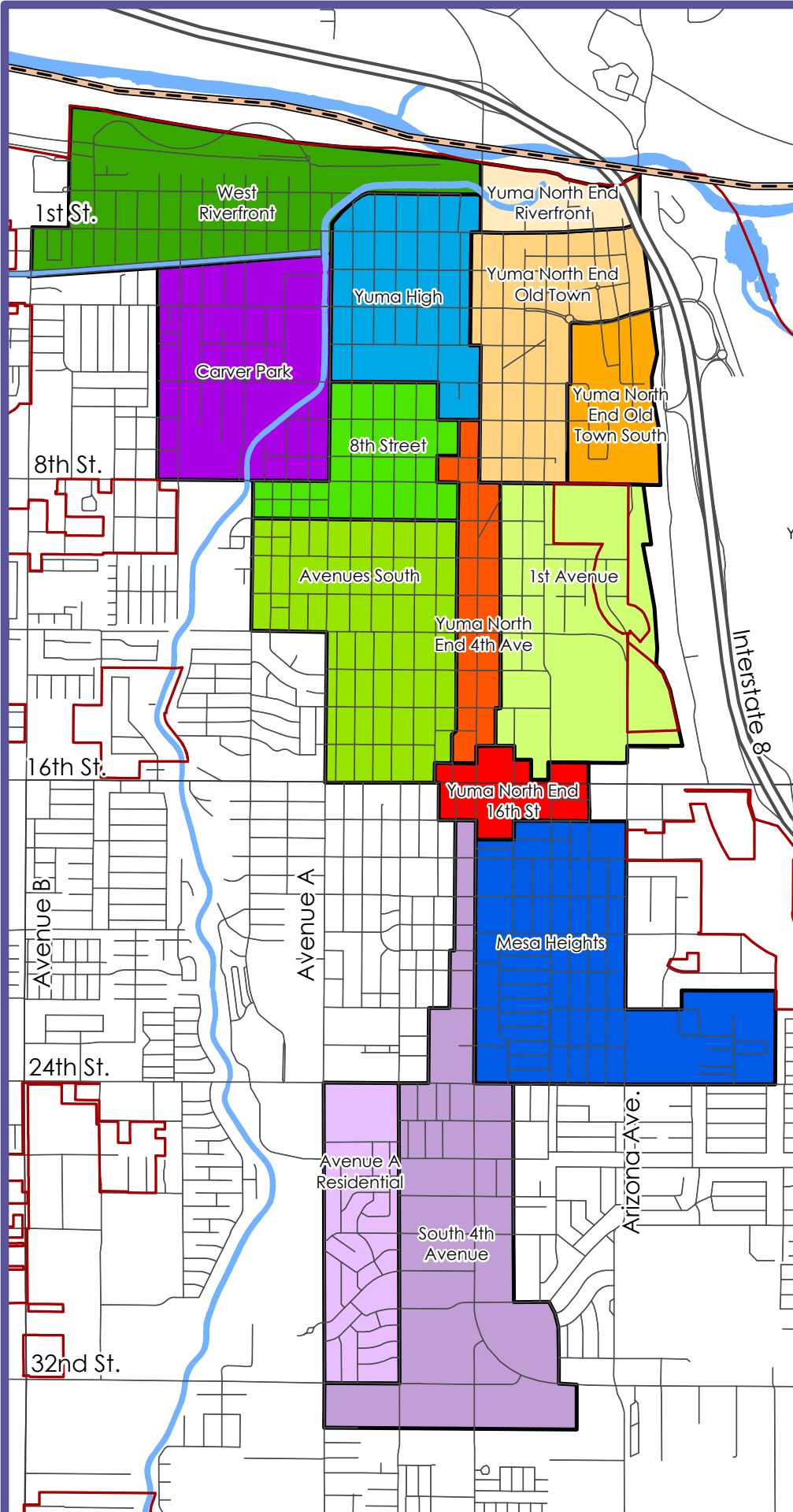
Objective 1.6: Maximize the amount of Federal, State or private funds necessary to pay the costs of constructing the facilities or programs contained in the Heritage Area Plan, revitalization plans and neighborhood strategies.

Objective 1.7: Leverage City funds with Federal or State funds to pay for the operation and maintenance of facilities built as a result of the Yuma Crossing National Heritage Area, revitalization plans, and neighborhood strategies or strategize management by private or non-profit organizations.

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

ACTION PLAN

Phase	Project	Responsible Department/ Agency	Funding Source	Strategic Outcome
1 - 5 Years	Draft, adopt, and implement an expansion to the existing Infill Incentive Overlay District and Infill Incentive Plan to further encourage development	Planning & Neighborhood Services	General Fund	Safe & Prosperous
	Continue efforts to revitalize the Mesa Heights Neighborhood	Neighborhood Services	CDBG	Safe & Prosperous
	Support the development of the Yuma Multi-versity Campus	Administration/ Planning & Neighborhood Services	General Fund	Safe & Prosperous
	Prepare Revitalization Plan for the West Riverfront Area	Planning & Neighborhood Services	General Fund	Active & Appealing
	Complete the construction of projects and facilities identified in the National Heritage Area Plan, which is inclusive of the Old Town Riverfront Area	Planning & Neighborhood Services	General Fund	Active & Appealing
6+ Years	Prepare Revitalization Plan for the Avenues South Area	Planning & Neighborhood Services	General Fund	Safe & Prosperous
	Prepare Redevelopment Plan for the 8 th Street Area	Planning & Neighborhood Services	General Fund	Safe & Prosperous
	Develop Neighborhood Strategies that include residential design standards and promote a neighborhood identity	Planning & Neighborhood Services	General Fund	Active & Appealing



Redevelopment Areas

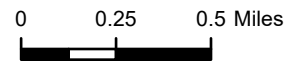
- Yuma North End Riverfront
- Yuma North End Old Town
- Yuma N. End Old Town South
- Yuma North End 4th Ave
- Yuma North End 16th Street
- Carver Park

Revitalization Areas

- Carver Park
- Mesa Heights
- Yuma High

Study Areas

- West Riverfront
- 8th Street
- Avenues South
- 1st Avenue
- Avenue A Residential
- South 4th Avenue



Prepared by Information Technology GIS and the Department of Community Development

CONSERVATION



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

A.R.S. SECTION 9-461.05 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 9-461.05 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.

A.R.S. SECTION 9-461.05 E.10. – ENERGY ELEMENT

An energy element that includes: (a) A component that identifies policies that encourage and provide incentives for efficient use of energy. (b) An assessment that identifies policies and practices that provide for greater uses of renewable energy sources.

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

This chapter is structured in the following format: the Background section identifies the existing conditions of the Yuma area including topography, geology, the natural environment and the manmade environment; the Evaluation and Analysis section examines the status of and potential effect of urban development on important quality of life indicators including air, water, energy, noise, wildlife and archeological resources;

the Goals, Objectives and Policies section identifies community goals and policies to ensure the environmental health of our community and the protection of our natural resources for the use of future generations; and the Action Plan identifies a list of projects and a general timeline to meet the identified goals.

An overall guide to preserving the historic and natural resources of the Yuma community is the implementation of the Yuma Crossing National Heritage Area Management Plan. An area encompassing twenty-one square miles (including the Lower Colorado River and the Yuma Crossing) has been designated by the United States Congress as a National Heritage Area, thereby recognizing its



historical importance in the development of our nation. The Yuma Crossing Heritage Area Plan addresses improvements to the Colorado River to restore it to its native habitat and recognizes the important historic and cultural sites in the community.

BACKGROUND AND EXISTING CONDITIONS

TOPOGRAPHY

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

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

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

The major dams in the Yuma area are: the Laguna Dam, the first dam built for the Yuma Project, the Imperial Dam, which provides a point for agricultural and urban diversions to California and Yuma County, and the Morales Dam, which provides a point for Mexican diversions for agricultural uses. The width of the Colorado River Levees span a distance ranging from 400 feet to over a mile through the General Plan area. The differing ground levels, which typically gradually rise from the river channel to the edge of the levee, provide a variety of habitats and land use activities. River operations are under the management and authority of the US Department of the Interior's Bureau of Reclamation with the Army Corps of Engineers establishing the flood control criteria for

river operations. Other agencies involved in river management and adjacent lands are the Bureau of Interior's Fish and Wildlife Service and Bureau of Land Management, the US State Department's International Boundary and Water Commission, the Arizona Department of Water Resources, the Arizona Game and Fish Department, the City of Yuma, Yuma County, the Yuma County Flood Control District, local irrigation districts, the Quechan Indian Tribe, the Cocopah Indian Tribe, as well as a number of private landowners.

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

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

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

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

GEOLOGY

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

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

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

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

Seismic Activity – The Yuma area is located in Seismic Design Category D. This is a high 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 Chapter 9 – Safety of the General Plan.

NATURAL ENVIRONMENT

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

Climate – The Yuma region is famous for sunny days and clear skies. The average annual rainfall is less than 3 inches. It has a classic low desert climate with extremely low relative humidity and very high summer temperatures. Typical daytime temperatures in the winter are in the seventies and in the summer the low hundreds. According to the National Oceanic and Atmospheric Administration – National Center for Environmental Information, Yuma is the sunniest city in the United States with 90% average possible

sunshine. This is equivalent to 328 days or 4133 hours of sunshine a year. Based on average daily high temperature, Yuma averages 88.2 degrees. The hot temperatures during the summer days are accentuated by the length of the days. A typical day in June will last 14 hours, whereas, in January there are only 10 hours of light.

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

Arizona's climate is changing. The state has warmed about two degrees (F) in the last century. Throughout the southwestern United States, heat waves are becoming more common, and snow is melting earlier in spring. Arizona counties may see warming of up to 4.5 degrees Fahrenheit above current temperatures by 2060. This issue will be compounded as the changing climate is likely to decrease the flow of water in the Colorado River.

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 efforts of the Yuma Crossing National Heritage Area in leading the development of the East & West Wetlands has allowed Yuma to witness the return of a number of endangered species, several of which are mentioned below, including the Yuma Ridgway's Rail and Yellow-billed Cuckoo.

The Arizona Game and Fish Department monitors the status of the animals and their habitats and works with federal, state and local agencies to promote wildlife development. To help accomplish this, the Game and Fish Department maintains a list of Species of Concern. The species included are either listed as a result of the Endangered Species Act or have been identified by another agency as a species of "concern". The animals identified with special designation that reside in the Yuma area or follow migratory patterns through Yuma County include:

Birds

- Southwestern Willow Flycatcher
- Great Egret
- Yellow-billed Cuckoo
- Snowy Egret
- Western Burrowing Owl
- California Black Rail
- Yuma Ridgway's Rail
- Peregrine Falcon
- Bald Eagle
- California Brown Pelican
- American White Pelican
- Clarks Grebe



Mammals

- Spotted Bat

- Great Western Mastiff Bat
- California Leaf-Nosed Bat
- Yuma Myotis
- Pale Townsend's Big-Eared Bat
- Yuma Hispid Cotton Rat
- Sonoran Pronghorn

Reptiles

- Flat-Tailed Horned Lizard
- Desert Rosy Boa
- Sonoran Desert Tortoise
- Gila Monster
- Northern Mexican Gartersnake
- Mohawk Dunes Fringe-toed Lizard
- Yuman Desert Fringe-toed Lizard

Fish

- Razorback Sucker

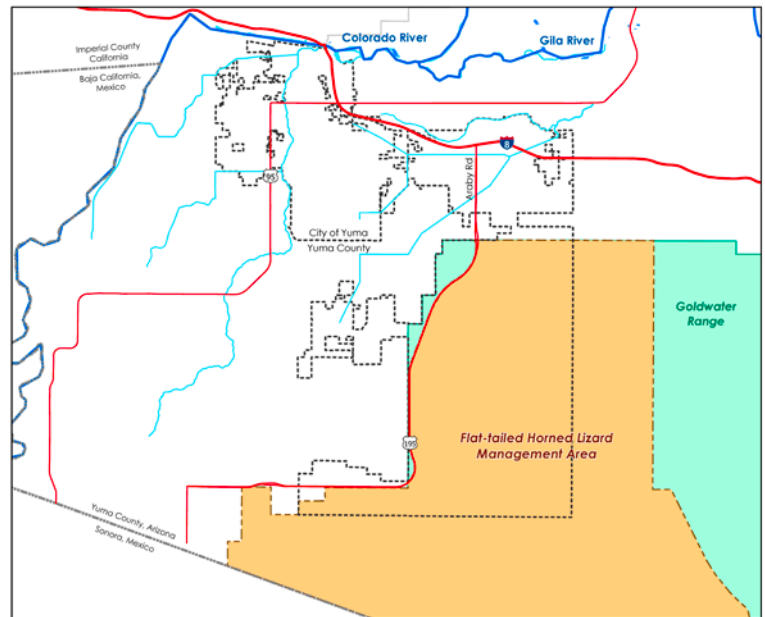
Plants

- Parish Onion
- Dune Spurge
- Sand Food
- Blue Sand Lily



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. MCAS Yuma has management responsibility for the species that exist within the Barry M. Goldwater Range. Impacts on these habitats should be considered as development occurs in order to prevent Endangered Species Act listing. 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 driven largely by the efforts of the Yuma Crossing National Heritage Area as part of its mission. 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.

Other species that have been detected in the vicinity of the Yuma area which have the potential to negatively impact agricultural operations, recreational opportunities, and threaten fish and wildlife habitat, according to Arizona Game and Fish, include: Asiatic clam, Parrot feather water-milfoil, Eurasian water-milfoil, Water Hyacinth, Water Lettuce, Quagga mussel.

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 European 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 Historic 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 to the southeast is the Barry M. Goldwater Range (BMGR). The BMGR has been used continuously since 1941 for training military pilots and aircrew members. The almost 2.7 million-acre facility, second largest military reservation in the US, remains critical to the nation’s defense. A portion of the Goldwater Range is within the City limits of the City of Yuma but outside the Focus Area of the General Plan.

Through the 1800’s and 1900’s Yuma was the major crossing point into California. Travelers from the east arrived by train, wagon, boat and horseless carriage. The construction of the swing bridge by the Southern Pacific railroad provided a train route across the Colorado River and the first means of railroad transportation in Arizona. The construction of the Ocean-to-Ocean Highway Bridge in 1915 provided the first automobile crossing of the mighty river. Another transportation route into Yuma was the river itself. Historic water flows were sufficient to allow paddle wheelers to dock in Yuma and unload goods for local consumption or transport inland.

As a major crossing and shipping point, Yuma became a metropolitan city. Yuma’s heyday as a transportation hub was not to last as other crossing points of the Colorado were constructed to the north. As the transportation industry waned in Yuma the agricultural industry exploded. Through the late 1800’s and early 1900’s the federal government embarked on an effort to increase agricultural capacity in the southwest. This was accomplished in Yuma through the Reclamation Act of 1902 that provided for the construction of a number of canals, drains and ditches that transported Colorado River water inland.

The construction of the Colorado River Levees contained the seasonal flooding of the two rivers. The Yuma Project involved the construction of the Laguna Dam in 1909 and the Yuma Siphon in 1912. These actions opened up the Gila and Yuma Valleys for regular and intense farming operations. The major crops in the Yuma area are field crops, such as 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 a fourth, located in the south mesa, is the Yuma Auxiliary Project Unit B Irrigation District.

The majority of the City of Yuma’s water supply is dependent on the canals that supply Colorado River water to the treatment plants. Additional groundwater production wells at the completed (2009) Agua Viva Water Treatment Facility (WTF) supply water to the system. The City intends to use groundwater only as a backup emergency supply or to blend with treated surface water during periods of high disinfection byproduct formation. When the wells are in production, groundwater is treated by an iron and manganese treatment system before being discharged to storage reservoirs located at the Agua Viva WTF site.

Water for the Valley Division of the Yuma Project is diverted from the Colorado River into the All-American Canal at the west abutment of Imperial Dam. The All-American Canal flows into California, and water for the Valley Division is diverted into the Yuma Main Canal at a turnout at the Siphon Drop Power Plant. The Yuma Main Canal flows south 3.5 miles to the Colorado River, where water is siphoned underneath the Colorado River to supply the West Main, Main, and East Main Canals of the Valley Division. These canals flow south and irrigate land as far south as the Mexican border. The City diverts the majority of its Colorado River water from the Yuma Main Canal for treatment at the Main St. Water Treatment Plant (WTP) through a pump station and intake located at the Yuma Main Canal immediately downstream of the siphon outlet.

Concurrently, the Gila Project diverts water from the Colorado River into the Gila Gravity Main Canal at the east abutment of the Imperial Dam. Irrigation water is diverted to serve the North and South Gila Valleys and the Wellton-Mohawk area from turnouts along the Gila Gravity Main Canal. The canal extends 20.5 miles in a southerly direction to its termination at the Yuma Mesa Pumping Plant, where water is lifted 52 feet into the "A" Canal. The City of Yuma then receives water from the "A" Canal at the Agua Viva WTF.

Municipal Water Use

The City's surface water rights entitle the City to a total annual consumptive use of 50,000 acre-feet of Colorado River water, which is delivered through the facilities of both the Yuma Project and the Gila Project. The City's Colorado River water allocation was established by the federal government through the authority of the Colorado River Compact of 1922, Boulder Canyon Project Act of 1928, and the State of Arizona's 1944 contract with the federal government for delivery of Colorado River water. Subsequent contracts with the Bureau of Reclamation, Yuma County Water Users' Association (operator of the Yuma Project), and the Gila Project Contractors specified the means by which Colorado River water is delivered to the City and set conditions for use of the Yuma Project and Gila Project facilities.

Production records from the City's water treatment facilities indicate that the City produced an average of 8.3 billion gallon a year of water in 2019. The City's Colorado River water allocation is supplemented by approximately 25,000 acre feet agricultural conversion, 8,489 acre feet return flow credits and 2,245 acre feet in ground water. Potable water is used throughout the City for a variety of purposes, including residential, commercial, and industrial uses. The 2019 water demand of 8.3 billion of gallons represents 33 percent of the City's total water supply.

Urban Heat

With significant summer temperatures and abundant sunshine, shade is a comfort necessity for the desert southwest. Additionally, as demonstrated in the Phoenix Metropolitan Area, with the conversion of farmland and desert to asphalt and concrete, an Urban Heat Island can be a result with a 10 to 20 degree increase in nighttime temperatures. The United States Environmental Protection Agency has identified a number of impacts from heat islands including increases in peak energy demand, air conditioning costs, air pollution and greenhouse gas emissions.

There are a number of ways to reduce urban heat temperatures: shade trees, cool roofs and cool pavements. A simple and effective way is using vegetation for shade. Shade

trees are a well established urban tradition. Dense shade can lower the air temperature by almost twenty degrees. To maximize efficiency shade trees should directly shade pedestrian use areas, such as walkways, bus stops, patio areas, seating areas, bank machines, etc. Trees are major capital assets in desert cities and just as streets, sidewalks, water and wastewater lines, public buildings and recreational facilities are part of a community's infrastructure, so are public owned trees. Mature shade trees on the east, west and south side of a house will reduce the air conditioning electric load an estimated 642 kwh per year or 4.6%. Street trees that shade paved surfaces will extend the life of that paved surface. Shade trees also help reduce pollution by reducing energy demands with properly placed trees helping home owners lower their day time air-conditioning bills. Cool roofs are based on using reflective materials to reduce heat gain in structures. Cool pavements can be not only reflective surfaces to reduce heat containment but porous materials that allow stormwater runoff to percolate through the street rather than being heated prior to disposal in the Colorado River. The City of Yuma is committed to community forestry as demonstrated by it's designation as a Tree City USA for the past three years by the Arbor Day Foundation.

Solar Resources – In the City of Yuma 2012 General Plan it was reported that there were a total of 57 photo voltaic (PV) systems built in the City since 2007. From 2010 to 2020 there have been 4,621 residential PV systems installed and 94 commercial systems installed—4,715 total PV installations. Commercial PV installations tend to run larger then residential installations. One trend in the City of Yuma has been to use parking shade structures as PV platforms.

In order to help reduce the heat island effect and to improve the aesthetics of the City, the Community Development Department has created and suggested the implementation of the Tree and Shade Master Plan. This plan lays a myriad of ideas and suggestions on how to improve the overall tree coverage of our community.

EVALUATION AND ANALYSIS

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

SOILS

As noted previously, the Yuma Planning Area is made up of two primary soil classifications: the entisols of the Yuma and Gila Valleys and the aridisols of the Mesa.

Valleys - A majority of the land within the Yuma and Gila Valleys is considered Prime Agricultural land by the United States Department of Agriculture (USDA). Following centuries of river flooding, the soils are rich in materials to promote plant life. As development has occurred in these areas the available prime agricultural land has been reduced. The City of Yuma is committed to protecting this natural resource. In the Yuma Valley, land use and facility planning has focused efforts east of Avenue D and north of 40th Street to limit encroachment. In the Gila Valley, City efforts have focused development to those areas planned for growth. Development within the City of Yuma has been focused on the Mesa primarily south of the Gila Valley Canal.

The City can further enhance conservation efforts through sustainable design. Sustainability balances the attributes of social, economic and environmental importance in a holistic manner. This strategy of sustainability starts at the large-scale

land planning level and includes components such as mixed-use development, density and intensity considerations, a jobs to housing balance, microclimatic considerations of the street grid orientation relative to sun, wind and shade and transit oriented development. The multi-purpose strategy for open space that includes water recharge will complement this framework. A sustainability effort could also include detailed components such as the consideration of reducing street pavement widths, alternative pavement materials that provide more porous surfaces, and alternate parking standards. These aspects of design could provide an alternative to the typical suburban model and celebrate opportunities to promote sustainability. Additionally, the social and physical attributes of the sustainable place making efforts could continue to add to the identity and longevity of the community over time.

An example of a Mixed Use development that is to be developed in the Gila Valley is the Laurel project. The proposed project is to develop under the Smart Growth Overlay district which would allow for traditional neighborhood design. The project will also include a development design that includes narrower streets to reduce traffic speeds and promote walk-able neighborhoods. At the time of the General Plan 2020 update, this project has not yet been built.

Mesa – A significant portion of the Mesa lands within the City of Yuma Planning Area have been converted from open desert to agricultural activities. These soils have been identified as Farmland of Unique Importance by the USDA. The bulk of the farming activity on these soils is in citrus. Since 1996 this area has seen a significant amount of growth in both urban development (industrial and single family homes) and rural development (two to five acre single family home lots).

The largest proposal is the Estancia Master Planned Community. This development totals 3,741.5 acres and is located in an area of the City south of County 15th Street. The developer has proposed a mixed urban development with approximately 20,466 residential lots. It is the applicant's intent to develop a Master Planned Community that incorporates a mix of land uses and utilizes the Smart Growth Overlay. This area is identified as a future Growth Area in Chapter 11 - Growth Area of the General Plan. At the time of the General Plan 2020 update, this project has not yet been built.

The dominant development pattern on the mesa has been in isolated residential clusters. Access to educational, commercial and jobs is typically by personal automobile. Pedestrian access is limited to a few developments. Fortunately newer developments, like Cielo Verde, are seeing the advantages to having close proximity to commercial development.

Conservation means site planning that minimizes disturbance of the Sonoran Desert vegetation and wildlife. When an area must be disturbed, there should be a concerted effort to save the native plants and/or provide replacement specimens that re-create and enhance the natural character of the site. A program has been implemented to protect Arizona's native plant species. The State adopted the Arizona Native Plant Act, 1991, to promote awareness and conservation of native plants, protect native plants from theft, over-depletion and vandalism and encourage the salvage of native plants. The Act applies to both public and private property and includes notification requirements in instances where native plants are to be destroyed as a result of urban development as well as legal remedies as a result of improper salvage and transfer of native plants.

A few ways local governments have been trying to resolve the impacts of the loss of farm land on their respective communities are outlined:

- Conservation easements are deed restrictions landowners volunteer to place on their property to protect resources such as agricultural land, ground and surface water, historic sites, productive soils, and/or wildlife habitat. The easements enable governments and qualified nonprofit organizations to protect land with important public purpose without compelling landowners to sell their property. They are flexible agreements that can be tailored to achieve specific purposes.
- Arizona allows the Purchase of Agricultural Conservation Easements (PACE). PACE programs are based on the concept that property owners have a bundle of rights that can be exercised jointly or individually. These include the right to use, lease, sell, and bequeath property, borrow money against it, and even protect it from development. Some or all of these rights can be transferred or sold. In exchange, the public or private agency prohibits future land use or activities that would interfere with agricultural uses. Typically, PACE programs pay a sum equivalent to the difference between full market and restricted value to protect farm, ranch, and occasionally forest lands. The easement value is determined by a certified appraisal.
- Transfer of Development Rights (TDR) programs are established by local zoning ordinances to protect farm and other open lands by shifting development from agricultural areas to other areas that can support increased development. The program allows a local government to designate “receiving districts,” where higher density development can occur, in exchange for permanent agricultural conservation easements on land designated as “sending districts.” Most TDR transactions are between private landowners and developers. Local governments generally do not have to raise taxes or borrow funds to implement TDR programs. For TDR to work, a market must exist for both the development rights (either in the private sector or via a municipal development rights bank) and the higher density development that will result. The complexities involved in administering TDR have kept many localities from utilizing this farmland protection tool.
- Permaculture—a compound of the words “permanent” and “agriculture”—is a design approach that integrates human communities and agricultural systems by mimicking complex ecological relationships. Permaculture focuses on the interrelation and placement of plants, animals, buildings, and infrastructure in the landscape, emphasizing food production while working to conserve energy and resources. It relies on core ecological principles and pairs traditional farming with modern technology, making it broadly applicable to urban design on an individual, neighborhood, or citywide basis. For example, homeowners can build urban soils by constructing a backyard worm-composting system or create habitat by turning an entire yard into a mini-farm, complete with fruit trees, vegetables, and plants that attract beneficial insects. Neighbors or urban planners can transform abandoned lots into community gardens, urban orchards, or cooperatives that raise chickens or honeybees.

According to Arizona Game and Fish, not only does agricultural land provide an important economic resource, but they also function to provide habitat for wildlife. Citrus groves provide roosting and nesting habitat for some birds, including migratory birds identified as Species of recreational Importance such as mourning and white-

winged doves. Open fields provide forage and hunting areas for wildlife. The banks of irrigation ditches can be utilized by ground-nesting animals such as burrowing owls, ground squirrels, and rabbit. Canals can provide wide-ranging opportunities to hunt, fish, and/or wildlife-watch which provide a significant economic and recreational benefits to Yuma and to the quality of life that members of the local community expect.

Another important resource that should be maintained is the desert washes of the Gila Mountains, and washes in general. 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 Desert Bighorn Sheep as well as a number of other animals. Encroachment into this mountain range should be carefully considered and limited.

AIR QUALITY

Clear skies and citrus scented breezes characterize Yuma, with clean air as one of the primary reasons many people move to the desert southwest. But with growth and the changing landscape, the ability to maintain clean air standards has become more difficult. The Environmental Protection Agency (EPA) and the Arizona Department of Environmental Quality (ADEQ) monitor six pollutants to determine the level of air quality in areas of the state. Those six factors are Carbon Monoxide, Nitrogen Oxide, Particulate Matter, Ozone, Sulfur Dioxide and Lead. The detrimental health effects from these pollutants range from soiling of fabrics to damage to the respiratory system to renal and nervous system damage.

In the 2012 General Plan, the City of Yuma met the standards for the pollutants identified. Currently the City of Yuma is designated as non-attainment for Particulate Matter, known as PM-10. The Yuma area was designated moderate nonattainment for PM10 by operation of law with the enactment of the 1990 Clean Air Act (CAA) Amendments. Throughout the 1990s, the area was attaining the federal PM10 standards and, in the early 2000s, EPA issued a clean data determination. However, the area began consistently violating the federal PM10 standards, precluding the possibility of redesignation.

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.

In June 2018, an area of Yuma County was designated non-attainment for Ozone with a classification of Marginal. Sources of Ozone include Industrial solvents and coating use (VOCs), Residential/industrial fuel combustion (VOCs and NO_x), Cars and trucks (VOCs and NO_x), and International and Interstate Transport. ADEQ submitted a state implementation plan revision to address the statutory and regulatory requirements for marginal nonattainment areas under the 2015 standard on December 22, 2020.

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 AND CONSERVATION

As growth continues in Yuma, water becomes increasingly important. Both urban development and agricultural operations are dependent on sources of clean water. The Yuma area is fortunate to have a sufficient allocation of Colorado River water to support both urban and agricultural uses. But maintaining the quality and quantity of that water is crucial to continued prosperity. Much of the discussion on water resources can be found in Chapter 8 – Public Services 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 River 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 storm water runoff could increase turbidity thereby reducing the oxygen content. This can have a detrimental effect on fish. Increased agricultural runoff could increase the nitrate levels and pesticide content. This can reduce the availability of insect life to support fish and birds. Illicit dumping of toxic chemicals and construction wastes can also have a detrimental effect on the river. A number of projects are underway that are intended to enhance the biological health of the river while still maintaining its ability to transport clean water to Mexico and contain storm water flows.

As mentioned earlier, the Yuma section of the Lower Colorado River has been designated a National Heritage Area. Inclusive of plans within the Yuma Crossing National Heritage Area are efforts to enhance the recreation abilities on the Colorado River and the restoration of native vegetation, fish and wildlife habitat. The Yuma East and West Wetlands projects are active initiatives to recover approximately 1,500 acres along the Colorado River.

Water Conservation - Water resources should be high on the list for Conservation. The frequencies of droughts and concern about water quality issues have focused community interest on Low Impact Development practices that provided a holistic approach to site design and sustainable neighborhood developments. Using open space to control storm water runoff distributes storm water across a large area in order to replenish ground water supplies rather than sending it into a system of storm drain pipes and channelized network that in some cases end up in the east main canal. Conservation of land and water resources can be achieved through the utilization of more efficient infrastructure patterns and less land dedicated to street right of ways leaving more land for open space.

In order to address growing water concerns the City of Yuma has created the Drought Preparedness and Response Plan (2014). The City of Yuma has also implemented the "Recommended Plants List." Any landscaping required by the City of Yuma must be chosen from this list of plants. The list features water-wise plants that grow well in our climate.

Low Impact Development (LID), also known as conservation development or cluster development, is a site design technique that concentrates dwelling units in a compact area in one portion of the development site in exchange for providing open space and natural areas elsewhere on the site. The minimum lot sizes, setbacks and frontage distances for the residential zone are relaxed in order to create the open space at the site. Open space designs have many benefits in comparison to the conventional subdivisions that they replace: they can reduce impervious cover, storm water pollutants, construction costs, grading, and the loss of natural areas. This approach to land development uses various land planning and design practices and technologies to simultaneously conserve and protect natural resource systems and reduce infrastructure costs. LID still allows land to be developed, but in a cost-effective manner that helps mitigate potential environmental impacts. Some of the benefits are:

- Preserve Open Space and Minimize Land Disturbances
- Protect Sensitive Natural Features and Natural Processes
- Identify and Link On and Off-Site “Green Infrastructure”
- Incorporate Natural Features into Site Designs
- Customize Site Design According to the Site Analysis

Planning for LID communities relies on the performance of a thorough site analysis. Site planners can use the information gathered during the site analysis to create the best balance between development and the conservation of natural resources. By identifying buildable and non-buildable areas of a site, planners can direct development into areas that will experience the least impacts on air, soil, and water.

Desert Washes and Riparian Habitat – A way for the City to support the preservation and growth of our natural environment, according to Arizona Game and Fish, is through identifying, conserving, and protecting desert washes and riparian habitats. Although desert washes and riparian areas typically account for less than five percent of the landscape, they are often the most diverse, widely-occupied, and often-utilized habitats by wildlife and vegetation. These habitats serve many critical ecological roles, including providing key habitats for feeding, reproduction, thermal refuge, migration, and dispersal of wildlife across the landscape, facilitating bankline stabilization, and serving as the natural drainage arterial system throughout watersheds, as well as providing numerous educational and recreational opportunities for the public. Ways in which the City can help protect and conserve these valuable features are as follows:

- Avoiding development and limiting motorized recreation within the high-water mark of floodways.
- Maintaining undisturbed buffer areas measured from the edge of the high-water mark to the boundary of the 100-year floodways.
- Implementing wildlife-friendly development standards within the 500-year floodways (for example: wildlife-friendly fences, low lighting, native vegetation, etc.).

Reclaimed Water - Reclaimed water is the product of an advanced treatment process which cleans wastewater. This treatment process produces water ideal for plant irrigation and other commercial/industrial uses. The nitrogen and phosphorous in the water provide excellent fertilizers for ornamental plants and turf grass. Dual distribution systems are constructed to serve customers with the reclaimed water and keep it separate from the potable water system.

Reclaimed water is used throughout Arizona for irrigation of parks, golf courses and school property. Municipal effluent is a renewable water supply that grows along with the service area's population. This source water is locally-generated and is treated to meet established water quality standards. This treated supply is further enhanced and is then distributed as reclaimed water. Reclaimed water has been used for turf irrigation and certain industrial applications. The use of reclaimed water offsets a portion of the community's demand that would otherwise be met by additional groundwater or by Colorado River water uses.

The City of Yuma Desert Dunes Water Reclamation Facility currently discharges 1.7 million gallons per day into the ground water table. This water could be used to irrigate neighboring storm water retention basins or neighborhood lawns of new developments.

Grey Water Systems - Grey water is wastewater that originates from the residential clothes washer, bathtubs, showers and sinks but not the toilets. A separate drainage system is designed within the residence to direct the water from these fixtures into a collection basin on the lot. Typically, wastewater from toilets, amount to only 25 to 28% of total residential water used. The gray water is then used for irrigation of landscaping, gardening, and composting. This water relieves the potable water system of irrigation duties. Homes retrofitted with a grey water system will produce significant water savings.

Energy Conservation

Energy is an important subject for Yumans due to regional increases in energy prices and notable energy shortages in neighboring states. Arizona Public Service and Southwest Gas Company have planned for increased electricity and natural gas demand but none should be wasted. Energy conservation is not only cost effective as it reduces home energy costs and increases long term reserves but it is better for the environment as it reduces the production of harmful pollutants.

Grey Water Retrofit

A home in Casa Del Agua, Tucson, Arizona, began as an existing residence in 1983 and was retrofitted to acquire operational data on residential water use. Modifications included altering landscaping and the rooftop to collect rainwater, separating black water and greywater lines, installing meters, low-water-use appliances and fixtures, and adding underground storage tanks for both rainwater and greywater. This house has achieved a 24% reduction in total water use and a 47% reduction in municipal water use as compared to a typical Tucson residence. This project also helped to establish a method for measuring residential water efficiency known as the W-Index. It was shown that while a typical Tucson residence used approximately 148 gpcd, a fully conserving home could use as little as 35 gpcd. It is estimated that if 30% of the population implemented a water reuse system in their homes, it would produce a 43% reduction in groundwater overdraft in the Tucson area by the year 2025.

Source: Richard Brittain, Casa del Agua and Desert House: Two Residential Demonstration-Research Projects on Water and Energy Efficiency. May 31, 2001. The Center for the Study of the Built Environment. An Essay on a presentation made by Richard Brittain to Diwan al-Mimar.



Casa Del Agua, Tucson, AZ

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. The City has adopted energy efficiency provisions for residential construction since 2007. The City of Yuma's current residential building code is the 2018 IRC (International Residential Code for One- and Two-Family Dwellings), adopted on December 5, 2018, which includes provisions for residential energy efficiency. The 2018 IRC is a modern and up-to-date code for residential energy efficiency in the City of Yuma. 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. 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—the City of Yuma's adoption of the 2018 IRC would exceed these requirements. 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 has developed a State Energy Code. The State Energy code is based on the Federal 1995 Model Energy Code and promotes voluntary compliance with code provisions. It is mandatory for all new state buildings.

Another consideration in building construction is the use of passive solar energy for lighting and heating needs. The Yuma area is fortunate to have abundant sunshine nearly year round. The use of skylights for lighting of interior rooms would reduce energy costs. Additionally, the use of solar panels for home and water heating can significantly reduce utility purchased energy.

The City of Yuma's energy future should be based on energy-related principles for policy formation. The following list has been selected as a means of guiding Yuma toward a prudent and sustainable energy future:

- 1) Enhance the general quality of life through energy strategies that will benefit the community.
- 2) Promote ecologically friendly propositions that create a healthy environment.
- 3) Promote good stewardship through energy conservation and efficiency practices.
- 4) Support opportunities for local economic vitality.

- 5) Emphasize sustainable/renewable power sources.
- 6) Favor locally distributed power opportunities.
- 7) Support options that will reduce market volatility, stabilize rates, and increase reliability.

Based on these principles listed above, action items have been listed in the Action Plan, classified into six functional groupings: (1) advocacy and education; (2) reducing our energy demand; (3) supporting and developing ordinances, policies, programs, and legislation; (4) developing financial possibilities; (5) creating alliances; and (6) improving the city's energy supply.

NOISE POLLUTION

Noise pollution is a byproduct of the urban environment. Extremes in noise can interfere with sleep, work and recreation as well as cause physical and emotional damage. Noise is produced from a variety of sources but most common in the Yuma area is noise related to transportation. Air flights, highway traffic and commercial activities have all played significant roles in recent concerns over noise pollution.

The Yuma International Airport and the Marine Corps Air Station – Yuma provide commercial airline traffic and military flight training opportunities in the region. A Noise Study by the City of Yuma and Yuma County was completed and the resulting noise contours were adopted into the City of Yuma Zoning Ordinance in 1979 as the Airport District. Included within the Airport District is a land use suitability matrix which identifies appropriate land uses in proximity to the airport and building noise attenuation requirements that will minimize conflicts between flight operations and urban development. An example of how the matrix is applied would be the inclusion of 25-decibel noise attenuation for a new commercial building located within the 70 to 75 noise contour. Another example, as stated in the City of Yuma Zoning Code Airport Overlay District, would be that single-family housing, two-family housing, multi-family housing, manufactured housing, recreational vehicle and residential group quarters are expressly considered inconsistent and not compatible with airport operations and shall be prohibited.

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. ARS 28-8481 requires the application of a stringent land use suitability matrix in communities near military airports. The intent is that by reducing residential development in proximity to military operations, the long-term viability of the military airport can be maintained.

Responding to transportation noise requires a broad based effort. The federal government can mandate higher noise muffling standards on new vehicles and can promote sound attenuation on existing highways. State transportation agencies can attenuate highway noise by the construction of sound walls and implementing other noise mitigation programs. And through land use planning, local agencies can mitigate future transportation noise conflicts by using appropriate commercial and office activities to buffer and separate residential areas from highways and rail corridors. Transportation noise in existing developments should be reviewed and mitigated specific to the needs of that development. Implementation of traffic calming devices could be

implemented where high speeds and the number of vehicles are causing road noise in residential areas.

Other generators of noise that can create a direct conflict with neighboring residential developments are commercial and industrial activities. Land use planning can help mitigate this conflict by providing buffering uses such as offices between intense urban activities and lower density residential. Site planning can also mitigate potential noise conflicts. For example, where residential and commercial land uses are adjacent, noise intense activities, such as loading docks and speaker systems, could be oriented away from the residences. In order to minimize conflicts, the City of Yuma has adopted Noise Limitation standards within the Zoning Ordinance for Limited and General Commercial projects that are larger than 35,000 square feet and are within 300 feet of a residential district. The requirements include limited high noise activities and noise mitigation.

WILDLIFE

Located in the Sonoran Desert and including portions of the Colorado and Gila Rivers, the Yuma area is host to a variety of plants and animals. Urbanization of the area has affected the habitats and viability of many local species. Continued urban development should take into account the effect on the natural environment and implement mitigating measures wherever possible.

Potential impacts as a result of urban development can range from increased storm water runoff to reduced natural habitats. If mitigating measures in response to urban development are not taken, then there is the possibility of tipping the balance of nature. When this occurs, entire species can be lost or drastically reduced. This can have a significant impact on economic development as well as quality of life. For example, if the quality of the Colorado River is not maintained, then insect populations could reduce. If there is a reduction in insects, then the fish and bird populations may decline. The attraction of viewing wild bird populations as well as the recreation opportunity of the annual dove-hunting season could be impacted if bird populations are significantly reduced. The loss of these economic attractions would severely reduce revenues from the tourism industry. Therefore, it is in the best interests of a viable economy and the community's quality of life to consider the impacts of urban development and develop methods to maintain the rivers and other natural areas.

The City of Yuma, The Yuma Crossing National Heritage Area, and other public agencies as well as private citizens are taking the lead in this effort by working to revitalize the Lower Colorado River through the revegetation of the East and West Wetlands. By recognizing this important resource and restoring the nationally recognized heritage area, the Yuma community is working to retain the river for future generations.

ARCHEOLOGY

As mentioned previously, the Yuma community has a long history. Efforts should be made to identify and protect the historic sites in the area. These sites include the nationally recognized buildings, sites and districts, remote pre-historic Indian sites and the community's history.

In addition to the historic districts and sites within Yuma, the trails followed by early explorers are important resources that should be identified and preserved. Juan Bautista De Anza followed the Gila River through Yuma on his search for a land route to California. The Mormon Battalion camped and traveled through the Yuma area on their

trek to support the American military garrison in San Diego during the Mexican-American War. The Butterfield Stage route through Yuma provided one of the earliest commercial land routes to the west coast. These and other trails are discussed in more detail in Chapter 4 - Recreation but they are mentioned here to recognize these historic and cultural resources in the community.

The Yuma area has been home to native peoples since long before the Spanish started exploring the west. The history of the Quechan, Cocopah and Mojave tribes are intertwined with the Colorado River. The Gila Mountains contain early records of pre-historic native peoples. Under the protection of the Bureau of Land Management, the location of these sites and petroglyphs are known to only a few in order to protect them from intentional and unintentional encroachment and damage.

Potential impacts to historic and archeological resources are from neglect, vandalism and redevelopment. In order to protect these places of history it is important that public policy recognize their value to future generations.

GOALS, OBJECTIVES AND POLICIES

Goal 1.0: Utilize and sustain our natural spaces and resources, including waterways, parks and historic sites, for recreation and cultural experiences that improve the Yuma community's quality of life.

Objective 1.1: Improve the air quality for the Yuma area.

Policy 1.1.1: The City shall promote sustainable development that minimizes impacts on natural spaces and resources.

Policy 1.1.2: The City shall continue City practices of street cleaning, paving and maintenance and development requirements for paving and landscaping.

Policy 1.1.3: The City shall support efforts to reduce dust emissions from unpaved right-of-way including developing standards for parkway maintenance through a Community Design Policy and requiring dust inhibitor application on unpaved city alleyways

Policy 1.1.4: The City shall develop an Urban Forestry Master Plan to guide overall management and preservation of tree canopy throughout the city. This plan will include a Street Tree Master Plan to guide planting trees during development and redevelopment and to designate appropriate trees for plantings along major roads and corridors.

Policy 1.1.5: The City will continue to expand opportunities for citizens to live in proximity to work.

Policy 1.1.6: The City will continue to reduce emissions of the City fleet vehicles by expanding the use of Low Emission vehicles.

Policy 1.1.7: The City will continue to support alternative modes of transportation, bicycle, pedestrian and transit that reduces emissions.

Objective 1.2: Improve the surface water quality for the Yuma area.

Policy 1.2.1: The City shall partner with the Yuma County Flood Control District to meet and exceed the Stormwater Runoff requirements of the Federal Clean Water Act Phase II Rule.

Policy 1.2.2: The City shall continue to work with the Yuma Crossing National Heritage Area in developing the East and West Wetlands in order to improve the water quality of the Colorado River.

Policy 1.2.3: The City shall analyze the existing FEMA designated flood hazard areas to find ways to eliminate the flood hazard potential of each area with emphasis on the East Main Canal flood hazard area.

Objective 1.3: Reduce water consumption.

Policy 1.3.1: The City may develop a non-potable irrigation water infrastructure system that reduces the demand for potable water and develop management policies to guide efficient use of reclaimed water.

Policy 1.3.2: The City will continue to reduce the rate of growth in residential water consumption per household through education and incentive programs.

Policy 1.3.3: The City shall review future development impacts of water use and require development designs that foster water conservation.

Policy 1.3.4: The City shall continue to promote low water use desert landscaping in the urban area.

Objective 1.4: Protect and enhance the archeological resources of the Yuma community.

Policy 1.4.1: The City will continue to promote the adaptive reuse of historic buildings and sites.

Goal 2.0: Increase in local energy conservation through reduced consumption, and the development of efficient and sustainable local energy production.

Objective 2.1: Promote energy efficient development and energy efficient structural design in the built environment.

Policy 2.1.1: The City will encourage the use of landscaping and stabilizing paving material other than black asphalt to reduce the “heat island” effect and reduce the need for cooling fuel use.

Policy 2.1.2: The City will encourage an increase in cool paving materials, especially in parking lots.

Policy 2.1.3: The City will encourage the reduction of the urban heat island effect by promoting the use of cool roofing materials such as reflective tiles, low heat retention tiles, or membranes and coatings.

Policy 2.1.4: The City will continue to require the commercial and residential sectors to consider energy conservation in design and construction.

Policy 2.1.5: The City will encourage the use of solar energy opportunities in building and site design.

Policy 2.1.6: The City will encourage the use of natural and man-made shading for parking lots, streets, and pedestrian areas.

Policy 2.1.7: The City will continue to require energy conservation measures in the development, maintenance and operation of all City facilities and equipment.

Policy 2.1.8: The City will encourage employing life cycle cost analysis for assessing cost and benefits for a particular product of technology.

Objective 2.2: Promote Energy Conservation.

Policy 2.2.1: The City shall minimize energy use through innovative site design and building orientation that addresses factors such as sun-shade patterns, prevailing winds and landscapes.

Policy 2.2.2: The City shall include the development of “green” sector industries which benefit Yuma’s economy and environment.

Policy 2.2.3: The City shall develop and adopt an operational fuel efficiency policy to reduce fossil fuel consumption by City departments.

Goal 3.0: Create and maintain a sustainable community where our natural resources are protected and conserved for future generations.

Objective 3.1: Promote water conservation in order to extend the use of this vital natural resource.

Policy 3.1.1: The City will continue to implement the Water Conservation Measures identified in the 2014 City of Yuma Water Conservation Plan.

Policy 3.1.2: The City will continue to institute a voluntary water conservation program for area businesses and residents.

Policy 3.1.3: The City shall continue the maintenance and auditing of the City water system in order to eliminate water losses within the water system.

Policy 3.1.4 The City may promote and incentivize the removal of grass lawns for more water wise options.

Objective 3.2: Promote the protection of the diverse wildlife in the Yuma area and the protection of natural habitats.

Policy 3.2.1: The City shall support and encourage the development of the Yuma East and West Wetlands restoration area.

Policy 3.2.2: The City will continue to participate with state and federal agencies, and the YCNHA in the protection of endangered and listed species, including the Yuma Ridgway's Rail, the Flat-Tailed Horned Lizard, Sonoran Desert Tortoise, Yellow-Billed Cuckoo, and Southwestern Willow Flycatcher.

Policy 3.2.3: The City shall partner with county, state and federal agencies to preserve and enhance dove hunting opportunities in the area.

Policy 3.2.4: The City will continue to support the protection and conservation of important natural resources including the Gila and Laguna Mountains and the Fortuna Wash.

Policy 3.2.5: The City will continue to identify, conserve, and protect desert washes and riparian habitats, including the development of standards for desert wash and riparian habitats, such as frontage along the Colorado River.

Goal 4.0: Maintain a sustainable community where the conflicts between residential and commercial/industrial development are considered and minimized.

Objective 4.1: Promote ways to minimize impacts from high noise and light intensive activities on neighboring residential development.

Policy 4.1.1: The City shall consider noise impacts from roadways, rail corridors and industry on neighboring residential development.

Policy 4.1.2: The City shall continue the use of the Airport Overlay Zoning District to minimize potential conflicts between residential development and airport operations.

Policy 4.1.3: The City shall continue the 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	Strategic Outcome
1-5 Years	Develop and Implement an Energy Facility Plan.	Planning & Neighborhood Services	General	Safe & Prosperous
	Continue to develop the West Wetlands Restoration Area.	Riverfront/ Engineering	Grants	Connected & Engaged
	Develop a water conservation program.	Utilities	WUF/ General / Grants	Respected & Responsible
	Continue to develop the East Wetlands Restoration Area.	Riverfront/ Other Public Agencies	Grants	Connected & Engaged
	Include energy and water conservation design features in major renovation and new development projects.	Engineering/ Planning & Neighborhood Services	General	Respected & Responsible
	Complete a noise contour study for major roadway and rail corridors.	Planning & Neighborhood Services	General	Connected & Engaged
	On a regular basis test all City facilities for carpooling, bicycling, walking, and public transportation access.	Planning & Neighborhood Services	General	Connected & Engaged
	Study the development of a Community Solar project targeted to low income families	Planning & Neighborhood Services	General /CDBG	Respected & Responsible
	Monitor water agreement discussions for the Colorado River and protect current levels and continuous flows through the Yuma community.	Administration /Planning & Neighborhood Services	General	Safe & Prosperous
6+ Years	Develop Community Design Standards for all Streets and Alley Ways.	Planning & Neighborhood Services	General	Connected & Engaged
	Develop a Fugitive Dust and Smoke Control Plan.	Planning & Neighborhood Services	General	Safe & Prosperous
	The City shall strive to replace 10% of its affected fleet in 10 years with electric, hybrid, and/or fuel-cell vehicles.	Public Works	General	Respected & Responsible
	Develop programs and incentives for development projects that exceed State energy and water efficiency standards.	Planning & Neighborhood Services	General	Respected & Responsible

	Develop design guidelines for urban development that help mitigate noise impacts.	Planning & Neighborhood Services	General	Active & Appealing
	Support and facilitate the implementation of a Green Building Ordinance(s).	Planning & Neighborhood Services	General	Respected & Responsible
	Develop design guidelines for new development that consider minimizing heat gain and energy conservation.	Community Development	General	Respected & Responsible
	Develop an Urban Forestry Master Plan.	Planning & Neighborhood Services	General	Respected & Responsible
	Analyze the existing FEMA designated flood hazard areas to find ways to eliminate the flood hazard potential of each area with emphasis on the East Main Canal flood hazard area.	Planning & Neighborhood Services	General	Respected & Responsible

PUBLIC SERVICES



This chapter provides a plan for the provision of major public infrastructure, utilities, and community resources. These facilities represent the public's investment in the urban infrastructure that is necessary to support the physical operations of the city. The requirements of this element are identified in the State of Arizona Revised Statutes (A.R.S.), within three different sections as noted. Many of the facilities identified crossover into other General Plan Elements and it is not possible to plan for one without considering the others. The City of Yuma has combined these three required elements into one. By combining them, the facility plans build on each other to provide a complete network of infrastructure, services and resources.

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.
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The Public Services Element builds on the Smart Growth principle to strengthen and direct development through identifying and promoting essential public services like water, sewer utilities, law enforcement and emergency services and educational and cultural programs.

This chapter is structured in the following format: the Background section identifies the existing facilities; the Evaluation and Analysis section discusses future needs for facilities and planning efforts to date; the Goals, Objectives and Policies section identifies community goals in providing public services with targeted efforts and policies to achieve those goals; and the Action Plan identifies a list of projects with a general timeline to meet the identified goals.

The facilities identified within this element are organized into four categories. The first category addresses educational and cultural facilities. This includes an identification of Yuma's schools and school districts, libraries and civic/community centers. The second category addresses Public Administration. The identification of these local government facilities includes both City and County administration centers. The third category is Public Safety. This includes both police and fire safety facilities plans and includes an identification of County facilities. The last category is Utility Services, encompassing

infrastructure and planning for water, wastewater, stormwater control, solid waste and private utility services. In addition there is discussion on recent improvements in the Yuma area for cellular and fiber communication abilities.

BACKGROUND AND EXISTING CONDITIONS

EDUCATIONAL AND CULTURAL FACILITIES

Schools

Services provided by the City of Yuma do not include public education programs; but the City recognizes the need in the community to have outstanding educational and cultural opportunities. Educational facilities support the overall quality of community life, promote economic development, help determine the community's identity and provide measures of community achievement. The Yuma plan area is served by three school districts. Yuma Elementary School District One and Crane Elementary School District support elementary and middle school needs and the Yuma Union High School District support high school requirements and needs. The Somerton School District extends into the southwestern area of the planning boundary and supports the elementary school needs of the South County area.

Yuma Elementary School District One offers an online option for students call the Digital Learning Academy. The Digital Learning Academy is an online homeschooling program in which students can work at their own pace while receiving guidance from dedicated online instructors. Crane Elementary School District also offers an online learning option – Crane iLearning Academy.

School facilities are generally situated to support the surrounding communities. In the past, some school sites have been identified based on land availability and to support campus-type developments. The cost of vacant land for school development is a compelling motive for where to locate a new school. A campus-type development occurs when multiple school facilities are located in close proximity to each other. This allows the district to centralize operations common to those schools. But these determining factors have a tendency to increase the distance between residents and the school facilities thereby increasing the use of school buses and personal vehicles to transport students.

In addition to the existing public schools, a number of continuation and charter schools are available to the Yuma community, as well as private/religious institutions. The alternative district schools include Vista High School, which is part of the High School District. The community charter schools include Young Professionals for International Cooperation (YPIC), AmeriSchools Academy, Harvest Preparatory Academy and Desert View Academy. The largest private religious institution is the Yuma Catholic High School.

Available higher education courses that include Associate, Bachelors, Masters and Doctorate degree programs are offered by Arizona Western College (AWC), Northern Arizona University (NAU)-Yuma, Arizona State University-Yuma and the University of Arizona with a variety of scholarly programs.

The City has been working to create a Multi-versity Campus. The Yuma Multi-veristy Campus, proposed to be developed within the Old Town South Area, has entered Phase 2 of planning. Phase 2 will address how the Multi-veristy should be developed after federal funds have become available. The Campus is intended to house multiple independent

universities that will offer a full range of degree programs on one campus.

The following table identifies each educational facility noted on Map 8-1 located within the City of Yuma Planning Area.

PUBLIC AND CHARTER SCHOOLS, COLLEGES AND UNIVERSITIES						
YUMA ELEMENTARY SCHOOL DISTRICT ONE		CRANE ELEMENTARY SCHOOL DISTRICT		YUMA UNION HIGH SCHOOL DISTRICT	CHARTER SCHOOLS	COLLEGES/ UNIVERSITIES
(1) Alice Byrne Elementary	(10) Roosevelt School	(19) Gary A. Knox Elementary	(25) Gowan Science Academy	(31) Yuma High School	(36) Educational Opportunity Center	(41) Arizona Western College
(2) C.W. McGraw Elementary	(11) Desert Mesa Elementary	(20) H.L. Suverkrup Elementary	(26) Valley Horizon Elementary	(32) Kofa High School	(37) AmeriSchools Academy	(42) Northern Arizona University - Yuma
(3) George W. Carver Elementary	(12) Sunrise Elementary	(21) Mesquite Elementary	(27) Crane Middle School	(33) Cibola High School	(38) Harvest Preparatory Academy	(43) Arizona State University - Yuma
(4) Gwyneth Ham Elementary	(13) Dorothy Hall Elementary	(22) Pueblo School Elementary	(28) Centennial Middle School	(34) Gila Ridge High School	(39) Carpe Diem Academy School	
(5) James B. Rolle Elementary	(14) 4 th Avenue Junior High	(23) Rancho Viejo Elementary	(29) Salida del Sol Elementary	(35) Yuma Vista Alternative High School	(40) Desert View Academy	
(6) Mary A. Otondo Elementary	(15) Woodard Junior High	(24) Ronald Reagan Elementary				
(7) Palmcroft Elementary	(16) Castledome Middle School					
(8) O.C. Johnson Elementary	(17) Gila Vista Junior High					
(9) Pecan Grove Elementary	(18) Ron Watson Middle School					

Libraries

The Yuma County Free Library District was created in 1987. The Yuma County Free Library District serves as a center for information, community enrichment, recreational reading, and lifelong learning.



Yuma County Heritage Branch Library

The original main library located at 350 S. 3rd Avenue is the Heritage Branch Library. Library services include: books and periodicals and reference materials, a computer lab for word processing and Internet access and a database of community events, officials and organizations. The Heritage Branch Library has met the library needs of the Yuma community since the early 1900’s. Originally a Carnegie Library, the City of Yuma rebuilt and remodeled the building to its previous configuration through several periods: first in 1921, then in the early 1940’s. The most recent remodel in 2009 was completed by Yuma County. Until the creation of the district, the City of Yuma operated

and maintained the library facility. Following the creation of the district, the buildings and directly adjacent land were deeded to the library district for their operation and maintenance.

In 2009, construction of the current main library was completed at 2951 S. 21st Drive. The facility features approximately 80,000 square feet, an expanded collection of books, magazines, music and movies, and public computers with software, research databases and internet access. The Main Library has services like drive-through book drop, internet access, printing stations and digital periodical resources. Numerous community spaces are available, including multipurpose rooms, study rooms, and indoor and outdoor seating. There is ample room to host informational, cultural, and recreational programs for all ages. Popular programs include Summer Reading Programs, Youth Programs, and Story Times. The main library also offers book clubs and hobby clubs. Additionally, special events such as author visits and guest speakers are scheduled several times a year.



Yuma County Main Library

Besides the Heritage Branch Library in the City of Yuma, branches are also located in the Foothills, San Luis, Roll, Somerton, Wellton, and Dateland. The library district has entered into shared use agreements with Arizona Western College (AWC) and the Hyder and Mohawk school districts in order to expand access to library services and materials. Remodel expansions of the Somerton, San Luis and Foothills branches have also been completed.

Civic/Community Centers

The City of Yuma provides community and recreation facilities to the residents within the Yuma urban area. These facilities provide space for cultural and community events. Ten community centers are available to the public. Four of these centers are: the Yuma Civic Center, situated within the James P. Deyo Sports Complex; the Clymer Recreation Center on Orange Avenue, the John Morris Cottage, located in Carver Park; and the North End Community Center located downtown. Seating capacity ranges from 30 persons at the Clymer Recreation Center to 2,084 persons at the Yuma Civic Center.



City of Yuma Civic Center

In 2004, a joint effort between the City of Yuma, the Bureau of Land Management and the Arizona National Guard completed the new Yuma Readiness and Community Center. The Yuma Readiness and Community Center located at 24th Street and Araby Road is a 24,000 square-foot joint facility used by the Arizona National Guard and the City of Yuma. The building includes a large gymnasium, commercial kitchen, fitness room, vehicle maintenance garage, offices and classrooms. The remaining community centers include: the Yuma Art Center, Riverside Outdoor Education Center, Martin Luther King Center, the Joe Henry Optimist Center and the Yuma County Fairgrounds, which acts as a center for numerous events including the annual Yuma County Fair, the Silver Spur Rodeo, festivals and other outdoor concerts for all county residents to enjoy.

As a major arts and entertainment anchor in the Historic North End, the Yuma Art Center features over 40,000 square feet of visual and performing arts space. There are four galleries, six classroom spaces, and a renovated Historic Yuma Theatre that dates back to 1912. The 640 seat theatre has the classic ambience of the early movie and vaudeville houses and hosts local performing arts groups in its current use. The Art Center provides arts education opportunities for a variety of art disciplines and age groups. Successful programs include the Infinite Imagination Youth Theater, Art Camp, and pottery programs. The venue serves as the home base for the Yuma Symposium that occurs the last weekend in February each year. The Symposium offers master level workshops in sculpting, photography, print-making, painting, and many other art disciplines. Over 250 artists from all over the country attend this event that has been occurring for more than 30 years. Additionally, the Yuma Art Center coordinates signature events including ARTBeat, YumaCon, and the Children's Festival of the Arts.

PUBLIC SERVICES ADMINISTRATION

City

City of Yuma government activities are housed in a number of buildings located in north-central Yuma.

City Hall is located at One City Plaza. Built in 2002, this building provides meeting space and city administration office space. The City departments for the Mayor's Office, City Administration, City Attorney, Finance, Information Technology Services, Building Safety, Planning & Neighborhood Services, Fire Administration, Human Resources, and Parks and Recreation are all located at City Hall. As a response to growth in staff and space needs, facilities were

constructed for the Public Works Department, Police Department and Municipal Court northwest of 16th Street and 1st Avenue. These facilities were developed in accordance with the Master Campus Plan, developed by Ruth & Going. The Utilities Department is located at the Thomas F. Allt Utilities Complex built in 2021, named after a former Mayor of Yuma. The building at 3rd Avenue and 13th Street.



City Hall

County

Yuma County government activities are also housed in a number of separately located buildings. Administration is located downtown at 198 S. Main Street. In 2005 the Yuma County Department of Development Services facility was completed. Located at 2351 W. 26th Street, the Department of Development Services is in proximity to Health Services and the Juvenile Justice Center, which includes the Juvenile Court and Detention Facility. The Public Works facility was completed July 2003 and is located at 4343 S Avenue 5½ E. The facility includes two buildings; the vehicle maintenance shop providing service for the Yuma County's entire vehicle fleet and the other building is the administrative offices, training room and the carpenter and sign shop. In 2017, the Yuma County Recorder, Assessor, Treasurer and Elections office relocated to the Historic Downtown Yuma in the newly renovated building located at 197 & 192 S. Main Street. The Yuma County Adult Probation is located at 405 S. 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 headquarters building was not enough. Design and construction of a new police facility on an adjacent location was completed in 1999 followed by an expansion project in 2008, which added office space to the main and upper floors.



City of Yuma
Police Department

The 3-story headquarters, located at 1500 S.1st Avenue, totals 152,200 square feet, with 93,000 square feet of office space. The main floor houses the lobby, Administration, Records Section, Investigations Division, Crime Analysis, Support Services Division, Public Affairs Unit, Professional Standards Unit, and the Community Room which provides public meeting facilities for up to 80 persons. The upper floor contains the communications center that provides Enhanced 911 Police and Fire dispatch and the Equipment/Supply Inventory and quartermaster. The lower floor contains the Patrol Area, Traffic Unit, School Resource Officers, Gang, K9 Unit and Animal Control, various supervisor offices, the evidence room, the lab for photography and fingerprinting analysis, parking for police vehicles, the indoor firing range, the Special Enforcement Team (SET), facilities maintenance and holding cells with an enclosed area for transferring prisoners.

In the year 2021, the Police Department was authorized for 167 sworn officers, a reduction from the 175 authorized in 2010. The Department's civilian staff rose from 92 employees to 125. The Department provides law enforcement and support services for a jurisdiction that covers 120 square miles and contains over 97,883 citizens.

The City of Yuma Police Department (YPD) recently established on-line reporting, allowing the public to report specific crimes to the department via web-based portal. On-line reporting is available for crimes such as:

- Fraud
- Identify Theft
- Shoplifting
- Vandalism and Criminal Damage



The department has also implemented a Body Worn Camera program for the Patrol Division. Officers are assigned a video recording device to affix to their person while on duty. This allows officers to record their interactions with the public thereby increasing transparency and accountability for the department and citizens.

YPD continues to offer the Citizens Police Academy, the Hispanic Liaison Service, and Animal Control Services. YPD remains a lead agency in supporting and sponsoring the Arizona Western College Law Enforcement Training Academy.

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 of Yuma
Fire Station No. 1

City Fire/Emergency Medical Services

The City of Yuma Fire Department was established January 25, 1900. Services provided by the City Fire Department include fire suppression, emergency medical response, community risk reduction, hazardous materials response, technical rescue, training and emergency management within the City of Yuma. Six fire stations located across the City provide fire suppression and emergency response within minimum response times. The placement of new stations, the provision of fire hydrants for new developments and annexations, and the proven abilities of the City of Yuma Fire Department have resulted in the City receiving an Insurance Services

Office (ISO) rating of 3. This positive rating, on a scale of 1 to 10 with 1 being best, directly correlates to residential and commercial fire insurance rates.

City Ambulance Transport

The City of Yuma Fire Department provides all Advanced Life Support (ALS) transports within its boundaries - including all county islands that reside in those boundaries. The State of Arizona Department of Health Services has issued a Certificate of Necessity (CON) that allows The City of Yuma Fire Department to provide the service to transport. The City of Yuma Fire Department responds to over 12,000 calls for medical services annually, and staffs five ambulances throughout the year to provide emergency medical transport within the City of Yuma.

City of Yuma Public Safety Training Facility

The Public Safety Training Facility located at 3575 S. Avenue 4E is designed to meet the training needs of the Fire Department, Police Department and serve as a resource to other public safety organizations located in the Yuma area. There are multiple indoor classrooms and an outdoor classroom. The site has a diverse set of training props that are used to simulate include live fire utilizing class A and B materials, rescue and mayday operation, emergency apparatus driving, confined space, high angle, hazardous materials release, patrol car defensive driving tactics, forcible entry, and K-9 training.



Burn Building located at the City of Yuma
Public Safety Training Facility

MARINE CORPS AIR STATION YUMA – FIRE DEPARTMENT

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

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

COUNTY FIRE/EMERGENCY MEDICAL SERVICES

Yuma County does not provide any form of fire or EMS protection for the unincorporated areas. County residents may obtain fire protection services through individual contracts with the Rural Metro Corporation. Rural Metro operates from multiple locations throughout Yuma County. Rural Metro is authorized by the State of Arizona to provide emergency transport of injured persons for all of Yuma County, including within the City of Yuma.

JUDICIAL COURT

Yuma Municipal Court

The Yuma Municipal Court located at 1515 S. 2nd Avenue is a court of limited jurisdiction created by the Charter of the City of Yuma and organized according to the statutes of the State of Arizona. The Yuma Municipal Court hears misdemeanor criminal cases (including domestic violence cases), traffic violations and all criminal and civil matters related to City ordinances. The Court issues civil orders including orders of protection and injunctions against harassment.



City of Yuma Municipal Court

Yuma County Superior Court

The Yuma Superior Court located at 250 West 2nd Street provides the following services – civil and criminal cases, appeals, marriage licenses and jury summons.

Federal Court House

Completed in 2013, the John M. Roll Federal Court House located at 98 W. 1st Street is a 56,800 square-foot facility. The Federal Court House includes two courtrooms, two judges' chambers, jury facilities and houses the U.S. District Court, U.S. Bankruptcy Court, U.S. Probation, U.S. Pretrial Services and the U.S. Marshals Service. The Federal Court House serves the southwest region of Arizona.

HOSPITALS AND CLINICS

Yuma Regional Medical Center (YRMC) located at 2400 S. Avenue A is identified as Yuma's regional hospital. YRMC is a 406-bed, Medicare-certified acute care facility with modern facilities. Services include cardiac and pulmonary resuscitation, children's health services, diagnostic imaging, medical/surgical services, surgical outpatient services, emergency department, heart center, and women and children services. Primecare Urgent Care also provides medical care to walk-in patients at three locations at 1581 S. 6th Avenue, 284 W. 32nd Street, and 11279 S. Glenwood Avenue.



Yuma Regional Medical Center

UTILITY SERVICES

Water Allocation/Treatment

The City of Yuma is the primary provider of potable water within the General Plan Planning Area. According to the City of Yuma 2008 Integrated Master Plan (which identifies short and long-term water infrastructure and resource needs and capital improvement and implementation of plans to support the City's vision), the primary source of water for the City of Yuma is the Colorado River. Water is transported through facilities operated by the Imperial Irrigation District, the Yuma County Water Users' Association (YCWUA), the Gila Gravity Central Board and the U.S. Bureau of Reclamation. Starting at the Imperial Dam, 70% of the City's water is transported to City treatment facilities through the All American Canal to the Yuma Main Canal to the Main Street Water Treatment Facility (WTF). The Main Street WTF provides water to the northwestern and southwestern portions of the City. The remaining 30% percent is delivered through the Gila Gravity Main Canal to the Agua Viva water treatment facility. The Agua Viva Water Treatment Facility (WTF) began service in June 2009. The water treatment plant includes a new raw water intake pump station, and transmission pipeline to pump water from the Gila Gravity Main Canal to the Agua Viva WTF for treatment. The Agua Viva WTF provides water to the eastern portions of the City.



Agua Viva Water Treatment Facility

Unique to many communities across the state, the City of Yuma has a designated adequate water supply of Colorado River water, with an annual allocation of 50,000 acre-feet per year. The City can and has supplemented this allocation through the use of return flow credits, from which the city receives credit for water returned to the Colorado River following wastewater treatment. In 2019, the City had an estimated total return flow credit of 8,489 acre feet. In addition to the base allotment, the City has acquired delivery rights to 25,000 additional acre-feet of water. The water entitlements or rights of the property owners for agricultural purposes are then converted to a municipal use and delivered by the City of Yuma. Additionally, the conversion of irrigation water entitlements for municipal use occurs as agricultural lands develop in the Yuma Valley and supplements the City's allocation. The water rights conversion ratio was mutually set at 5.83 acre feet per year for each acre of land that transitioned from agriculture to another type of land use through an agreement between the City of Yuma and the Yuma County Water Users' Association. The primary participants in this transfer are the property owners and the City of Yuma.

Treatment of water for customer delivery occurs at the two treatments plants identified: the Main Street (WTF) in downtown Yuma and the Aqua Viva (WTF) located on the East Mesa. The Main Street (WTF) has the capacity to purify 40 million gallons a day and the Agua Viva (WTF) can purify up to 20 million gallons a day. Usage based on 2020 production data determined an average citywide daily total production of 8.8 billion gallons a year. This converts to in an average annual usage of approximately 27,000 acre feet per year.

WASTEWATER

The City of Yuma is the primary provider of wastewater collection service and treatment within the General Plan Planning Area. Treatment is completed at the Figueroa Avenue Water Pollution Control Facility and the Desert Dunes Water Reclamation Facility which began service in June 2005. Wastewater treatment at the Figueroa Plant involves primary treatment, with primary clarifier removal of solids, and secondary treatment, disinfection and secondary clarifier removal of solids, prior to discharge to the Colorado River.



Desert Dunes
Water Reclamation Facility

All bio-solids removed in the treatment process are disposed of through land application. The Figueroa Avenue plant has the capacity to treat 12 million gallons a day. The Desert Dunes Water Reclamation Facility currently has the capacity to treat 3 million gallons a day, but is planned to be expanded to handle twelve million gallons per day in 3 million gallons modules. Additionally, a number of small treatment plants have been built to meet individual development needs on the Mesa. Among these include the Jack Rabbit Mesa Wastewater Treatment Facility, and the Sweetwater Creek treatment facility. As of 2007, all wastewater flows bypass the Jack Rabbit Mesa facility and are conveyed to the Desert Dunes reclamation facility. Jack Rabbit Mesa, located on the grounds of Arizona Western College, was built to meet the needs of AWC and Northern Arizona University – Yuma, and has additional capacity to support neighboring residential and educational developments. This facility is owned and operated by the City of Yuma. Sweetwater Creek, a privately run treatment facility, provides sewage treatment to the residents of the College Park Subdivision and Desert Ridge Subdivision Phases 1 to 3.

There are a number of issues the City is currently facing in the provision of wastewater services and treatment. This relates to providing new service to existing and future developments. Based on 1990 Census figures, roughly 24% of the developed housing units were using septic or cesspool systems for sewage disposal, within the Planning Area Boundary. Built over the last 20 to 40 years, many of these systems are failing. Entire neighborhoods have been placed in a position where they must find alternative means of wastewater disposal. Typically, this has meant connection to the City system. These neighborhoods are then faced with additional costs for disposal lines on their property as well as the installation of major conveyance lines over several miles. Such is the case for residents living north of 8th Street between Avenue B and Avenue C, an area known as the B & C Colonia. The City has collaborated with Yuma County to allow access to the City sewer interceptor for the Figueroa Wastewater Treatment Plant for collection and treatment for the residential properties located within the B & C Colonia. This allows residents in this area to connect and receive reliable wastewater treatment service.

In reference to the proposed 3,741.5 acre Estancia planned development there is currently no wastewater infrastructure in the area. The Integrated Master Plan for water and wastewater facilities has indicated that development of a new water reclamation facility would be required to serve the planned future development towards the south and west.

STORMWATER

The Yuma County Flood Control District is responsible for managing the floodplains throughout the County working in cooperation with local cities and towns. The District

directs, plans, designs, constructs and maintains various district flood control and drainage facilities throughout the County. Due to funding limitations, the District only selects a limited number of projects in the County. Annually, a flood control Assessment Report is prepared which identifies and prioritizes flooding and drainage problems and needs within the County.

Stormwater control is accomplished with a network of City of Yuma and Yuma County Flood Control District basins. The basins can take the form of either retention basins, which dispose of stormwater through percolation, or detention basins, which provide for temporary holding of stormwater and eventual pumping to storm sewer pipelines for discharge to the Colorado River. Discharge to the Colorado River can be by a direct storm sewer outfall such as the Madison Avenue Outfall, or indirectly to a canal or drain, such as the East Main Canal, with eventual discharge into the Colorado River.

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 and 3rd Streets and east of 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 seven mile 66" diameter pipeline transports water pumped from groundwater wells for discharge to the Colorado River. The pipeline primarily is along the Avenue B½ alignment. Turning off groundwater pumps during storm events creates capacity in this line, which allows for the discharge of stormwater. Three other pipelines in the Yuma Valley provide additional stormwater conveyance to the river. These are located within the alignments for 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 Hansberger Grove basin, the basin at 8th Street and May Avenue, the west Carnes Street basin and the 26th Street Basin.

The City of Yuma provides stormwater control efforts in conformance with the Yuma County Flood Control District master plans, through the construction of facilities specific to City infrastructure improvements and stormwater retention or detention requirements for new developments. Where possible, stormwater basin facilities are jointly developed with park facilities to provide open space and recreation opportunities around the community. Successful examples of these efforts include Kiwanis Park and Winsor Rotary Park and the Palo Verde Basin. Kiwanis Park, prior to City involvement was an open drainage basin. With an influx of City and County funds and grants, the park now boasts large grassy areas appropriate for soccer and football/softball fields. Winsor Park was a planned stormwater basin and the City partnered with the Yuma County Water Users' Association to provide a neighborhood park that includes open space, picnic ramadas, playground, basketball court, and a pond. The Palo Verde Basin is home to Yuma's first dog park, the Bark Park, and the three-acre site serves as an off-leash area for local dog owners to bring their pets for exercise and socialization. The park features grassy areas, walking path, benches, and dog drinking fountains. These facilities, through



City of Yuma Public Works Department

engineered design and water resistant equipment are capable of accomplishing the dual-role of stormwater retention and recreation. Additional City of Yuma stormwater control efforts are provided in subdivision and development requirements. New developments of any size are required to provide on-site stormwater retention or detention facilities, as well as to allow historical flows to pass through the site. Map 8-6 identifies the basins located throughout the Planning area.

PUBLIC WORKS

The Public Works Department provides safe, effective and environmentally sound public services including street maintenance and repairs, residential solid waste collection and fleet services.

STREET MAINTENANCE

The City of Yuma executes efficiently planned maintenance and operation programs with a focus on prolonging the efficiency of 400 centerline street miles, providing a safe drivable street surface, and maintaining the landscaping and other aesthetic attributes of the City's street network.

SOLID WASTE

The City of Yuma provides solid waste collection and disposal services to City residences once a week and limited commercial pick up. The Solid Waste Division of the Department of Public Works collects solid waste either by curbside or alley pickup in either 90 gallon or 300 gallon containers respectively. Approximately 33,000 tons of residential solid waste is collected each year on normal collections, with a per capita estimate at 1.5 tons per household annually. Private utility companies provide a majority of commercial solid waste collection. The public is offered an opportunity to dispose of household hazardous waste at a central location on the second Friday of every month. The Household Hazardous Waste (HHW) Collective Program is the safest way to dispose of household hazardous waste products and is open to all City of Yuma and Yuma County residents. Additionally, once a year, the City of Yuma sponsors a Spring Cleanup, in which bulky items and green waste will be picked up from all residents



City of Yuma Streets Department engaged in a neighborhood Spring Clean Up.

The City has contracted services with Allied Waste. The contract covers the delivery of solid waste by the City of Yuma to a private transfer site at Avenue 3½E and 32nd Street with Allied Waste providing disposal to the Copper Mountain Landfill. The general public may use this facility for drop off of solid waste for a fee. The contract has a term of ten years. 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

Since 2013, the City of Yuma has been providing Curbside Recycling as part of its residential solid waste collection service. The program offers a once-a-week recycling pickup. Recycled materials can be placed together in a single container. Materials that can be recycled include plastics, paper, glass, aluminum, metal, and cardboard.

The City of Yuma residents and visitors not served by curbside service or event that

produces a load that exceeds the blue bin capacity may take their recycling to the Republic Services Transfer Station located at 3040 S. Avenue 3 ½ E.

FLEET SERVICES

Completed in 2019, the Fleet Services maintenance building is located at 265 W. 13th Street. The building is approximately 40,000 square feet and includes a public lobby, service counter, office areas, training room, break room, and lockers. Beyond a secure entry is the parts department, storage, tire shop, and maintenance shop. Some of the services offered at this location include vehicle maintenance and equipment-related support services to all City departments, an after-hours road side assistance program for all City departments, and Emergency vehicle repairs by certified Emergency Vehicle Technicians (EVT).

PRIVATE UTILITY SERVICES

Private utility companies provide electricity, telephone service, cable access and natural gas to Yuma residents. Arizona Public Service (APS) is the provider of electricity. Telephone service is provided by CenturyLink. Cable access is provided by Spectrum. Dish Network and Direct TV provide satellite television. Natural gas is provided by Southwest Gas. A 16" El Paso Natural Gas line brings gas to the community, which is then distributed by Southwest Gas through eight node points.

Wireless Communications and Fiber Technology

Advancements in technology and installation have made available increased and enhanced communication abilities in the Yuma area. These include the development of cellular and smart phone communication using communication towers and satellites and development of fiber technology, which allows for communication transfers at the speed of light. Local wireless communication services are provided by a number of private entities.

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 State of Arizona Population estimate for the City of Yuma is 97,883 persons. Population projections for the City identify a 2055 population between 149,036 (State of Arizona Dept. of Economic Security 2006-2055 Projection Series) and 279,420 (Dwelling Unit and Population Projections). This population will be primarily focused in three residential centers: the Yuma Valley, the south mesa and the east mesa.

The approximate anticipated population on the East Mesa will be 92,000 persons and in the Yuma Valley 127,000 and South Mesa a total of 60,000. The primary residential growth areas are within the Southwest Yuma Valley and the East Mesa, east of Avenue 5E. In order to meet the service needs of the future population, public services, facilities and infrastructure will require expansion.

EDUCATIONAL AND CULTURAL FACILITIES

Schools

Based on 2020 population numbers, the number of school age children (between 5 and 19 years) within the City of Yuma is 21,292 and will continue to increase. Educational facilities will need to expand to meet this need. Again, it is likely much of this growing population will reside on the East Mesa and in the South Yuma Valley. The City of Yuma is not the responsible entity for providing educational services but does acknowledge a need to provide quality and accessible facilities to all Yuma residents. To meet this need, conceptual recommended school sites have been identified. The conceptual sites take into consideration earlier discussions with the school districts on future facility planning. In addition, ease of pedestrian access and proximity to future residential developments were taken into consideration.

Libraries

The Yuma County Free Library District is the center for information, community enrichment, recreational reading, lifelong learning plans, and promotes early literacy. With the development of the proposed Estancia project a new library branch will be needed.

Civic/Community Centers

Chapter 4 - Recreation of this document identified civic/community center standards and future needs. At Build Out of the urban area there will be a need for a total of nineteen civic/community centers. As noted earlier, there are currently ten centers available.

PUBLIC SERVICES ADMINISTRATION

City

City of Yuma government activities are housed in City Hall located at One City Plaza. Located within this facility are the City Council offices and chambers, City Administration, City Clerk's Office, City Attorney's, Department of Planning & Neighborhood Services, Finance Department, Fire Department Administration, Human Resources Department, Parks and Recreation Department Administration, Information Technology and Facility Services.

County

There have been discussions by the Board of Supervisors to centralize county operations in one facility. But these plans appear to be preliminary at this time. The County relocated the Public Works Yard to the East Mesa along Avenue 5½E and rebuilt its Development Services offices located on Avenue B and 26th Street.

PUBLIC SAFETY

City Police Department

As the Yuma Police Department sets eyes on the future, it is incumbent to assess the current facilities to determine long term sustainability, feasibility of expansion, and operational support. Department infrastructure should be evaluated to identify how well it meets current needs, and future requirements. Community expansion and population increases will require the department to continuously assess the capability to meet expected increases in service demands, citizen expectations and extended-distance response times. Neighborhood police facilities may need to be explored for the



City Police Department
Coffee with a Cop

potential to address and mitigate these demands. Additionally, the need for the Police Department Headquarters building to expand in order to house command, support, communication, records, and administrative tasks will be commensurate to the community's growth. An example of this growth is the proposed Estancia development which is projected to require numerous new officer positions, additional support staff, and a substation to maintain adequate law Enforcement protection for that future population.

The department's strategic plan identifies three objectives for our facility planning:

- Classify Centralized and Decentralized Policing Components
- Evaluate Current Facilities
- Develop Future Facilities Needs Assessment.

Planning must include funding sources which are identified, propagated and protected over numerous years in order to consistently provide for upgrades and improvements as necessary over the lifetime of a facility or project. The Police Department is committed to providing excellent service now and into the future.

City Fire Department

Future facility planning for Fire services can be found in the Fire Services and Facilities Plan (2007). This plan outlines a strategy to provide timely emergency response within the incorporated areas and planned expansion of the City and focuses on the Fire Department's ability to maintain and improve its response to emergency calls and the City's ISO rating. Six fire stations have been established. Four fire stations have been identified for future development. The next fire station identified to be built is Fire Station No. 7 located at 8½E and Desert Springs Drive. This fire station is proposed to meet the needs of the surrounding residential development as a two-bay fire station.



The Estancia planned development with its proposed residential and commercial buildout will require at least two additional fire stations to provide sufficient fire suppression and emergency medical services.

CITY UTILITY SERVICES

Water

The City completed a major planning effort in the development of the Integrated Master Plan in the summer of 2008. This document provided projections for water use, identified planning areas for water service from the existing treatment plants and identified infrastructure and system needs to meet the growing Yuma population. At full development build out of the Yuma urban area, treated water needs are estimated at 70 million gallons per day. Based on this growth, a daily peak demand of 111 million gallons has been determined.

With much of new growth occurring on the East and South Mesas, water treatment capacity will have to be increased to meet the anticipated demand.



Friendship Park Water Tower

It was determined within the plan that the treatment capacity in the East and South mesas must be increased to a total of 40 million gallons a day. Water treatment and delivery facilities do not exist to serve the proposed Estancia development. The City of Yuma Integrated Master Plan indicates that a third water treatment facility must be built to satisfy the needs of future urban densities developed along the planned urban boundary.

Water Resources - Water needs at full development or buildout of the Yuma area can be estimated using a number of factors. Primarily the City follows the per capita use methodology. Historically and based on water permitting records, per capita water use has been approximately 240 gallons per person per day. Using the future City of Yuma population projections from the Department of Economic Security (2055 population: 149,036) and the anticipated population from the Land Use map (279,420) future water needs will range from 43,595 acre feet per year to 72,735 acre feet per year.

By building on the City of Yuma Colorado River Allocation of 50,000 acre feet a year through the use of return flow credits and the conversion of water rights from farming operations to municipal needs, the City will be able to provide water to meet the future population needs of the urban area. Per the City of Yuma 2008 Integrated Master Plan, return flow credits are estimated at 16,900 acre feet. It is anticipated that as the City population grows and more water is used, the return flow credits will also increase. It has been found through wastewater studies, that approximately 1/3 of residential water used finds its way into the wastewater system. Current conversions of water rights in the Yuma Valley are estimated at 25,000 acre feet a year. As the Yuma Valley continues to grow and farming operations convert to urbanized development the future conversion is estimated at a total of 82,300 acre feet at buildout.

The existing allotment and supplemented resources are sufficient to support the planned residential, commercial and industrial growth of the community.

Water Conservation – In 2020, the City completed the Water Conservation Plan to identify techniques to conserve water and efficiently utilize the City’s water allocation. Current efforts include promotional outreach and distribution of information for voluntary conservation efforts on the part of the public.

The City is informally implementing many of the United States Bureau of Reclamation fundamental water conservation measures through water accounting and measurement, water pricing structures that encourage conservation, information and outreach programs and the assignment of responsibility for conservation activities with the Water Outreach Team. Additional conservation measures include: promoting the retrofit of older buildings with water saving fixtures, using treated effluent for irrigation needs, landscape incentive programs and Water Audit Incentive Programs for business and residential users.



Ocean to Ocean Bridge over the Colorado River.

Wastewater

The City of Yuma 2008 Integrated Master Plan and the Section 208 Wastewater Facilities

Plan Update (2000) continue to define boundaries for service and plan areas, wastewater needs for build out of the City Service Area, the need for future expansion of the Desert Dunes WRF and identify a list of infrastructure projects to meet the needs of future population growth.

According to the City of Yuma 2008 Integrated Master Plan, at buildout of the Yuma Urban Area, the City of Yuma wastewater needs are estimated at 26 million gallons a day. A majority of this growth will occur on the East Mesa. An anticipated expansion doubling the capacity of the Desert Dunes WRF will meet future population growth and geographic needs.

Stormwater

As mentioned previously, the Yuma County Flood Control District participates in stormwater control efforts for all of Yuma County. Stormwater control is accomplished with a network of holding basins and piping systems with either groundwater percolation or direction and discharge to the Colorado River. High priority projects the Flood Control District is pursuing involve addressing needs in both the Yuma Valley and Yuma Mesa. The major West Yuma Mesa project is full development of the City-owned Smucker Park Basin. This project, in partnership with the City of Yuma, will allow for additional capacity and control of stormwater directed from the Palo Verde Street/1st Avenue/5th Avenue system. The major projects in the Yuma Valley include the development of the Riebe Avenue Basin. Flood Control District plans involve the excavation of the retention basins with piping to the stormwater network for discharge to the Colorado River. The Riebe Avenue Basin, in the vicinity of 8th Street, has also been identified as a neighborhood park in an out year time frame. Currently this site is in an unincorporated area of Yuma County. Development of this site as a City park would be dependent on annexation. The City is currently designing a 32nd Street basin to accommodate the bulk of the remainder of the West Mesa stormwater capture and disposable.

Urbanization alters the natural infiltration capability of the land and generates a host of pollutants. Stormwater flows over the impermeable land, picking up pollutants along the way while gaining speed, volume and temperature then discharges to rivers, streams and oceans. The discharge of excessive sediments and toxic pollutants can have a negative impact on local waterways, degrading their suitability for drinking water sources, recreation, agriculture and wildlife habitat. Materials resulting from spills on roadways, effluent from septic tanks, municipal wastewater, industrial wastes, as well as the intentional dumping of used motor oil, antifreeze and household toxics may all be found in stormwater runoff and are of significant concern nationwide.

In 2000, the Federal Government implemented additional requirements in urbanized areas for stormwater control and discharge. In March 2003, the City of Yuma participated in a joint effort to obtain the Arizona Pollutant Discharge Elimination System (AZPDES) municipal stormwater permit program and a permit was granted to the City of Yuma by the Arizona Department of Environmental Quality (ADEQ). This permit is a result of the Federal Clean Water Act Permit which was initiated in December 2002. The City of Yuma and other entities are also covered by this requirement, such as Arizona Western College.

In response to this requirement and good management practice, the City of Yuma and the Yuma County Flood Control District (YCFCD) 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 monthly and sponsors an

annual Spring Clean Up. Currently under development is a storm drain identification program. The Flood Control District has developed a Frequently Asked Questions (FAQ) sheet on their webpage that informs the public of YCFCD responsibilities and gives additional contact information for questions or to report illicit dumping.



City of Yuma Sanitation Truck

Solid Waste

The existing Solid Waste contract with Allied Waste Company will meet the needs of city residents for the next 20 to 30 years for disposal. Additionally, the existing transfer site will serve the entire city for the foreseeable future. The City of Yuma does have an alternative landfill site should the contract for the Copper Mountain Landfill end. The alternative site is city owned land at County 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 establishment of another transfer station would be required should the alternate landfill option be necessary.

RECYCLING – As previously stated, the City of Yuma has offered curbside recycling since 2013. Recycling helps sustain our planets natural resources, reduce pollution, and save energy. Additionally, the City saves money in its Solid Waste Fund by depositing less into landfills, keeping the solid waste fee in Yuma as low as possible.

PRIVATE UTILITIES

As mentioned previously, private utility companies provide electricity, telephone service, cable access, satellite television, internet and natural gas to Yuma residents. APS currently offers partial financial assistance through rebates to business and homeowners for solar power technology installation, which include photovoltaic cells and solar hot water heaters. New major facilities developed in the City, such as a new gas-powered electrical plant, will require additional natural gas pipeline infrastructure from outside the immediate area.

Wireless Communications and Fiber Technology - Advancements in technology allows 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 Spectrum and CenturyLink have constructed fiber communication systems in the Yuma area and 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.

GOALS, OBJECTIVES AND POLICIES

Goal 1.0: Support high quality public education programs that provide enhanced opportunities for advanced learning.

Objective 1.1: Actively coordinate with the school districts, charter schools and private learning institutions on the planning and location of new schools and expansion of existing schools.

Policy 1.1.1: New schools should be located in proximity to new residential developments, thereby minimizing driving times and vehicle use.

- *Design of new schools should consider open public access to school athletic and playground amenities after school hours while protecting the integrity of the main campus.*
- *City path and trail system should seek to link neighborhoods to schools so that students may safely access campus by foot or by bicycle.*

Policy 1.1.2: New schools shall locate student drop-off and pick up areas on the campus property and not on the public right-of-way.

Policy 1.1.3: School site selection should accommodate the following criteria:

- *Elementary Schools should be located along residential collector streets so that they are accessible, but exposed to low volumes of traffic. They should be within walking distance of as many students as possible and should be sited in conjunction with neighborhood parks whenever possible.*
- *Middle/Junior High Schools should be located along collector streets where they are accessible from relatively long distances.*
- *High Schools should be off of arterial streets, in areas that can accommodate the activities generated. Facilities that will create a great deal of traffic, noise or light should be located away from residences. Lights for sports facilities should be shielded to reduce neighborhood impacts and to maintain a dark night sky.*

Objective 1.2: Achieve continued quality library services for the Yuma community.

Objective 1.3: Provide quality City Community Centers to promote an on-going learning environment for all ages in our community and promote positive social interaction.

Goal 2.0: Provide convenient and efficient municipal services, facilities and resources that protect the community's infrastructure investment, promote a high quality of life and provide for future needs.

Objective 2.1: Achieve maximum use of public buildings through cooperative use of new and/or existing facilities.

Objective 2.2: Provide public safety activities that will enhance the safety and welfare of the community.

Objective 2.3: Maintain a high standard of fire prevention and protection.

Policy 2.3.1: The City shall ensure that new development will have the necessary water supplies to meet projected fire flows.

Objective 2.4: Provide adequate, reliable and safe water treatment and delivery.

Policy 2.4.1: The City shall use superior and economically efficient systems in treating and delivering water.

Policy 2.4.2: The City shall include in its capital improvement program water utility

connections programs to be developed in accordance with the General Plan.

Objective 2.5: Provide efficient wastewater collection, treatment and disposal.

Objective 2.6: Provide efficient solid waste collection and disposal services.

Objective 2.7: Provide efficient recycling services as part of the residential solid waste collection service.

Objective 2.8: Achieve a coordinated and cooperative program between the City, County and other units of government in the provision of public services and facilities.

Policy 2.8.1: The City shall coordinate development proposals with the ability of the water system to handle additional demand.

Objective 2.9: Design and construct city buildings and facilities that demonstrate excellence in architectural design and energy efficiency.

Objective 2.10: Design and construct new community facilities that are multi-functional in order to ensure adaptability to the changing needs of the community.

Goal 3.0: Ensure that surface water supplies continue to be physically and legally available for future growth and development.

Objective 3.1: Protect current Colorado River water entitlements.

Objective 3.2: Continue to further develop increases in the City's water availability by utilizing conversions of water use from irrigation to domestic use in urbanizing areas within the boundaries of all local irrigation districts.

Objective 3.3: Maximize wastewater effluent based return flow credits by only providing water services to areas currently being served or planned to be served by City wastewater treatment.

Objective 3.4: Continue to offer public awareness of opportunities to conserve water.

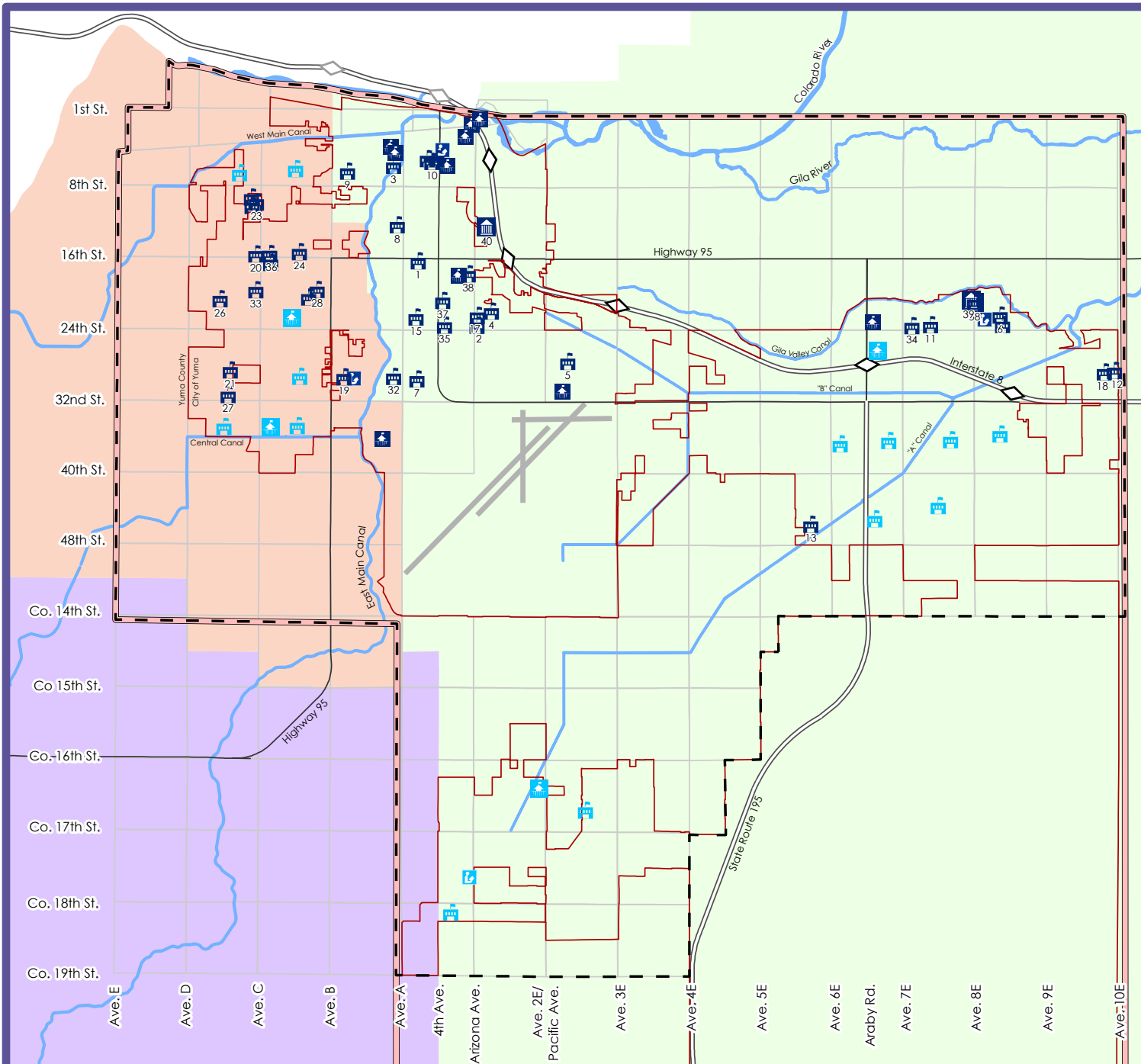
Policy 3.4.1: The City shall promote water conservation through xeriscape landscaping.

ACTION PLAN

Phase	Project	Responsible Department/ Agency	Funding Source	Strategic Outcome
1 - 5 Years	Revise Subdivision Regulations to respond to infrastructure and utility service needs	Planning & Neighborhood Services/ Engineering	General	Respected & Responsible
	Revise Construction Standards & Details to respond to infrastructure and utility service needs	Planning & Neighborhood Services/ Engineering	General	Respected & Responsible
	Develop Phase 2 of the Public Safety Training Facility at 4E and 36 th Street	Fire/ Police	Public Safety Tax	Safe & Prosperous
	In conjunction with annexation, design and construct future fire stations at locations identified within the Fire Services and Facilities Plan	Fire	Public Safety Tax	Safe & Prosperous
	Support the Development of the Yuma Multi-versity Campus	Administration / Planning & Neighborhood Services	General/ Grant	Safe & Prosperous
6+ Years	In conjunction with future park development, construct community centers in the East Mesa and the South Yuma Valley.	Parks and Recreation	General/ Grant	Unique & Creative

Educational & Cultural Facilities

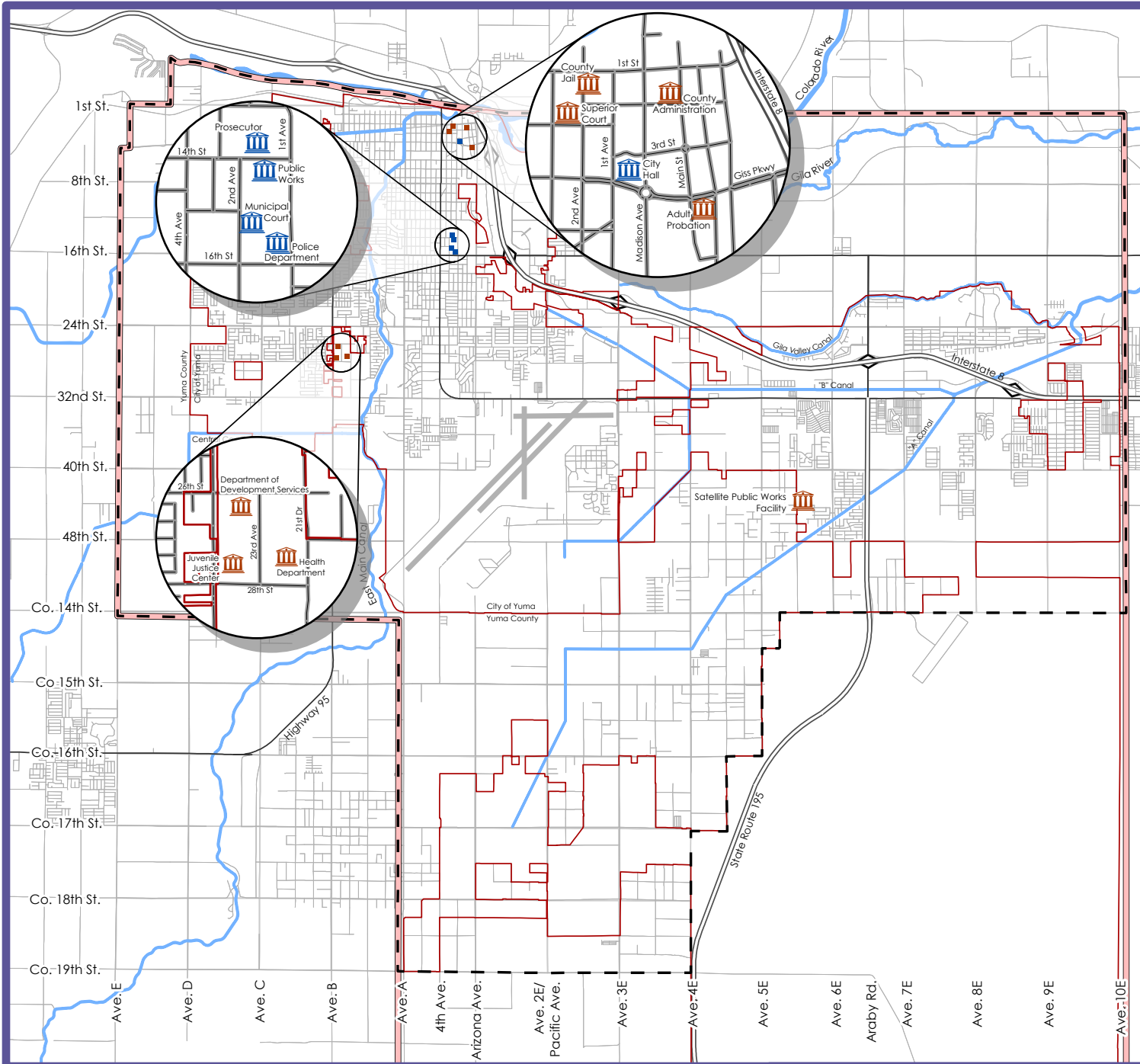
- School
- Future School
- College / University
- Community Center
- Future Community Center
- Library
- Future Library
- Crane School District 13
- Somerton School District 11
- Yuma School District 1
- Focus Area
- City Limits
- Planning Area Boundary








0 1 2 Miles

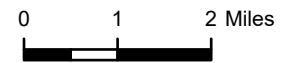
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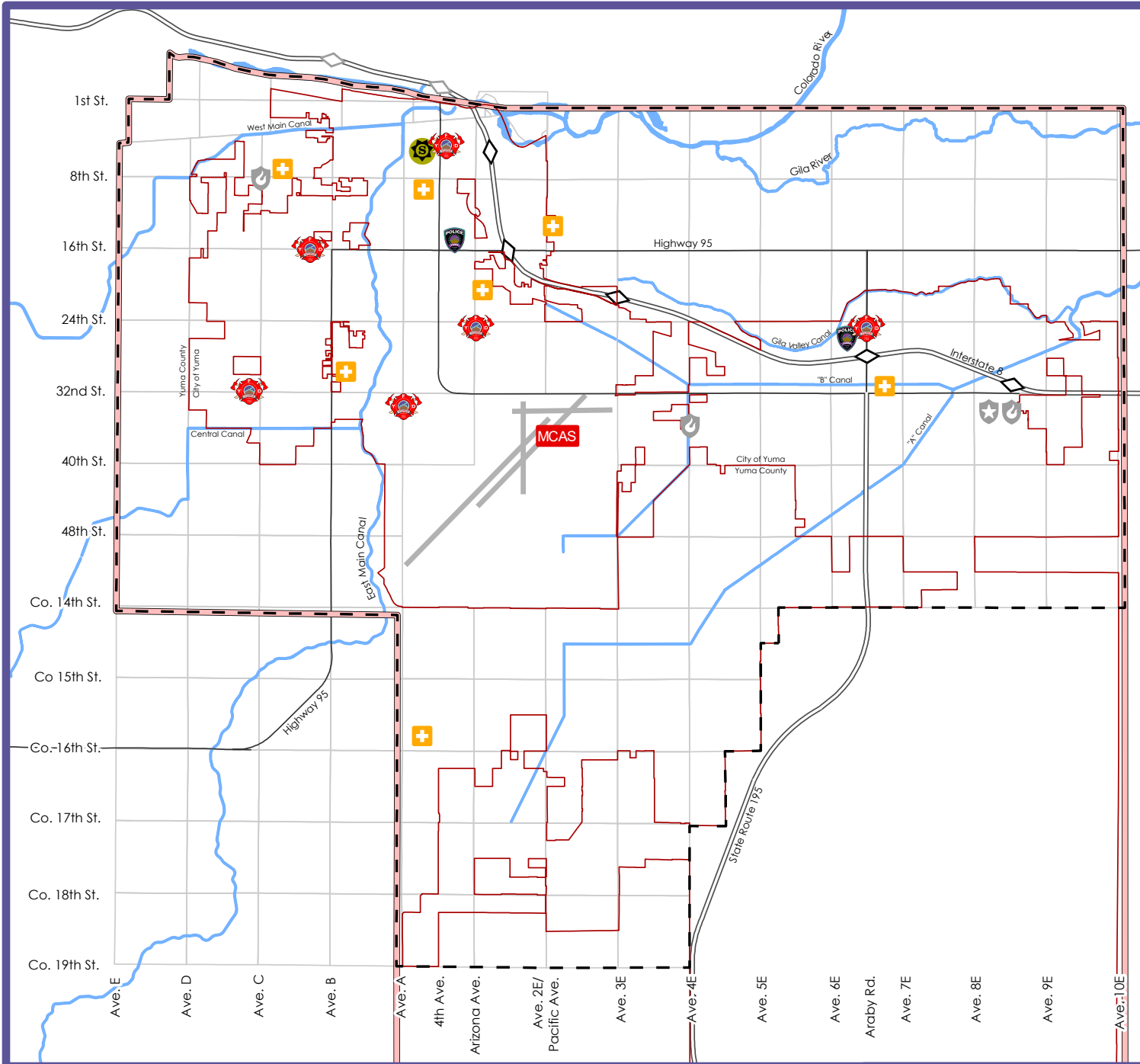


Public Services Administration

- City Public Facilities 
- County Public Facilities 
- Focus Area 
- City Limits 
- Planning Area Boundary 



Prepared by Information Technology GIS and the Department of Community Development



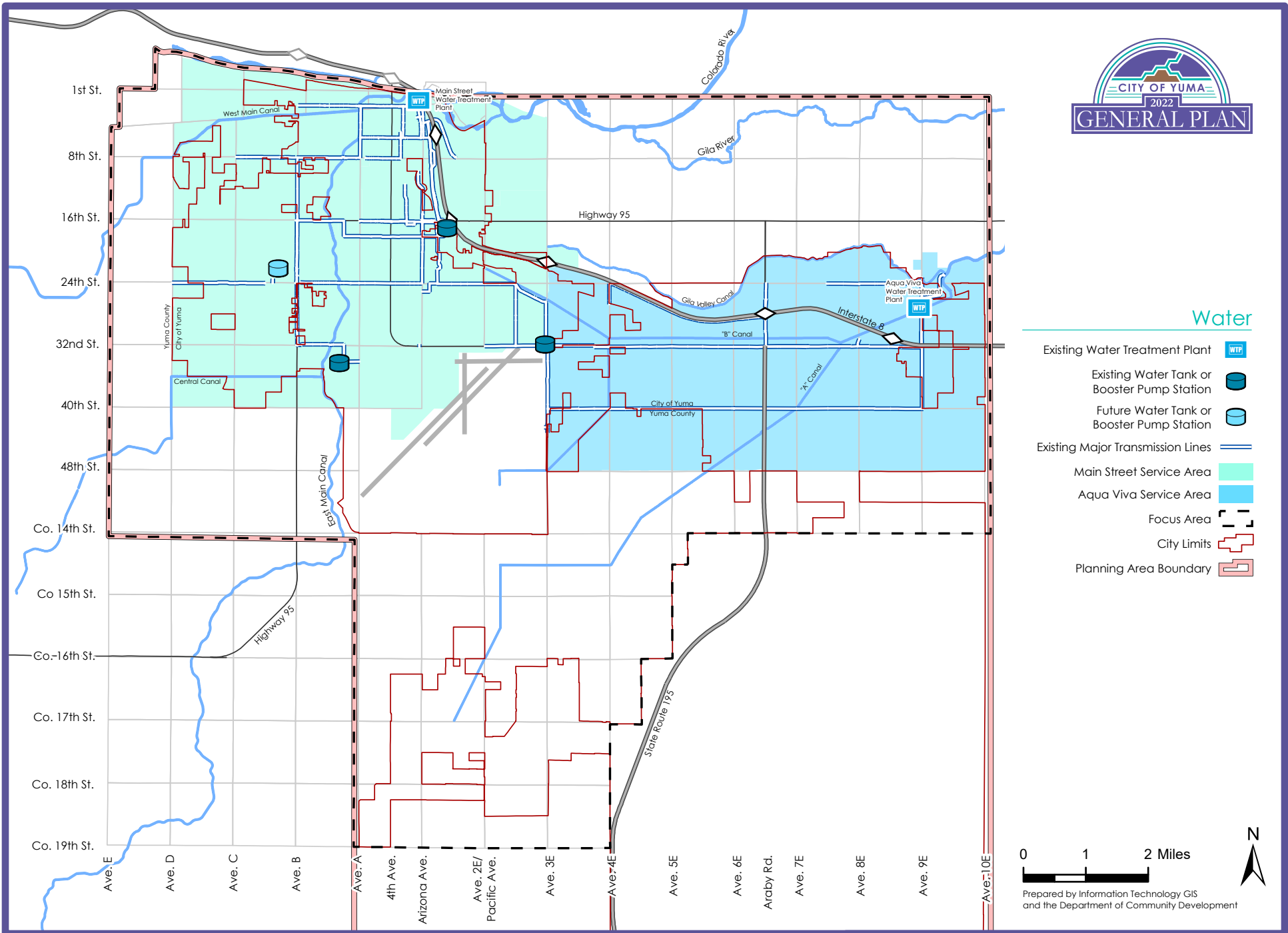
Public Safety

- Fire Station
- Future Fire Station
- Fire Station MCAS
- Yuma Police Department
- Future East Mesa Substation
- Rural Metro Ambulance
- County Sheriff
- Focus Area
- City Limits
- Planning Area Boundary

0 1 2 Miles

Prepared by Information Technology GIS
and the Department of Community Development





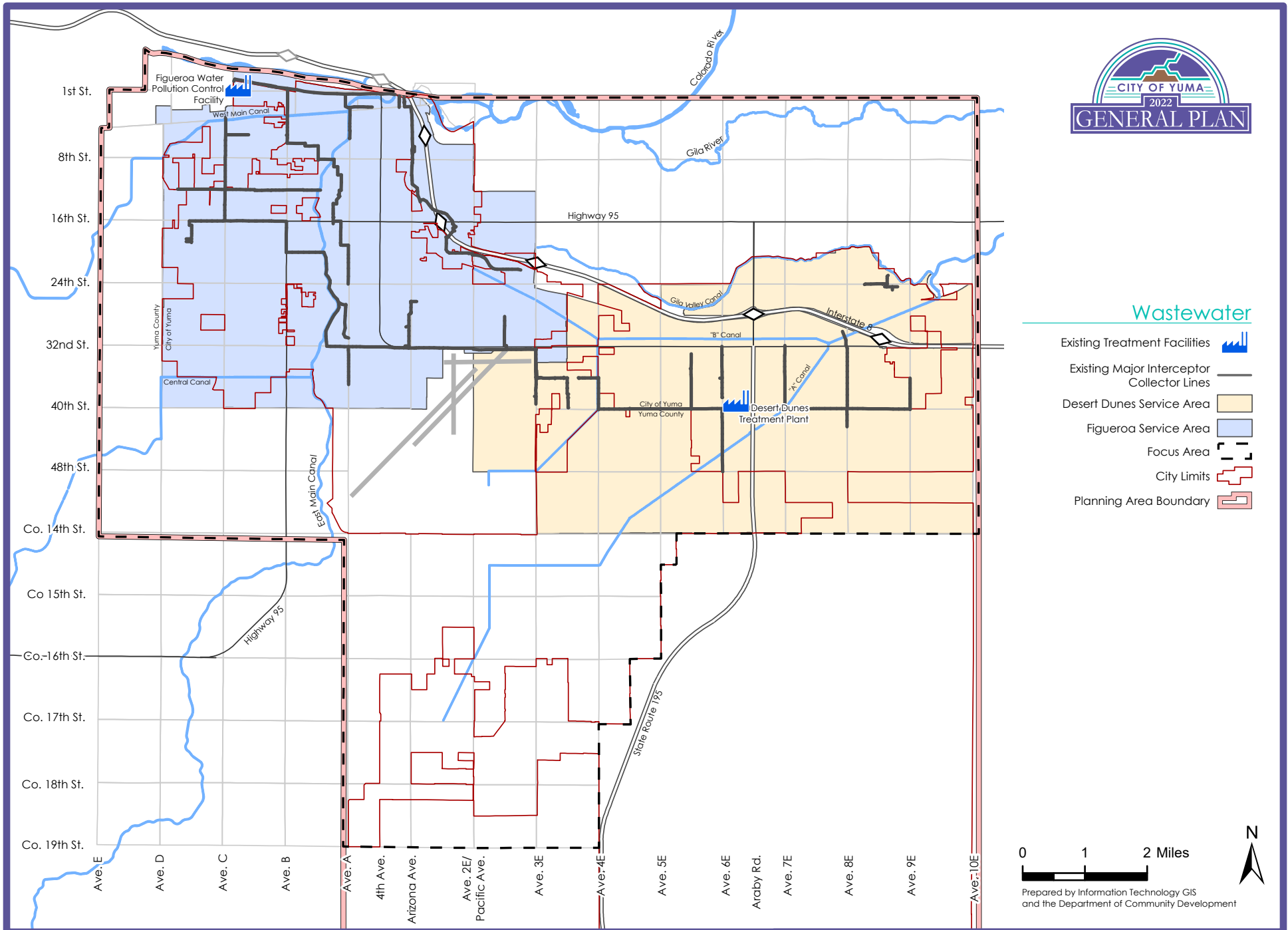
Water

- Existing Water Treatment Plant
- Existing Water Tank or Booster Pump Station
- Future Water Tank or Booster Pump Station
- Existing Major Transmission Lines
- Main Street Service Area
- Aqua Viva Service Area
- Focus Area
- City Limits
- Planning Area Boundary








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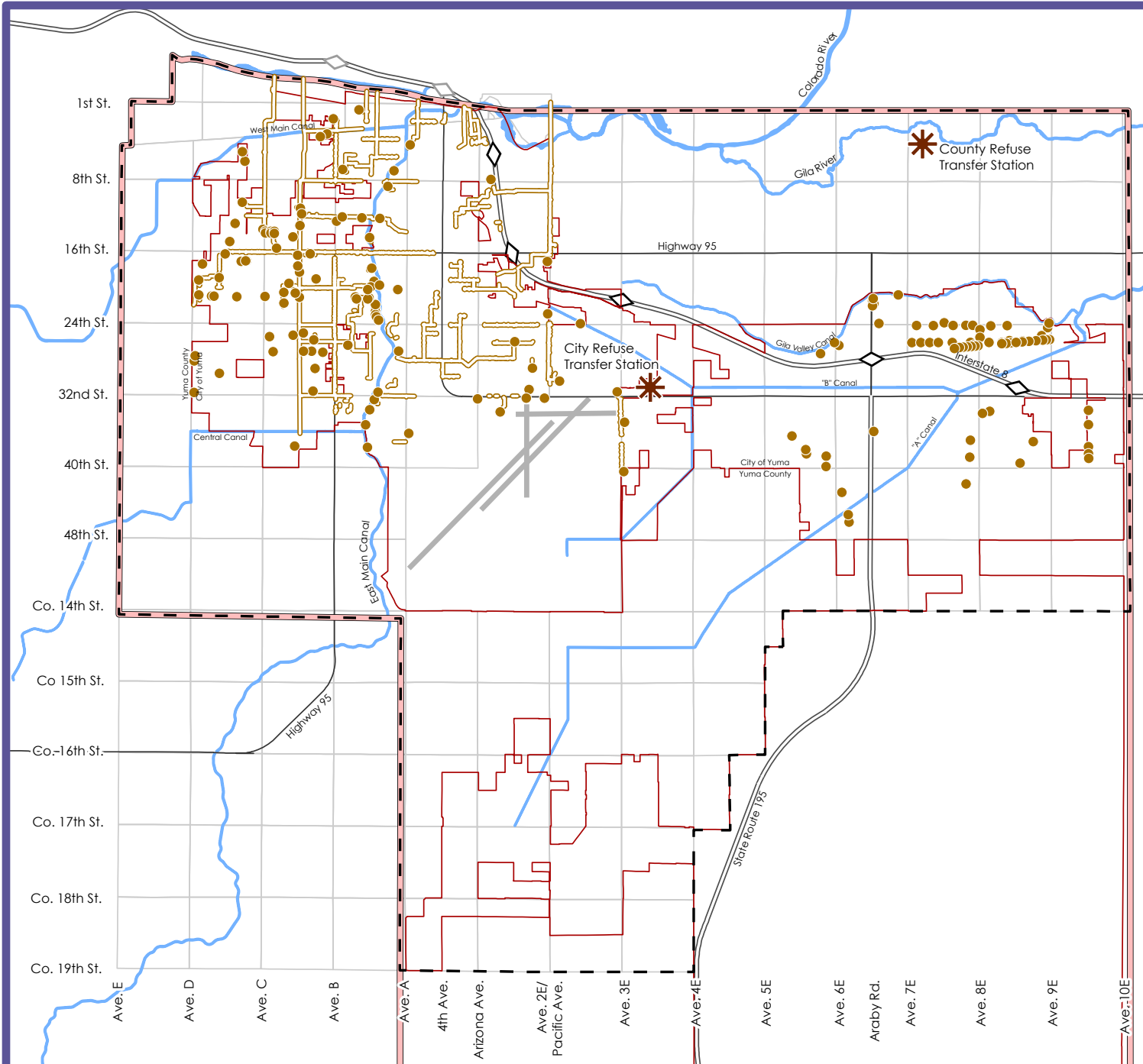
Wastewater

- Existing Treatment Facilities 
- Existing Major Interceptor Collector Lines 
- Desert Dunes Service Area 
- Figueroa Service Area 
- Focus Area 
- City Limits 
- Planning Area Boundary 

0 1 2 Miles



Prepared by Information Technology GIS and the Department of Community Development



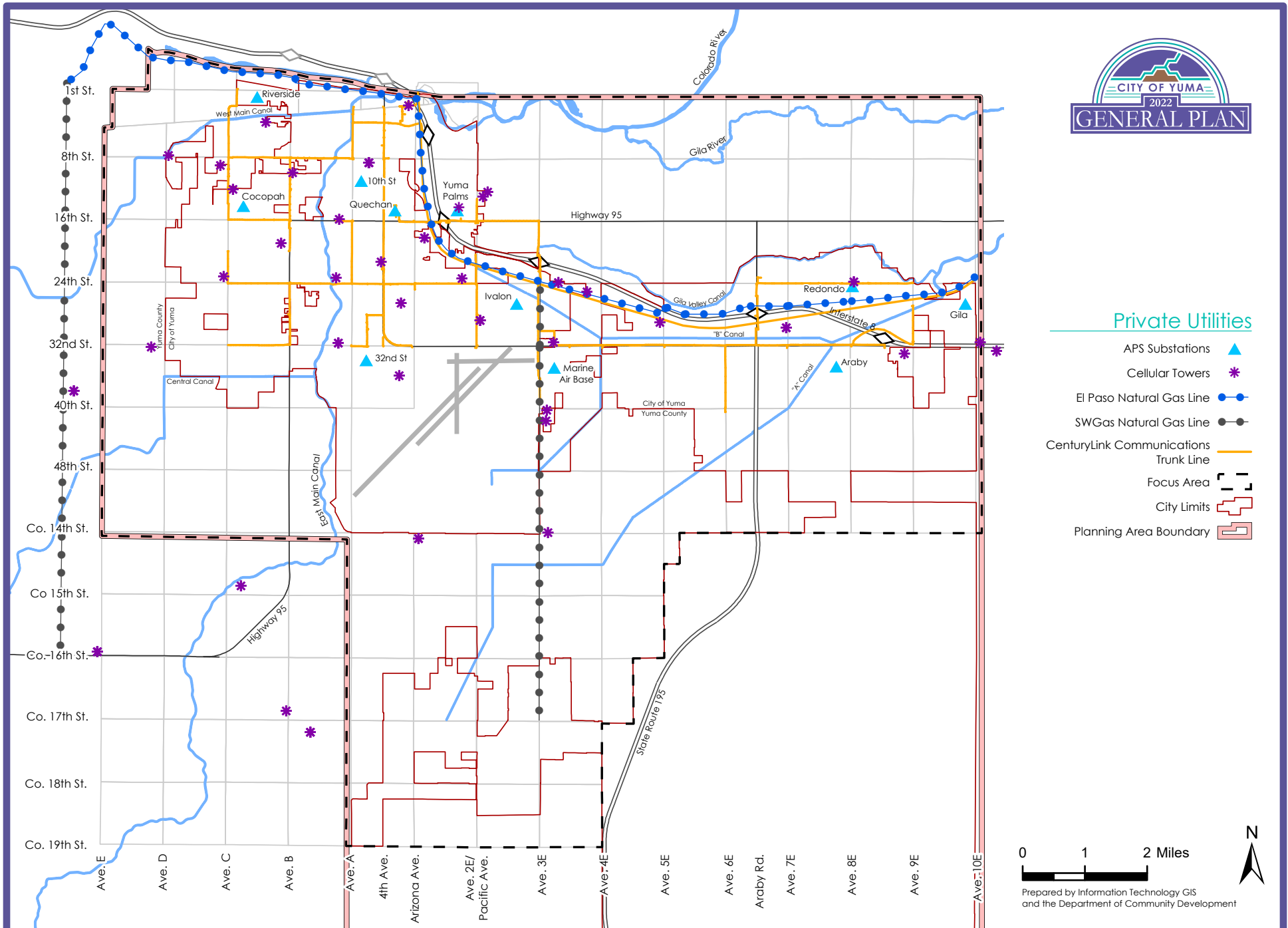
Stormwater & Solid Waste

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

0 1 2 Miles



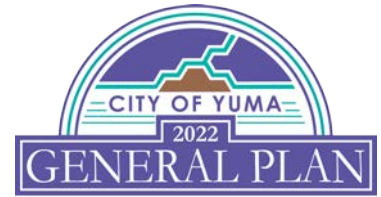
Prepared by Information Technology GIS and the Department of Community Development



Public Services – Private Utilities – Map 8-7

0 1 2 Miles

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The Safety Element strengthens and directs development by identifying and promoting essential emergency services and reducing the potential impact of natural or man-made disasters within the City.

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.

A disaster is a sudden and dramatic emergency. When a disaster strikes, the demands are obvious and compelling. Planning prior to a disaster to minimize harm to the community is essential to 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: Background and Existing Management Strategies; Hazard Evaluation and Analysis; Goals, Objectives, and Policies; and the Action Plan. The Background and Existing Management Strategies section provides a brief overview of the roles of local agencies in the aftermath of a disaster and describes past mitigation efforts and current City management strategies. The Hazard Evaluation and Analysis section identifies the natural and man-made hazards potentially affecting the City. The focus of this section is on flooding and earthquakes, since the risks for flood damage and seismic activity are substantial threats to the Yuma area. The Goals, Objectives, and Policies section outlines the City's aim of protecting residents and businesses from threats of natural and man-made hazards. The Element concludes with an Action Plan designed to reduce risks and the potential for future losses.

BACKGROUND AND EXISTING MANAGEMENT STRATEGIES

ROLES OF LOCAL AGENCIES IN THE AFTERMATH OF A DISASTER

POLICE AND FIRE DEPARTMENTS

Primary among police functions at the onset of an emergency is the evacuation of a disaster-stricken area. Both during evacuation and after the disaster, police will also play a crucial role in coordinating the flow of traffic. Fire departments provide fire suppression, emergency rescue, emergency medical services (EMS), and hazardous materials exposure containment.

EMERGENCY MANAGEMENT

The purpose of emergency management is to reduce the City's vulnerability to major emergencies and to prepare for the aftermath of natural or man-made disasters. The emphasis of local emergency management is organizing the immediate response to disasters, including emergency shelter, maintenance of vital services, access to

essential provisions, and coordination with outside help. Emergency management focuses on planning for potential events that require coordination of resources from various agencies to prevent further loss of life or property.

LAND USE PLANNING AND REDEVELOPMENT

Planning & Neighborhood Services Planners work to build consensus, prior to an event, around a vision of the post-disaster community that will guide rebuilding a more disaster-resistant community. Also, Planners focus on such disaster-related land use issues to prevent inappropriate development in hazard-prone areas. Redevelopment planning is the process of rebuilding by arranging parcels of land for project development utilizing financial incentives and assistance to encourage disaster-resistant reconstruction. The City's Planning and Zoning Commission has the ability to "Review long term City planning documents and recommend to the City Council that the City adopt or amend the City Council approved General Plan" (City Code §154-02.01 C.1.).

BUILDING SAFETY

The Building Safety Division is responsible for inspecting and determining the habitability of damaged structures and reinforcing measures for private and public structures. The Building Safety Division may also assist with setup of long-term shelters, water and other life necessities.

PUBLIC WORKS AND UTILITIES

Water and sewage treatment facilities and transportation corridors may be vulnerable in a major disaster. Contingency plans are required in the event of structural damage. Earthquakes, floods and severe weather events can cause damage to streets, block roadways with debris, inflict city-wide power outages affecting traffic signals, and knock down or disable streetlights. The Public Works and Utilities Departments restore service to public infrastructure, as well as removing and managing debris. Major highway connections through the City include, SR 195, Highway 95, and Interstate 8 (I-8). These highway corridors are essential for transportation to and from the City and provide for the trucking freight routes for food, clothing and other necessary commodities.

Equally important is the consideration of evacuation routes: planned and coordinated; and what is most likely to be used (regardless of what is advised) in an emergency.

Evacuation Routes from the City of Yuma include: Interstate 8 to California or Phoenix; U.S. Route 95 north to Quartzsite and south to San Luis; Arizona Route 195 north to Interstate 8 and south to the San Luis, Arizona Port of Entry; The Ocean-to-Ocean Bridge and the 4th Avenue Bridge, both to Winterhaven, California.

HEALTH

The Yuma County Health Department provides services that prevent epidemics and the spread of disease, protect against environmental hazards, promote and encourage healthy behaviors and assure accessibility of health services. The agency also works to mitigate and prevent communicable diseases, especially when large displaced or homeless populations are crowded together in temporary shelters. In addition, the Yuma County Health Department can oversee the provision of emergency essentials.

CITY ADMINISTRATION

The Mayor and the City Administrator's offices serve as the lead communicator to the public. The city administration not only maintains 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

Many decades of efforts have been spent in the Yuma area on flood control and seismic strengthening.

FLOODING

The Colorado and Gila Rivers have had extensive work along their 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.

HURRICANES AND WIND STORMS

Although hurricanes have affected Yuma County twice since the late 1970's, with high winds and rainfall leading to flooding and structural damage, they are a rare occurrence. However, other severe weather events are more common.



City of Yuma Firefighters at the scene.

Monsoon season storms during the summer months, with other occasional severe weather events throughout the year, result in heavy rains and high winds, capable of causing flooding and damage to homes, structures, roadways, and public facilities.

EARTHQUAKES

Some critical municipal buildings have been constructed or seismically upgraded to withstand earthquakes within Seismic Zone 4. A seismic evaluation of essential facilities in the City and County was conducted under a National Earthquake Technical Assistance contract. The Arizona Earthquake Information Center also conducted an Earthquake Hazard Evaluation. These activities are a continuation of studies for the Arizona Department of Emergency and Military Affairs (DEMA) Earthquake Program, as well as the Arizona Geological Survey (AZGS) and the United States Geological Survey (USGS).

From the U.S. Department of the Interior- U.S. Geological Survey:

Seismic hazards are geologic hazards associated with potential earthquakes in a particular area. A seismic hazard map shows the relative hazards in different areas. The maps are made by considering what we currently know about:

- Past faults and earthquakes.
- The behavior of seismic waves as they travel through different parts of the crust.
- The near-surface site conditions at specific locations of interest.

A geologic hazard is an extreme natural event in the crust of the earth, posing a threat to life and property, for example:

- Earthquakes: Liquefaction (soils), Tsunamis.
- Volcanic Eruptions: Lava Flows, Ash Fall, Lahars.
- Landslides: Rock Falls or Slides, Debris Flows, Mud Flows.
- Floods: Inundation, Erosion.
- Snow Avalanches.
- Sand Blasting (Windblown).

MANMADE HAZARDS

In the mid-1990's, the City of Yuma was selected by the Federal Emergency Management Agency (FEMA) to participate in an initiative regarding natural disasters. *Project Impact* sought 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 included:

- 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 past actions by community partners related to or supportive of Project Impact included:

- 2001 - Arizona Public Service completed a total of 2,144 line miles towards its commitment to strengthen our community's electrical distribution system.
- 1999-2003 - Arizona Department of Transportation completed work on seismic retrofitting two overpasses along Interstate 8.
- 2001 - Yuma County Water Users' Association and Yuma County Flood Control District completed the construction of a power line distribution system to provide power to fifteen groundwater recovery wells to mitigate high ground water in the Yuma Valley.
- 2000 - Yuma County Flood Control District completed Phase V of the East Mesa Storm Sewer Outfall Project. The construction of this of line provides a vital link to future improvements that will relieve historical flooding in the area.
- 2001 - Yuma County Housing Department and the Housing Authority for the City of Yuma installed over 500 water heater straps to make public housing units resistant to earthquakes.
- 1999- 2001 - The United States Bureau of Reclamation dredged two million cubic yards of sediment from the Colorado River to comply with flow and groundwater specifications outlined in treaties with Mexico. Sediment removal also lowers the area's groundwater table and makes the river better able to handle large flood prevention releases from upstream dams.



Firefighters Practicing Roof Cutting Techniques At The Public Safety Training Facility For The Police And Fire Departments.

The results of Project Impact were essential upgrades to the City's existing infrastructure in the form of electrical distribution, additional flood control measures, and residential earthquake mitigation. Since 2002

the City of Yuma has not experienced excessive flooding, but the City has experienced earthquakes up to 7.2 with minimal damage, challenging measures implemented with Project Impact. Although Project Impact is not longer in operation, *the Yuma County Multi-Jurisdictional Hazard Mitigation Plan* now in place includes mitigation strategies with pre- and post-disaster goals, objectives, and responsibilities.

EMERGENCY OPERATIONS PLANNING

The City of Yuma has established and provided for emergency management in accordance with State emergency plans and programs (A.R.S. 26-308). The City Emergency Management Program is overseen by the City of Yuma Fire Department. The City Administrator has appointed the Fire Chief as the Emergency Management Director, responsible for the organization, administration, and operation of the program subject to the direction and control of the City Administrator. The Program is designed to prepare the community in regard to 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 *Emergency Operations Plan* (EOP) was most recently updated and adopted by resolution of the City Council in 2019. The EOP is a directive to City departments to plan for and, upon order, execute emergency tasks to enhance the safety of residents and the protection of property in the event of a disaster. Its purpose is to provide an organized and coordinated response by City personnel and other resources to minimize the impact of any disaster. The provisions of the EOP are applicable to all disasters of such magnitude as to require a response above that which is part of the normal role of the City. The plan also includes an implementation strategy that describes the tasks to be accomplished during pre-emergency, emergency, and recovery stages.



The City's Public Safety Training Facility provides wide-ranging training opportunities for both Fire and Police Departments.

The City of Yuma EOP identifies the possibility of evacuation from any part of the City that may be in danger from natural or man made disaster. The second tier of evacuation is to provide temporary lodging, feeding, and general welfare of persons forced to leave their homes due to an emergency. The American Red Cross has the responsibility to provide mass shelter and care in the event of either a natural or man-made disaster

YUMA COUNTY HAZARDOUS MATERIALS EMERGENCY PLANNING

Hazardous materials are used in commercial, industrial, institutional, and agricultural operations throughout the Planning Area. They are also transported along area highways, railroads, and pipelines. Hazardous materials released by accident or catastrophic event may result in dangerous conditions to citizens and property within a radius of several miles around the release site. An incident involving hazardous substances may utilize guidelines established under the *Yuma County Local Emergency Planning Committee (LEPC) Hazardous Materials Emergency Response and Recovery Plan*.

The emergency plan is published in support of the Local Emergency Planning Committee (LEPC). The plan provided guidance for preparedness, protection, response, and recovery from hazardous materials emergencies that occur in or near the County of Yuma. 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 provide a forum for emergency management, first responders, community industries, and citizens to engage and provide information about chemicals and potential risks in the community; develop emergency plans in the event of a hazardous material release; and to facilitate training to enhance safety for the community.

Transportation routes of hazardous substances identified in the *Hazardous Materials Emergency Response and Recovery Plan* within the Planning Area include: Interstate 8, SR 195, 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 Land Use Element of the General Plan specifically addresses the need to anticipate land uses that are compatible with military air operations in the vicinity of the Marine Corps Air Station – Yuma (MCAS) and the Yuma International Airport.

Also, floodplains and seismicity are taken into account in an examination of development constraints. A “seismic assessment” recommends several measures be taken:

- Continuation and expansion of public information and awareness program;
- Site-specific investigations and seismic evaluations prior to developments and to guide retrofitting;
- Land use planning guidelines in areas of seismic risk; and,
- Development and/or application of building codes that address design and construction for seismic loads.

Transportation Element. The street system is critical to disaster response, recovery, and evacuation. Chapter 3 of this General Plan - Transportation 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 Chapter 2 - Land Use (refer to Map 3-1, *Transportation*, for the location of major roadways).

Public Services and Facilities. The plans for provision of public facilities are provided in the Chapter 8 - Public Services of this General Plan (refer to Maps 8-1 through 8-7 for the locations of selected public and lifeline facilities). One of the objectives of the Integrated Master Plan (Water/Wastewater) is to identify improvements needed to maintain or increase water pressures and supply capacity. The City of Yuma Fire Services and Facilities Plan 2007 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.

CITY CODES

Fire Prevention. City code requires installation of automatic fire sprinkler systems in most new buildings and structures. Exclusions to that include one/two family dwellings and some new business uses under 2,000 square feet. Automatic fire sprinkler retrofit requirements also apply to buildings (other than one/two family dwellings) with use changes to something more hazardous, when the building's footprint increases in size by 50% or more, if the value of renovations to the building exceeds 50% of the building's value, or if required by other codes/statutes.



City of Yuma Fire Fighters participating in a hazardous material exercise.

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

Building. The City currently uses the International Building Code (IBC), 2018 Edition, including certain appendices and amendments, for commercial construction

projects. Buildings must be constructed to conform to Seismic Design Category "D" earthquake criteria. The City uses the International Existing Building Code, 2018 Edition, including certain appendices and amendments, for projects involving existing buildings. The City uses the International Residential Code for One- and Two-Family Dwellings (IRC), 2018 Edition, including certain appendices and amendments, for residential construction projects of detached single family homes, duplexes and townhouses.

Floodplain Management. The City has participated in FEMA's National Flood Insurance Program (NFIP) since 1983. The City Council has adopted ordinances addressing floodplain management and drainage policy. The ordinances establish standards for construction in areas of special flood hazard, storage of materials and equipment, utilities, subdivisions, and manufactured homes.

Storm Water Runoff in New Development. The City adopted a code for the storage and disposal of storm water runoff in the late 1970's. This code was later modified and reinforced when the City joined the Federal Emergency Management Agency (FEMA) Flood Insurance Program (FIP) in 1983. It was further upgraded in the City's Stormwater Management Program (last updated January 31, 2020), as mandated through the Federal Clean Water Act of 1972, as amended. The developer of each parcel of land within the City must provide storage of sufficient volume to hold the total runoff from the design storm falling on that parcel of land. Implementation of this code has alleviated flash flooding in newly developed areas of the City.

Zoning. The City Zoning Ordinance is designed to "lessen congestion in streets; secure safety from fire, panic and other dangers; promote health, safety, or general welfare;

provide adequate light and air; prevent overcrowding of land; avoid undue concentration of population; facilitate adequate provision of transportation, water, sewerage, schools, parks and other requirements.”

The basic philosophy behind land use zoning is to separate incompatible land uses into districts and then establish a set of permitted land uses and regulations for each district. For example, any land use that requires a state or federal agency permit, license or other type of certification for the use or handling of “dangerous materials” is only allowed by “conditional use permit” in the Light and Heavy Industrial zoning districts if approved by the Planning and Zoning Commission at a public hearing.

The Airport Overlay District is established to promote the public health, safety and general welfare in the vicinity of the Marine Corps Air Station – Yuma (MCAS) and the Yuma International Airport by minimizing exposure to high noise levels generated by aircraft. The Airport District also promotes public health and safety by minimizing risk due to potential aircraft failure hazards in the approach and departure areas of the runways. Each of these measures encourages future development that is compatible with the continued operation of the airport.

The City zoning code defines safety strategies that promote “Crime Prevention through Environmental Design” (CPTED), site development that provides for:

- 1) Building forms - environments where provisions are designed to allow a belief that occupants are not vulnerable or isolated;
- 2) Compatible building placement - environments where provisions are designed to provide placement of compatible building types together to enhance the safety of occupants;
- 3) Lighting - environments where provisions are designed for natural, night, and security lighting and the avoidance of unlighted areas;
- 4) Natural surveillance - environments where provisions are designed to allow adequate public and police surveillance by such items as window placement, elimination of “blind” spots, and appropriate landscaping and positioning of entrance doors to maintain sight lines;
- 5) Territoriality - environments where provisions are designed to allow a “marking” of place to provide a boundary or perceived access control, including appropriate landscaping, fencing, and screening.

HAZARD EVALUATION AND ANALYSIS

SITUATION

All areas within the City of Yuma are vulnerable to disasters that may result in loss of life, social disruption, and property damage. The following is a summary of possible hazards derived from the City’s and the County’s emergency operations plans, that have the potential to disrupt and cause damage, and casualties in the area:

- Flood/flash flood: The Yuma area is subject to localized flash flooding from excessive rains. Riverine flooding is possible in the event of massive releases of waters from the upstream dams on either the Colorado or the Gila Rivers or from dam failure.
- Major fire: Uncontrolled structural and wild land fires may reach such proportions as to become a disaster. If not promptly controlled, even small fires can threaten lives and cause significant destruction of property and the environment. Specifically wildlands along the Colorado River are prone to fires.

- Aircraft crash: The skies above Yuma experience a heavy volume of traffic from military, commercial carrier, and general aviation aircraft. An aircraft crash as a result of lack of fuel, collision, equipment failure, or pilot error could occur in Yuma at any time.
- Windstorm: High winds can cause damage depending on location, intensity of the winds, and the speed and direction of their movement.
- Hazardous material: The manufacturing, transport, storage, use and disposal of hazardous materials create a considerable risk to lives, property, and environment. Incidents involving these materials have occurred at fixed facilities and along transportation routes as a result of highway accidents or train derailments.
- Earthquake: The seismic hazard for the Yuma region is considered the greatest in the State of Arizona. Yuma is subject to ground shaking from earthquakes originating in southern California and northern Mexico. The seismic hazard is high because of regional seismicity and increase in the amount of development in areas having a potential for liquefaction.
- Terrorism: Terrorist incidents in the United States involving explosives, bacterial pathogens, nerve gas, and toxins, have shown that the United States is also vulnerable to biological and chemical threats.

The Yuma area has a history shaped by a range of hazard incidents. The focus of this evaluation and analysis is on flooding and earthquakes, since the risks are known as substantial threats to the area.

FLOODING

Assessment. Probably the most significant disaster exposure is that of river flooding as a result of flood releases from storms upstream. Prior to dams being built on the Gila and Colorado Rivers, large and damaging floods were common in the Yuma area. Completion of the Hoover Dam in 1935 eliminated the extreme floods reaching Yuma from the upper Colorado River. Parker and Davis Dams on the Colorado River added to the control of the River. Dams on the Gila River system added substantial control. Yuma is now protected from Colorado and Gila River floodwaters by a series of levees. The levees have been improved to prevent overtopping during the 100-year flood, reducing flood hazards in areas protected by the levees.

Significant flooding is still a potential hazard in the Yuma area. In 1983, large amounts of runoff from record snowfalls and late rains required the upper Colorado River reservoirs to release unprecedented volumes of water into the lower Colorado River. The releases caused the Colorado River to flood low-lying areas, erode riverbanks, and raise adjacent ground water levels. Groundwater seepage caused surface ponding. Recreational facilities were damaged, along with septic tank systems and water treatment systems. This disaster resulted in \$13 million in damages to the City and County of Yuma.

In 1993, heavy rain fell in Arizona resulting in significant flooding along most major waterways. In Yuma County, raging floodwaters, sediment deposition, and extensive bank erosion caused severe damage to public infrastructure and structural damage to private property, agricultural crops and land, economic loss and environmental damage. Water released from dams north and east of Phoenix into the Gila River below Painted Rock Dam caused in excess of \$100 million in public infrastructure, agricultural, private property, economic, and environmental damages in the Yuma

area. The 1993 flood brought an additional five-feet of sediment to the Colorado River adjacent to Yuma. In the past, a lack of channel maintenance to remove sediment both upstream and downstream of Morales Dam increased the potential for 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 9-1 shows areas that would be inundated by the 100-year flood up to the 500-year flood. Delineated 100-year floodplains have been determined in the planning area along the Colorado River and Gila Rivers. Development within these 100-year flood areas is sparse with most areas used for recreational or agricultural purposes. An approximate ¼-mile wide 100-year floodplain is delineated along the East and West Main Canals in the City. A broad area subject to 100-year flooding occurs in the north end of the City between the Main Canal and land near Carver Park. These areas are occupied by residential and commercial developments. The remainder of the Yuma and Gila Valleys is shown within areas between limits of the 100-year flood and 500-year flood. This includes certain areas subject to 100-year flooding because of the high water table. The Yuma Mesa is outside the area of major flooding; however, areas on the mesa, like areas in the valleys beyond the 100-year flood, may be subject to extraordinary floods and are locally subject to storm flooding. The U.S. Bureau of Reclamation remedies this situation by dredging of the East Main Canal.

EARTHQUAKES

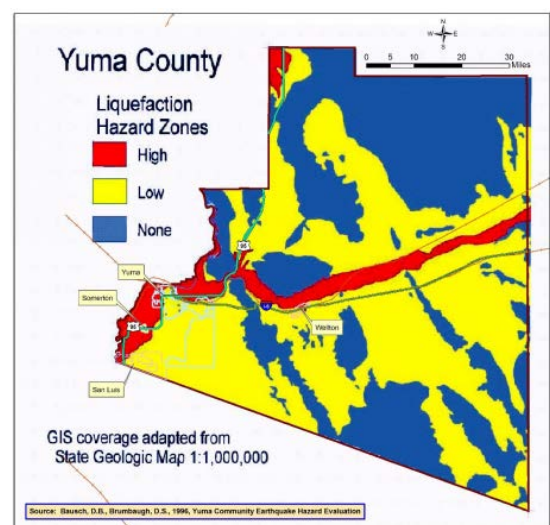
Assessment

The U.S. Geological Survey monitors seismic activity in the Yuma area through a cooperative effort with the Southern California Seismic Network.

Historical accounts describe severe earthquakes in the Yuma area in 1852, 1915, and 1934. Earthquakes originating in the Imperial Valley region of southern California have resulted in damage to the Yuma region in 1940 (magnitude 7.1), 1979 (magnitude 6.5) and in 2010 (magnitude 7.2). Liquefaction damage occurred throughout much of the Yuma Valley region in 1940.

Sources of earthquakes in the Yuma region include: San Andreas and San Jacinto fault zones, located within 65 miles of Yuma, Cerro Prieto fault within 45 miles, and Imperial fault within about 28 miles. The Algodones fault, which appears to be a continuation of the San Andreas Fault, bisects the Yuma mesa and valley. The segment of the San Andreas Fault nearest Yuma has not ruptured in a major earthquake in more than 300 years, and is considered a likely segment to rupture in a magnitude 8 or greater earthquake. One or more of the following hazards can cause damage from an earthquake:

- 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



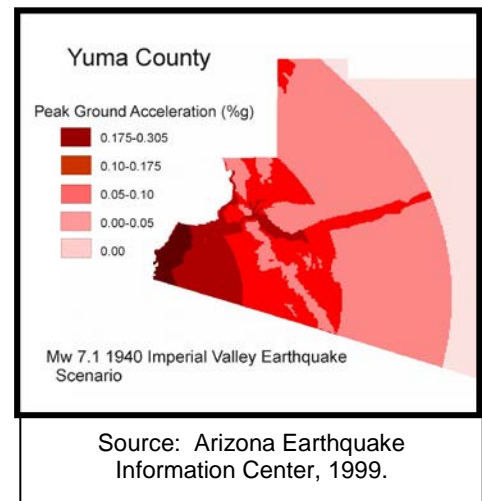
conditions. The most often used measure of the strength of ground motion is “peak ground acceleration,” measured in “g,” the percent of the acceleration due to gravity.

- 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 *Multi-Jurisdictional Hazard Mitigation Plan* has numerous HAZUS™ charts, graphs, and maps related to the potential impacts of disaster scenarios in the City of Yuma and Yuma County.

The Maximum Probable Earthquake (MPE) represents the earthquake that has a “probable” chance of occurring within a specific time period. The earthquake chosen was a repeat of the 1940 magnitude 7.1 Imperial Valley earthquake that resulted in liquefaction damage to the then sparsely populated Yuma Valley. The Maximum Credible Earthquake (MCE) event represents the largest earthquake expected with very little emphasis given to the recurrence interval of such an event. This earthquake scenario provides useful information for emergency response training and for design of critical facilities. The earthquake chosen for this scenario is a magnitude 7.0 rupture of the Algodones fault.



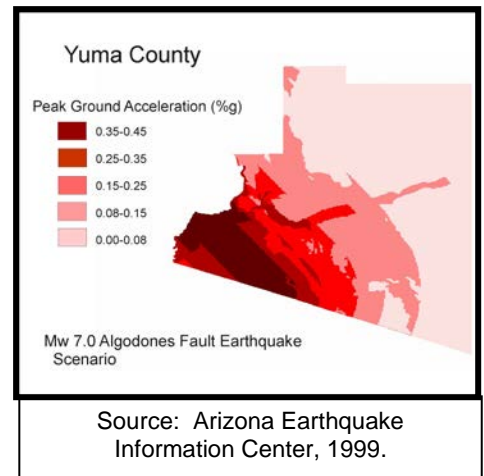
Maximum Probable Earthquake (MPE). The 1940 magnitude 7.1 Imperial Valley Earthquake was chosen as the MPE because it has a finite chance of occurring within the lifetime of structures in the County of Yuma. Based on historic seismicity and the

current knowledge of the tectonic framework of the area, the probability of the City experiencing shaking levels similar to the MPE is about 50 percent in the next 50 years.

FEMA's HAZUS™ Program provides standardized tools and data for estimating risk from earthquakes, floods, tsunamis, and hurricanes. The HAZUS™ models combine expertise from many disciplines to create actionable risk information that increases community resilience.

The HAZUS™ computer model generates loss estimates for a repeat of the 1940 magnitude 7.1 Imperial Valley earthquake:

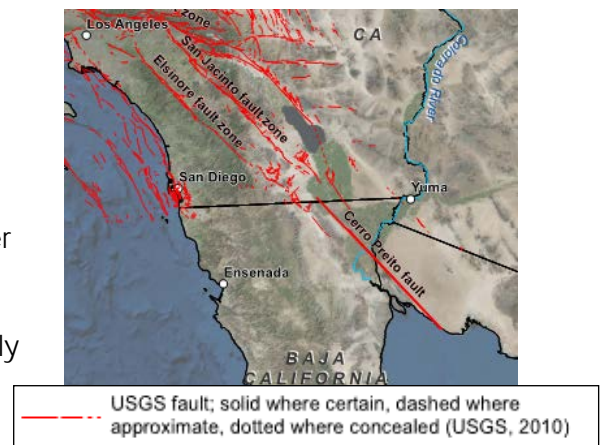
- Less than one-half of the pre-1973 building stock will escape undamaged. While most of the post-1973 building stock will escape undamaged except through liquefaction.
- The building type projected to suffer the greatest losses is mobile homes. Only 34% of pre-1973 mobile homes are expected to survive undamaged, while about 68% of post-1973 mobile homes are projected to survive undamaged.
- No modern wood-frame structures are expected to suffer extensive or complete damage, and most are expected to be undamaged except through liquefaction.
- 24 hours after the earthquake, the model estimates: the availability of hospital beds; the functionality of Emergency Response Facilities; Casualty Estimates; Displacement of Households; and Major Fire Ignitions; and Debris Estimates from damage.



Maximum Credible Earthquake (MCE). Estimated losses associated with a magnitude 7.0 Algodones Fault Earthquake was chosen as the MCE because it has a finite chance of occurring within the current tectonic framework of Yuma County. Such an event should be considered when designing and siting essential facilities, as well as for emergency planning and exercises. It is an event that likely occurs only once every several thousand years, but should it occur tomorrow, this loss estimation approximates the casualties and damage for the County of Yuma.

The HAZUS™ loss estimation for the MCE indicates:

- Yuma County may incur billions of dollars in economic damages.
- Functionality of the County's fire and police stations is drastically reduced at one-day after the earthquake.
- About 15% of the county's capital stock (buildings and inventory) may be lost, and only about one in four buildings will escape undamaged by the MCE, with high rates of damage for mobile homes and pre-1973 construction.



- Most buildings may require inspection after the earthquake, with more than tens of thousands being “red-tagged” and “yellow-tagged.”
- Casualty estimates hundreds of people requiring hospitalization, with some fatalities projected. Many of the County’s households will be displaced with some requiring short-term shelter. A small number of the area’s schools are expected to be operational following the MCE.
- A number of major fire ignitions are anticipated, with millions of tons of debris generated in the County as a result of the MCE.



Example of liquefaction in the Yuma Valley as a result of the 1940 Imperial Valley Earthquake

Liquefaction Hazard Evaluation. A detailed study of the liquefaction hazard was conducted by Southland Geotechnical, Inc. for the City of Yuma, Department of Planning & Neighborhood Services in 1997, to provide criteria for evaluating the hazard and ground failure potential. A hazard map of the area outlines a “Liquefaction Hazard Zone” (Map 9-2). The hazard map is recommended as a planning guide to require site-specific liquefaction investigations for development proposed within the Hazard Zone. The stability of a structure is only as good as its foundation. Extensive damage can occur to structures from soil liquefaction beneath. Development may be safeguarded from liquefaction hazard using deep foundation systems, ground improvements to prevent

its occurrence, or structurally designed foundations to withstand expected deformation of the ground. Liquefaction should be mitigated for development proposed within the Liquefaction Hazard Zone.

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 Response and Recovery Plan* notes that some hazardous materials facilities are located in the floodplain making them subject to flooding. This could result in contamination of the Colorado and Gila Rivers and their tributaries. These facilities include Shaw Industries and numerous Arizona Public Service substations located within the Yuma Valley. Also, because the County is in a high earthquake risk area, any locally-occurring earthquake of sufficient magnitude to cause structural damage could affect all fixed-site hazardous materials facilities resulting in multiple releases.

PLANNING FOR POST-DISASTER RECOVERY AND RECONSTRUCTION

The hazard plans in place do not spell out long-term recovery actions beyond rapid damage assessment and the actions necessary to satisfy the immediate life support needs of victims. Some short-term recovery actions are natural extensions of rapid response and are covered: 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 *Multi-Jurisdictional Hazard Mitigation Plan*:

“While mitigation activities can and should be taken before a disaster event has the chance to occur, after disasters- hazard mitigation is essential. Habitually after disasters, repairs and reconstruction are often completed in such a way as to simply restore damaged property to pre-disaster conditions. These efforts may “get things back to normal” but the replication of pre-disaster conditions often results in a repetitive cycle of damage, reconstruction, and repeated damage. Hazard mitigation breaks this repetitive cycle by producing less vulnerable conditions through post-disaster repairs and reconstruction. The implementation of such hazard mitigation actions by state and local governments means building stronger, safer and smarter communities, reducing future injuries and damages.”

GOAL, OBJECTIVES, AND POLICIES

Goal 1.0: Protect City residents and businesses from threats of natural and man-made hazards.

Objective 1.1: Ensure that necessary preparations to minimize impacts to the City from natural and man-made hazards are maintained and, as necessary, improved.

Policy 1.1.1: The City shall review and update emergency evacuation plans periodically to ensure the safe departure of residents, employees, and visitors in times of natural or man-made disaster.

Policy 1.1.2: The City shall upgrade water system capacity where necessary to meet peak load water supply requirements for fire fighting.

Policy 1.1.3: The City shall continue to collaborate with qualified consultants and agencies to study and map geologic hazards.

Objective 1.2: Minimize the economic impact of strong ground motion, liquefaction, and fault rupture on public and private property.

Policy 1.2.1: The City shall continue its program of retrofitting and strengthening essential and critical facilities.

Policy 1.2.2: The City shall continue to monitor and enforce seismic codes.

Policy 1.2.3: The City shall continue to educate the public regarding risks from seismic and geologic hazards.

Objective 1.3: Minimize public and private losses due to flood conditions in areas of special flood hazard.

Policy 1.3.1: The City shall restrict or prohibit land uses which may cause detrimental impacts to health, safety, and property due to increase in water or erosion hazards, or which result in increases in erosion or in flood water depths or velocities.

Policy 1.3.2: The City shall require that uses vulnerable to floods, including facilities that serve such uses, be protected against flood damage at the time of initial construction.

Policy 1.3.3: The City shall control the alteration of natural floodplains, stream channels, and natural protective barriers that help accommodate or channel floodwaters.

Policy 1.3.4: The City shall control filling, grading, dredging, and other activities, which may increase flood damage.

Policy 1.3.5: The City shall prevent or regulate the construction of flood barriers which unnaturally divert floodwaters or which may increase flood hazards in other areas.

Policy 1.3.6: The City shall support the United States Bureau of Reclamation and the International Boundary and Water Commission in their efforts to fulfill their Federal responsibilities to provide Colorado River channel maintenance sufficient to pass flood flows and relieve high ground water conditions.

Objective 1.4: Promote and facilitate sustainable redevelopment during the post-disaster recovery and reconstruction process by identifying opportunities for building a disaster-resistant community.

Policy 1.4.1: The City shall ensure that development in identified natural hazard zones shall be designed to safe, appropriate engineering and construction standards.

Policy 1.4.2: The City shall develop and establish procedures for expeditious and orderly post-disaster recovery and rebuilding that incorporate hazard mitigation measures.

ACTION PLAN

Phase	Project	Responsible Agency/ Department	Funding Source	Strategic Outcome
1 – 5 years	Evaluate and update emergency evacuation routes	Police, Public Works, and Planning & Neighborhood Services	General	Safe & Prosperous
	Identify North/South or East/West roadway clear of overhead power lines.	Police, Public Works, and Planning & Neighborhood Services	General	Safe & Prosperous
	Identify floodplain issues along the East Main Canal	Public Works, and Planning & Neighborhood Services	General	Safe & Prosperous
	Assess benefits and costs of participating in NFIP's Community Rating System	Planning & Neighborhood Services	General	Respected & Responsible
	Prepare plan for managing post-disaster recovery and reconstruction	Planning & Neighborhood Services	General	Connected & Engaged
	Plan for post-disaster recovery and reconstruction should be developed. Such a plan would be composed of policies, actions, and designated responsibilities related to expeditious and orderly recovery and rebuilding with an emphasis on mitigation.	Planning & Neighborhood Services	General	Respected & Responsible
6+ years	Develop liquefaction hazard overlay zoning district based on delineations in <i>Liquefaction Hazard Evaluation</i> report	Planning & Neighborhood Services	General	Respected & Responsible
	Research and develop special setbacks for residential uses near hazardous materials facilities and transportation routes – including rail, truck, and pipeline – in Zoning Code	Planning & Neighborhood Services	General	Safe & Prosperous

Flood Hazard Areas

Moderate Flood Hazard Area

Area Protected by Levee
or 0.2% Annual Chance
(or 500-year) Flood



Special Flood Hazard Areas

Zone A - 1% annual chance
(or 100-year) flood



Zone AH - 1% annual chance
of shallow flooding - 1 to 3 ft



Zone AO - Stream flood hazard
area with 1% chance or more of
shallow flooding - 1 to 3 ft



Zone AE - Base Floodplain



Canals & Rivers



Focus Area



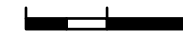
Planning Area Boundary



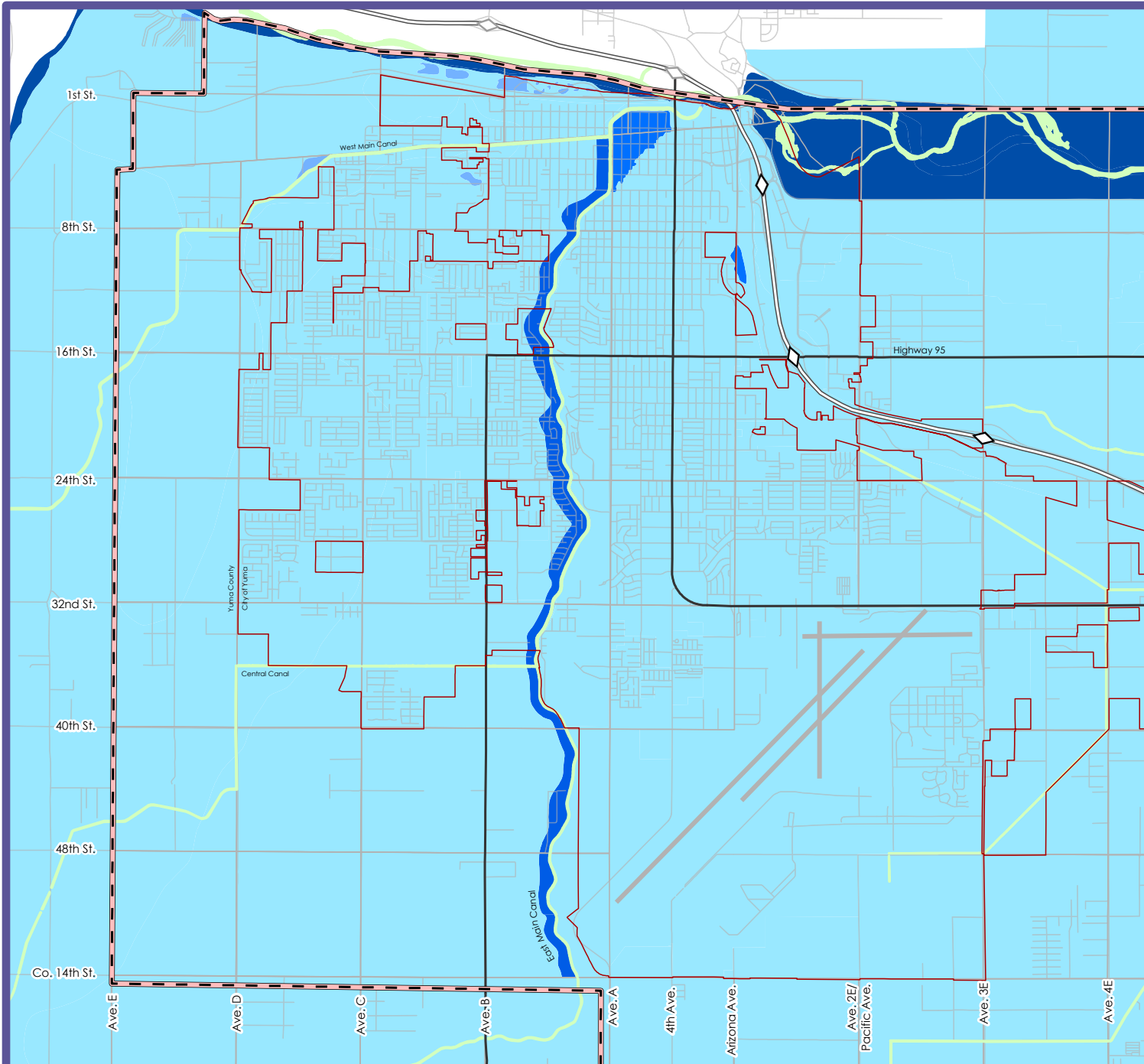
City Limits










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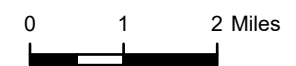
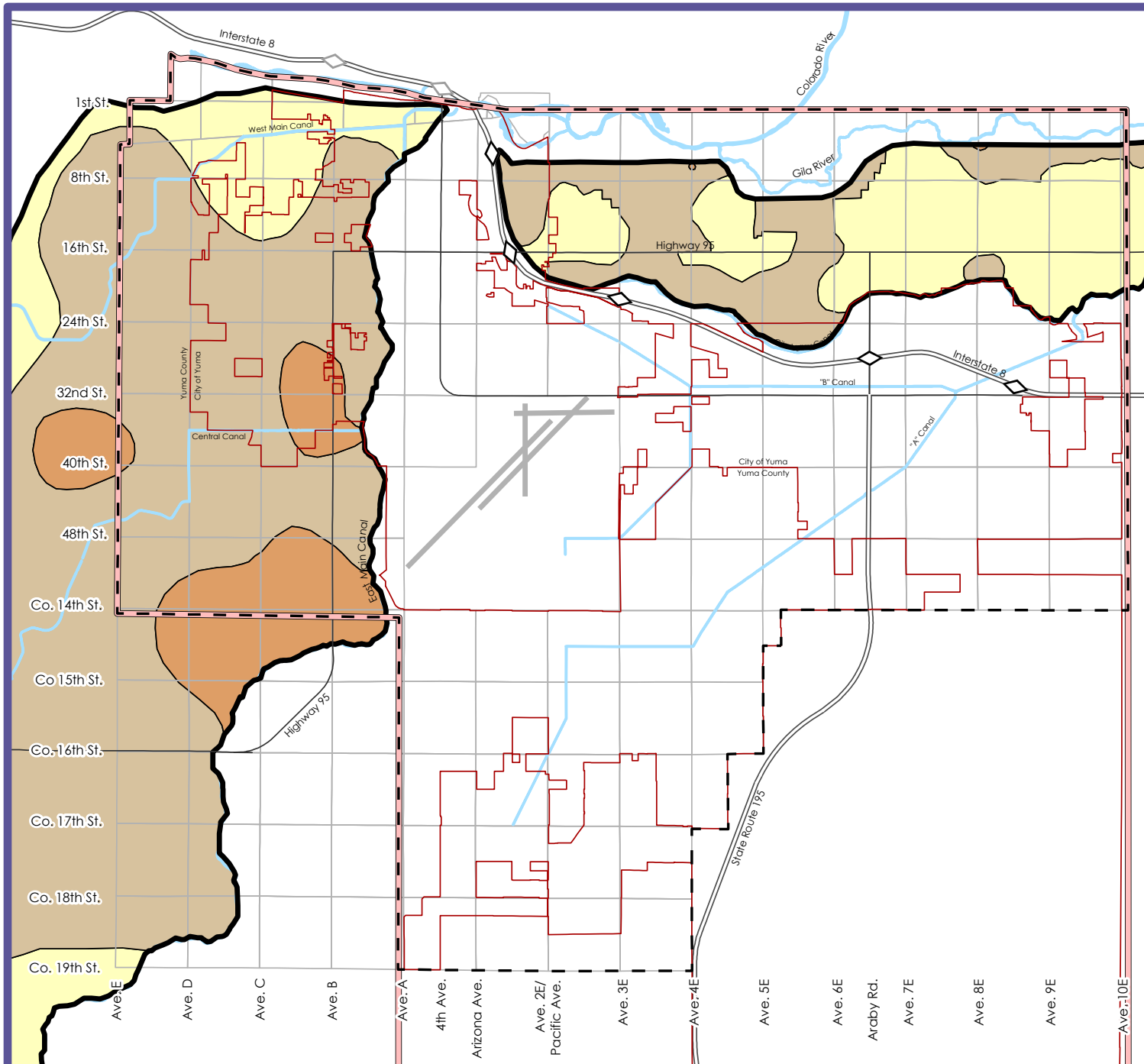


Prepared by Information Technology GIS
and the Department of Community Development



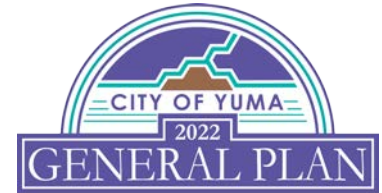
Liquefaction Hazard

- Liquefaction Boundary 
- Groundwater less than 6' deep 
- Groundwater 6' to 12' deep 
- Groundwater over 12' deep 
- Focus Area 
- Planning Area Boundary 
- City Limits 



Prepared by Information Technology GIS and the Department of Community Development

COST OF DEVELOPMENT



The Cost of Development Element identifies the various methods by which infrastructure is paid for and how new development participates in the provision of needed services. The timely and cost effective provision of public services is an issue being addressed all across the fast growing state of Arizona. State Law was amended to require communities to plan for the cost of development within their General Plan. This change occurred as part of the Growing Smarter amendments. As a result, State law provides guidance on the issues and policies that should be defined within this element as noted in the box to the left. This element also incorporates the Smart Growth Principle to make development decisions predictable, fair and cost effective by identifying the means by which development pays its fair share of the costs of growth and encouraging growth in areas where excess utility capacity is present.

The Element is structured in the following format. The Background section identifies the city's existing infrastructure financing methods. The Evaluation and Analysis section discusses the legal mechanisms for infrastructure construction and identifies a mix of preferred methods for use in Yuma, based on development and community needs. The Goals, Objectives and Policies section identifies community goals and objectives to ensure development participates in the cost and construction of new infrastructure. The Action Plan identifies a list of projects with a general timeline to meet the identified goals.

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.
-

BACKGROUND AND EXISTING CONDITIONS

The limited resources available to construct infrastructure must be balanced with the resources needed to maintain that infrastructure. For every mile of water line, for each new park and for other new public infrastructure there is an increase in the City budget to maintain those facilities. That increase can have a minimal impact, such as the

installation of a single residential sewer line, or it can have a major impact with the need for additional staff and regular facility maintenance, such as the development of the Desert Dunes Water Reclamation Facility. These impacts have to be considered when addressing the needs of new development. The discussion on the fair share participation by new development for new services must include a review of City resources to be dedicated to future operations and maintenance.

There has been a long-standing, consistent policy in Yuma that new development participates in the provision of new services required for that development. The City of Yuma has developed two methods to achieve this: Developer Construction/In-Lieu Fees and Development Fees.

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 (vehicular, pedestrian and bicycle), water and sewer services and stormwater control. In addition, the developer would be responsible to upgrade or install connecting infrastructure for which the new development will be accessing the project. This includes arterial and collector roads and water transmission or distribution lines or sanitary sewer collection lines.

In-lieu fees are generally paid by the developer to the City for the installation of a site-generated need, i.e. a turn lane, where complete construction of the roadway is anticipated in the near future, rather than have the site generated need constructed by the developer and then removed by the City once overall construction commenced. Additionally, developer construction/in-lieu fees minimize the costs borne by all City residents and taxpayers for new development. This methodology places the burden of new construction on the first developer in an area. Construction of water and sewer facilities that are above and beyond the need of the specific development can provide the developer the ability to recoup a portion of that infrastructure cost through an agreement allowing the developer to receive a payback from later construction that connects to water and sewer transmission lines and appurtenances such as pump stations.

DEVELOPMENT FEES

The second method is development fees which are one-time payments used to construct system improvements needed to accommodate new development. A development fee represents new growth's fair share of capital facility needs. By law, development fees can only be used for *capital* improvements, not operating or maintenance costs. Development fees are subject to rigorous legal standards, which require fulfillment of three key elements: demand, benefit and proportionality. First, to justify a fee for public facilities, it needs to be demonstrated that new development will create a demand for capital improvements. Second, new development must derive a benefit from the payment of the fees (i.e., in the form of public facilities constructed within a reasonable timeframe). Third, the fee paid by a particular type of development should not exceed its proportional share of the capital cost for system improvements.

The City of Yuma adopted Citywide Developments Fees in 2005. These fees were most recently updated April 2019. Development fees are for the following categories:

- Fire
- General Government
- Parks and Recreation
- Police and
- Streets

INFRASTRUCTURE FINANCING

Developer Construction/In-Lieu Fees and Development Fees are two methods by which development participates in new infrastructure construction. Another issue to look at is how public infrastructure is financed and maintained when new development is not directly involved. The overriding issue in addressing new services is balancing financing and resources between ongoing maintenance and new facility construction.

Schools and Libraries - Area school ongoing operations are financed through a combination of state and local property taxes. New school construction may be financed through voter approved bond financing or through state funding. The City of Yuma is not the financing authority for school facilities but as this is a community wide need, identification of the financing has been included.

Library operations are funded through the Yuma County Free Library District. New facility construction in recent history has been accomplished through either a joint venture of a community and the Library District, such as the Somerton Library - built with City of Somerton and Yuma County Community Development Block Grants, or through allocated funds from the County budget, such as the development of the Main Library and Foothills Library. Before the creation of the Yuma County Free Library District, library development was the responsibility of individual communities. The City of Yuma built, owned and operated the Yuma Library. The City of San Luis operated a library for their residents. Upon the creation of the district in 1987, the respective city facilities and related equipment were deeded to the District.

General Administration - Public administration and a majority of department operations are financed and maintained through the General Fund. The main revenue sources of the General Fund are general-purpose taxes such as property taxes, the 1% city sales tax and voter approved local revenues. State shared revenues are derived from state income taxes and sales taxes and apportioned to communities based on population. A limited amount of General Fund money is available for new facility construction as this fund is dedicated to staffing operations and maintenance of City facilities. The City's Municipal Property Corporation (MPC) issued bonds for the construction of the current City Hall which centralized a number of City operations.

Public Safety - Public safety operations and maintenance (O&M) are financed through the General Fund. New facility construction of the Police Department Headquarters, the Municipal Court Facility, Fire Stations #2, #3, #5 and #6, and remodels of Stations #1 and #4 have all been funded through a restricted revenue bond financed by the Public Safety Tax. This is a voter approved 0.2% addition to the sales tax, which specifically repays the bonds issued for the construction of the public safety facilities. The Fire Department Training Facility and the Police Department Training Track were constructed with this fund source. The Police Department has also been successful in obtaining federal grants to fund specific operations.

Stormwater - Regional Stormwater Control facility maintenance and new construction are funded through the Yuma County Flood Control District and financed by property taxes. The City of Yuma supplements the efforts of the Flood Control District for projects within the City of Yuma. These facilities typically are to provide for shortfalls within developed areas. There is no dedicated stormwater control fund for the City activities. The source of funding for stormwater projects is from the Road Tax. The reason being many stormwater needs cross over into street related issues. Another source of funding is the General Fund when projects cross over into recreation needs. New urban development contributes to the provision of stormwater control activities by providing stormwater retention on-site or directing on-site stormwater flows to drains but does not contribute to funding for regional stormwater needs.

Parks and Recreation - Parks operations and maintenance are funded through the General Fund. New facility construction is funded through a combination of General Fund monies, the 2% Hospitality Tax and grants. New retention basin maintenance is temporarily funded through a development-required fee. Specifically the retention basin maintenance fee is to support three years of maintenance by the Public Works Department for new subdivision retention basins. In some cases a basin may be jointly used as a recreation area. 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.

As an alternative to this existing situation, a statutory Municipal Improvement District (MID) can now be created. The state legislature permits the creation of MIDs for cities and towns to provide a dedicated funding stream for improvements and neighborhood decisions on improvements. In the City of Yuma context, MIDs are utilized for landscape maintenance and provide local control over landscape maintenance. Residents within the MID pay a special assessment on their property tax bill and they gain a direct decision-making role in the level of maintenance within their community. The City will outsource maintenance to a local landscape maintenance contracting company and the amount of the assessment will directly reflect the cost of maintenance. Resident input on the level of maintenance and proposed improvements will be reviewed and approved on an annual basis.

The body of law for MIDs in cities and towns is found at A.R.S. § 48-501 *et seq.* MIDs are widely- used in other Arizona cities and towns. Often, the cities and towns in the metro Phoenix area use MIDs in lieu of homeowners' associations or as back-ups to existing homeowners' associations so those residents can enjoy the same or similar landscape amenities without the need to be part of a homeowners' association.

Pursuant to the provisions of A.R.S. § 48-574, the Mayor and City Council are empowered to form a MID for the following purposes: operations, maintenance, repair and improvements of pedestrian malls, off-street parking facilities, retention basins, parkings, and parkways. Per statute, the Mayor and City Council can initiate the formation of a MID or property owners can petition to form a MID. The ability to form MIDs through development conditions instead of entering into formal agreements is especially important to smaller developers or developers improving property within redevelopment areas.

Transportation - Roadway construction is primarily financed through the Road Tax. The Road Tax is a .5% addition to the sales tax that is specifically used to construct roadways. This tax was approved by the voters and provides a constant revenue stream for roadway construction. Core arterial and collector roadway projects were identified for phased construction. New urban development contributes to the provision of a roadway network through the construction of roadways necessary to the development, including local roads. A limited amount of arterial and collector roadway funding and construction are through the previously identified Citywide Development Fees or developer construction.

Sanitation - Solid Waste Facilities are funded from the General Fund and residential use fees. New urban development participates in Solid Waste needs by providing centralized on-site disposal areas and containers.

Water and Wastewater - Ongoing water and wastewater operations and facilities are funded from a number of restricted funds and revenue funds. Restricted funds are those that are applied to new utility connections. They are specifically adopted by ordinance. These include:

- Water Capacity Fund, which is collected from fees paid at the time of water connection;
- Water System Development Charge, which is a separate fee paid at the time of water permit issuance and is based on the acreage of the property;
- Sewer Capacity Fund, which is collected from fees paid at the time of building permit issuance; and
- Sanitary Sewer Interceptor Charge, which is collected from fees paid at the time of building permit issuance and is based on the acreage of the property.

Revenue funds for operations are collected from utility billings. These include:

- Water Utility Fund; and
- Sewer Utility Fund.

The Water Utility Fund is the primary fund to pay for water treatment staff operations. The Water Utility Fund and the Water System Development Charge Fund are the primary funds to maintain the water system and construct new facilities. The System Development Charge is used for the replacement or installation of major transport lines, with diameters of at least 10 inches. The Water Utility Fund also funds the construction upgrades to water lines and system enhancements. New development provides new water facilities through construction of on-site and connecting water lines and the payment of water system development charges.

The Sewer Utility Fund is the primary fund for wastewater treatment staff operations. The Sewer Utility Fund and the Sanitary Sewer Interceptor Charge are the primary funds to maintain the wastewater system and the installation of new lines. The Sewer Capacity Fund is utilized only to upgrade or construct new wastewater treatment plants. New development participates in the provision of wastewater facilities through construction of on-site and connecting sewer lines and the payment of system enhancement fees.

On November 6, 2001, City of Yuma voters approved the use of a state-financing program (WIFA) for the construction of a number of water and wastewater projects. These facilities provided needed system upgrades and support the urban development of the City.

Private Utilities - Typically, the installation of private utilities (phone, electricity, cable) are determined between the developer and the utility company. The maintenance of those facilities is the responsibility of the utility. Financing is through user fees. The City of Yuma authorizes the use of city right-of-way for placement of utility equipment. This authorization includes a franchise fee paid by the utility to the city by Arizona Public Service, Time Warner and Southwest Gas. Also utility companies may pay a fee to another utility for use of their equipment, such as when the cable or telephone provider place their equipment on electric utility power poles.

EVALUATION AND ANALYSIS

Options for funding methodologies are available to communities for infrastructure construction. As allowed under the Arizona Revised Statutes, the funding mechanisms range from direct developer construction to improvement districts to bonding for facilities. Below is a brief overview of those mechanisms.

TAXES

The General Fund is the primary fund to operate City functions. The source of the General Fund is from fees paid, the 1% sales tax, property taxes, state shared income and sales taxes, fines and similar governmental fees. It is used to pay salaries, purchase equipment, maintain facilities and infrastructure and to a limited extent fund capital improvements.

Another funding source implemented by the City is the use of voter-approved sales taxes for specific types of projects. The citizens of Yuma have approved three individual sales tax increases to support transportation, tourism and public safety.

- ✓ Road Tax: Approved 12/7/93, this .5% increase on the City sales tax provides a permanent funding stream for the design and construction of roadway projects. Funds have been used for the purpose of funding street and roadway improvements, including but not limited to widening, constructing, paving, repaving and reconstructing such streets and roadways and all appurtenances.
- ✓ Hospitality Tax: This 2% increase in the City sales tax applies only to bars, hotels and restaurants. Funds collected are used for O&M at the James P. Deyo Complex, park and recreation development and maintenance and to support tourism activities of the Convention & Visitors Bureau. The tax was re-approved by the citizens of Yuma on 5/19/09 and concludes on 6/30/24.
- ✓ Public Safety Tax: Approved 11/8/94 and re-approved 11/2/10, this 0.2% increase in the City sales tax is limited to acquiring land for, and design, construct, renovate, improve, repair and equip public safety and criminal justice facilities; purchase public safety equipment, vehicles and communications systems and provide for other public safety capital purposes. This funding source has been used to support the construction of the Police and Municipal Court complex, and a number of fire stations.

The remaining sales tax in Yuma County is composed of 5.6% dedicated to the State of Arizona and 1.1% dedicated to Yuma County.

DEVELOPMENT FEES

The types of development fees the City collects that are dedicated to specific infrastructure include: Parks & Recreation, Art & Cultural Facilities, Sanitation, Police,

Fire/EMS, General Government, Public Works, Transportation, Water and Sewer system development charges applied area wide.

Citywide Development Fees –

Fire: The plan-based methodology is used to calculate the fire station and training facility components of the Fire/EMS Development Fee. The incremental expansion methodology is used for calculating the level-of-service standards for apparatus and communications equipment. Capital costs are applied per person to residential development and per employee to nonresidential development because the vast majority of calls are EMS-related and are a function of people. A future revenue credit for the Public Safety Sales Tax has also been calculated in order to avoid double payment for capital facilities.

General Government: This fee uses the buy-in methodology for the Municipal Complex and the incremental expansion methodologies for vehicles, and equipment. This development fee is allocated on a per capita basis for residential development. For nonresidential development, the fee methodology allocates the capital cost on a per employee basis.

Parks and Recreation: Development fees for parks and recreation are calculated using the incremental expansion methodology. The components included in the fee consist of parkland and park improvements, recreation facilities, paths/trails, and support facilities, vehicles and equipment. All capital costs have been allocated to residential development only. Average household size is used to differentiate the development fees by type of housing.

Police: The incremental expansion approach is used to determine costs for police facilities, court facilities, police vehicles, and police communications equipment. Police Development Fees use different demand generators for residential and nonresidential development. Residential development fees are calculated on a per capita basis and then converted to an appropriate amount by type of housing using household size multipliers. To calculate nonresidential development fees, nonresidential vehicle trips are the indicator for police facilities, vehicles, and equipment. Nonresidential vehicle trips are the best measure of the presence of people at nonresidential land uses in that they include employees, shoppers, and visitors. Also, the Police Department responds to all traffic accidents, which are directly related to trip generation rates. A future revenue credit for the Public Safety Sales Tax has also been calculated in order to avoid double payment for capital facilities.

Streets: The plan-based methodology is used for improvements to arterial streets as shown in the City's five year Capital Improvements Program (CIP). The incremental expansion methodology is used for support facilities, vehicles, and equipment. Trip generation rates by type of development are multiplied by the capital cost per vehicle miles of travel (VMT) to yield the Transportation Development Fees. The methodology includes trip adjustment factors for commuting patterns, pass-by trips and average trip length variation by type of land use. A future revenue credit for the Road Sales Tax has also been calculated in order to avoid double payment for capital facilities.

A concern to the community is the proliferation and visibility of above ground electrical distribution and transmission lines. Within the construction of new subdivisions, utility

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

Water and Sewer System Fees - The City of Yuma regularly reviews water and wastewater capacity fees to address the cost of utility system upgrades and maintenance. The most recent study is the 2016 Water and Wastewater Utility Capacity Fee Study was completed in September of that year. The results of the study recommended a reduction in the water and wastewater capacity fees. Therefore a change in the rate structure and connection fees was recommended to and adopted by the City Council. The rate structure balances the cost of services to existing and new customers.

State law also allows the application of development fees for a range of public services provided that any mechanisms that are adopted by the municipality result in a beneficial use to the development and bear a reasonable relationship to the burden imposed on the municipality to provide additional necessary public services to the development. For the City of Yuma this includes the collection of fees to cover the cost of review and approval for development plans. This includes subdivision review and approval, engineering oversight, rezoning review and approval, and construction plan review and inspection. The user fees collected for these activities are applied to the General Fund or Road Tax fund and intended to supplement staff costs. Through this method new development participates in a portion of the cost of new construction. Attempts have been made by the City to equate the cost of this review with the fees collected. Many user fees have kept pace with the cost of business, such as building review and permitting, but only a fraction of the cost of community planning functions are covered. A detailed study of user fees with an effort to reduce the negative impact on the general fund is recommended.

BOND FINANCING

Revenue Bonds are a means by which the City borrows money by selling a bond for the construction of general use facilities, such as a Fire Station. The sum is to be repaid over a number of years, typically 20 years. This creates a source of funds in the current year that is available for those specific projects, such as the construction of a major arterial roadway. The repayment of the bond is from the fund which directly relates to the specific projects identified in the bond. Revenue Bonds may require voter approval, depending on the repayment method. A second 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 owners increases and the taxes for the improvement district are spread across all the property owners. This method works when the subdivision fully develops and the property owners are able to maintain their property taxes. This method doesn't work when the subdivision doesn't develop and only a few property owners are responsible for all the infrastructure improvements. The few property owners may be faced with

significant costs, which they are unable to support. This financial difficulty may result in home abandonment or loan defaults. Ultimately the municipality may become responsible for the cost of the infrastructure, thereby transferring the cost of a developer responsibility onto all the taxpayers of the municipality.

The City of Yuma has successfully implemented a number Municipal Improvement Districts (MID's) to address landscaping for retention basins and parkways within new subdivisions.

IN-LIEU PAYMENT FOR FACILITIES

In-lieu payments are another method of having new development participate in facility funding. This method is applied to a specific area and does not consider the impacts of the new development area wide. As mentioned previously, in-lieu payments are collected when a development is responsible for the construction of a needed facility but due to timing the facility is not ready for construction. This could be due to a lack of immediate need for the facility. Therefore the construction is postponed so that it doesn't deteriorate prematurely or because construction would be replaced before the useful life of the new facility is realized. The developer would then be asked to provide fees "in-lieu-of" construction. For example, a new development fronts on a roadway that has no curb, gutter or sidewalk. The developer would be responsible for providing those improvements in the course of construction of their facility. But the municipality has scheduled rebuilding of the roadway in two years. Rather than construct a facility that will be removed in the near future and to insure the developer participates in their fair share of the facility improvement, the developer is asked to provide in-lieu payments instead of construction. This methodology assures that new development participates in needed infrastructure and minimizes the overall cost to the taxpayers of Yuma.

FACILITY CONSTRUCTION

This funding mechanism involves direct developer construction for all necessary infrastructure, both within the project and for nearby off site facilities necessary for the project. For example, if a new subdivision were proposed, the developer would be responsible for all interior transportation facilities, installation of water and sewer services and stormwater control. The developer would also be responsible to upgrade or install connecting infrastructure necessary to the new development. This is the primary method by which the City of Yuma requires developers to participate in the provision of new infrastructure.

DEDICATION OF LAND

A dedication occurs when a property owner conveys land to a municipality at no cost. Rights-of-way for local streets are typically provided in this manner. Retention basins in residential subdivisions that are jointly used for recreation areas are also typically dedicated. This is done in situations where there is a reasonable relationship or nexus between the public service needs generated as a result of the new development and the municipality's need for land or right-of-way in order to provide that service. This methodology allows for the participation of the new development in the provision of infrastructure for localized needs.

SERVICE PRIVATIZATION

Service Privatization occurs when a private entity provides a public service, such as water treatment and delivery or electrical power generation that was previously

supplied by a public agency. This method allows the direct users of a facility to provide the revenues to run that service. In some cases this can be more cost productive than having a municipality provide the service. However, costs to customers can be higher and service quality may vary from levels expected from public agencies. The City of Yuma has allowed commercial sanitation to be provided by a private entity and reallocated resources and staff to higher need areas. This methodology isolates the costs of providing specific services to the users of that service.

JOINT USE AGREEMENTS

A Joint Use Agreement allows the City and a public agency to share in the use, maintenance or construction of a facility. The City currently has two types of shared/joint use agreements: Stormwater Retention Facilities and School facilities. In order to maximize open space opportunities and contain costs, the City should continue to jointly use stormwater retention facilities as park facilities. A park added to the City inventory that successfully provides this joint use is Kiwanis Park. Another joint purpose facility includes the future enhancements to Smucker Park that will provide not only an urban lake but also stormwater retention for a portion of the southwest mesa area. As stormwater facilities are installed in new subdivisions those facilities can be landscaped and include walking paths or play equipment. The second type of joint use agreement is with the 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. 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 of Arizona – Under the authority of the State of Arizona, WIFA offers eligible borrowers low interest rate loans and reduced closing costs. As a “bond bank”, WIFA is authorized to issue Water Quality Bonds on behalf of communities for water and wastewater infrastructure by pooling different entities financing needs. Loans are available to private and public entities for drinking water infrastructure through the Drinking Water Revolving Fund and to public agencies for wastewater needs through the Clean Water Revolving Fund. The use of this loan source requires voter approval if the population is over 50,000 persons. City of Yuma voters approved the use of this funding option, November 6, 2001, for the purpose of constructing a number of water and wastewater projects.

Grant Funding – Both the state and federal government have funds available to pay for new infrastructure. Typically, these funding programs are only available to public agencies. Determining factors for funding range from low-income areas to meeting a significant localized infrastructure need. These funds include: the federal Community Development Block Grants for low income areas, the federal 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.

Federal Grants include the Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grant program, which allows for the investment in road, rail, transit, and port projects that promise to achieve critical national objectives. Since 2009, Congress has dedicated more than \$4.1 billion for six rounds to fund projects that have a significant impact on the Nation, a region or a metropolitan area. And the Surface Transportation Program (STP) (23 U.S.C. 133) which is one of the main sources of flexible funding available for transit or highway purposes. STP provides the greatest flexibility in the use of funds. These funds may be used (as capital funding) for public transportation capital improvements, car and vanpool projects, fringe and corridor parking facilities, bicycle and pedestrian facilities, and intercity or intracity bus terminals

and bus facilities. As funding for planning, these funds can be used for surface transportation planning activities, wetland mitigation, transit research and development, and environmental analysis. Other eligible projects under STP include transit safety improvements and most transportation control measures.

GOALS, OBJECTIVES AND POLICIES

Goal 1.0: Utilize financing mechanisms to pay for the cost of new development that do not place an unreasonable financial burden on the entire community.

Objective 1.1: Ensure that new development pays its fair share of growth.

Policy 1.1.1: The City shall periodically update the comprehensive Development Fee Ordinance that incorporates annual adjustments of construction costs.

Policy 1.1.2: The City shall continually research additional funding sources. This includes additional development fees, creation of improvement districts and grants.

Policy 1.1.3: The City shall regularly audit development fees to determine if service levels and amounts collected are meeting needs.

Objective 1.2: Invest funds accruing in development fee accounts to enhance funding capacity.

Objective 1.3: Maximize public/private partnerships in infrastructure development.

Objective 1.4: Maximize the community’s utilization of existing investment in infrastructure and services

Policy 1.4.1: The City shall encourage growth in areas that have excess capacity in existing infrastructure.

Goal 2.0: Determine and manage monetary and facility impacts as a result of new development.

Objective 2.1: Ensure that the cost of new infrastructure is fairly distributed and new development fees provide a reasonable nexus between the proposed development and the use of the facility.

ACTION PLAN

Phase	Project	Responsible Department/ Agency	Funding Sources	Strategic Outcome
1-5 Years	Periodically review and modify the Citywide Development Fee Structure to ensure current cost estimates and fairness.	Engineering	Development Fees	Respected & Responsible
	Periodically review and modify the Facility Fee Structure for water and sewer infrastructure.	Utilities	Water & Sewer Funds	Respected & Responsible
6+ Years	Periodically review and modify the Citywide Development Fee Structure to ensure current cost estimates and fairness.	Engineering	Development Fees	Respected & Responsible
	Periodically review and modify the Facility Fee Structure for water and sewer infrastructure.	Utilities	Water & Sewer Funds	Respected & Responsible

GROWTH AREAS



The Growth Areas chapter identifies those parts of the Planning Area 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 chapter promotes development that integrates housing, workplaces, shopping, and recreation into pedestrian-friendly, mixed use neighborhoods that are interconnected to the larger community by multi-modal transportation.

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.
-

Through its policies and implementation strategies, the Growth Areas chapter 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 chapter 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

Growth Areas have been formulated within the context of the Land Use chapter 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 chapter 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 Six Growth Areas (shown on Map 11-1) are as follows:

- Avenue B and 32nd Street (Map 11-2)
- Araby Road (Map 11-3)
- Laurel (Map 11-7)
- Pacific Avenue and 8th Street (Map 11-4)
- North End (Map 11-5)
- Arizona Avenue and 16th Street (Map 11-6)

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 chapter 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 chapter:

- 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 2018-2041 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.

The City of Yuma *Transportation Master Plan* and the YMPO *Regional Transportation Plan 2018 – 2041* both list a number of projects which affect the Growth Areas, particularly improvements to 32nd Street, Pacific Avenue, and 24th Street.

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, the "OnCall" service provides door to door transportation for individuals who, because of a disability, are not able to utilize a regularly-scheduled fixed route bus service, or if the rider cannot access a fixed route bus stop. The provision of fixed route, vanpool, and demand responsive YCAT service is crucial to the success of the Growth Areas; hopefully there will be a demand for 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 *2018 Yuma Bikeways Plan* 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.

The *Strategic Plan 2021-2025*, seeks opportunities, partnerships, and collaboration to create a prosperous, active, and connected community. These strategies will be encouraged in the Goals, Objectives, and Policies of the Growth Area.

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.

The Infill Overlay (IO), a successful incentive plan adopted in 2017, encourages new development in particular in the North End, where smaller lot sizes and the cost of modern infrastructure has been a hindrance to development. Flexibility in some dimensional standards and City fees has encouraged developers to take another look at properties disregarded in the past. Perhaps lessons learned here can be applied elsewhere.

Except for the above two districts & overlay, 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 2021, there has been significant commercial development in the CVSP, with residential construction accelerating in the recent past. There are two areas in this specific plan shown in the High Density Residential Land Use Category, and there is proposed actual high-density residential development (an apartment complex) in the CVSP. Higher residential density is needed to support public transportation and more workplace/commercial development.

EVALUATION AND ANALYSIS OF GROWTH AREAS

- Avenue B and 32nd Street (Map 11-2)
- Araby Road (Map 11-3)
- Pacific Avenue and 8th Street (Map 11-4)
- North End (Map 11-5)
- Arizona Avenue and 16th Street (Map 11-6)
- Laurel (Map 11-7)

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

Three of the areas have large expanses of undeveloped land: Avenue B and 32nd Street; Araby Road; and Pacific Avenue and 8th Street, represent emerging development areas. These areas are designated on the Land Use map as having a concentration of a variety of land uses with commercial corridors.

The other three areas are underdeveloped: The North End; Laurel; and Arizona Avenue and 16th Street, 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.

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 or the property is completely redeveloped.

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 Map 3-1 – Transportation Plan. 32nd Street is has been widened in this area. Perhaps more development will occur when progress is made on the Kmart site. 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 pocket parks are in place.

As this area continues to develop, additional parks will be needed and are planned as shown in the *Parks and Recreation Master Plan - 2016* (refer to Chapter 4 - Recreation).

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 with facility improvements have been done as 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 (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. A General Plan Commercial node is shown surrounding the intersection of Araby Road and 32nd Street. Very little commercial development has occurred. A combination of Low, Medium, and High Density Residential uses is planned south of 32nd Street (including development of desert land south of 40th Street). The Cielo Verde area has had large commercial development and many residential subdivisions have been completed. Areas of Public/Quasi-Public land use are also designated in this growth area, particularly along the "A" Canal.

This growth area includes SR195, which is classified as an expressway in Transportation Master Plan (Map 3-1) along with a connecting segment of Araby Road. Also, 32nd Street is defined as a Principal Arterial. 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 entryways into Yuma and 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 Minor Arterial between Avenue 3E and Fortuna Road. Avenues 6E and 7E are both planned as Collectors.

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 (County 14th Street).

The YCAT provides service within this Growth Area, including stops at Araby Road, 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 north of this area with industrial possibilities as needed in the future.

Currently, public parks and recreation facilities are limited in this area. As the East Mesa continues to develop, Area and Neighborhood parks are planned to support the growing population. The East Mesa Community Park is being designed for land at Avenue 6E and 36th Street.

With the new Municipal Improvement Districts (MIDs) in place, each new residential subdivision will be supporting their park and common areas, hopefully designed and used for the wants of the residents. 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 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 just north of this growth area at 6490 E. 26th Street. Future stations are proposed in the Fire Services and Facilities Plan – 2007.

PACIFIC AVENUE AND 8TH STREET (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 (Colorado 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 were completed, 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) have been completed, including two roundabouts in this Growth Area. 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 Downtown Transit Center near the north east corner of this growth area and there is a great opportunity for service within the Yuma Palms Center. 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.

The Pacific Avenue Area Park (PAAC) is a large, recent addition to this Growth Area. It contains competition and event-ready ball parks, with several areas used much like a neighborhood park with shade, picnic areas, and a small lake. However the PAAC is accessed primarily by motor vehicles and is not in walking distance to any residential. Open Space should 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.

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 opening of Main Street to through traffic at the end of the first decade of the 21st century (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 map (Map 2-2) 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, yet no major residential developments have been proposed. 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.

The Infill Overlay (IO) has been enthusiastically received, with most small vacant properties built upon, assisted by the IO discounts and reductions in dimensional standards and City fees. More small infill is proceeding, but no large multi-family.

Giss Parkway, classified as a Minor Arterial in Map 3-1 – Transportation Plan, bisects the area. Arizona Avenue has been planned for a number of years as a Collector linking the airport with the North End and some realignment of structures and right-of-way are ongoing to reach this goal. The success of the reopening of the Ocean-to-Ocean Bridge to traffic has helped bring life to this naturally-constricted part of town. Most of the streets and avenues in the North End are designated as Scenic & Historic Routes in Chapter 2 - Transportation. A policy change by the City of Yuma to ask for less future right-of-way on many of these local streets was done in order to maintain the appeal of these older neighborhoods, which have houses fronting close to the street.

The YCAT has its Downtown Transit Center at the Hotel Del Sol and the 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.

ARIZONA AVENUE AND 16TH STREET (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 chapter 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. There are some vacant properties in this growth area with industrial zoning, which should get incentives to rezone to residential- better fitting in with the actual residential uses surrounding them.

The ongoing reconstruction of 16th Street and the completion of 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, 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 under-served 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.

LAUREL (Map 11-7)

This Growth Area has land uses currently ranging from agriculture to residential to public/government uses, yet the area is still largely vacant or in agricultural use. General Plan Commercial nodes are shown surrounding the north side of Araby Road and the Interstate 8 interchange, with several smaller commercial and mixed use areas in the stalled Laurel Special Growth Area (SGA). Very little commercial development has occurred. The area is bounded by Interstate 8 on the south, an area identified as Industrial; part of a much larger industrial area 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 and in the Laurel SGA community. 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, and there are police, fire, and multi-use facilities in place at or near Araby Road.

This growth area includes Interstate 8 along with a connecting segment of Araby Road to SR195. With the 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 entryways into Yuma with SR-195 a designated Expressway. The connecting section of Araby Road is included in this grouping because 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. 24th Street, a Minor Arterial, was reconstructed and widened between Araby Road and Avenue 9E.

The YCAT provides service within this Growth Area, including stops at Araby Road, and 24th Street. As the area grows, there are options to increase service. Bicycle paths and bike lanes are proposed for construction along the nearby "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 southern edge of this area with industrial possibilities as needed in the future to the south.

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. As mentioned earlier, Municipal Improvement Districts (MIDs) specific to each new residential subdivision, should provide park and common areas tailored to the desires of the

residents contributing to the upkeep. 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 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.

GOAL, OBJECTIVES, AND POLICIES

Goal 1.0: Promote Smart Growth Principles for growth areas to support a variety of land use types, application of infill incentives, 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 infill and 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.

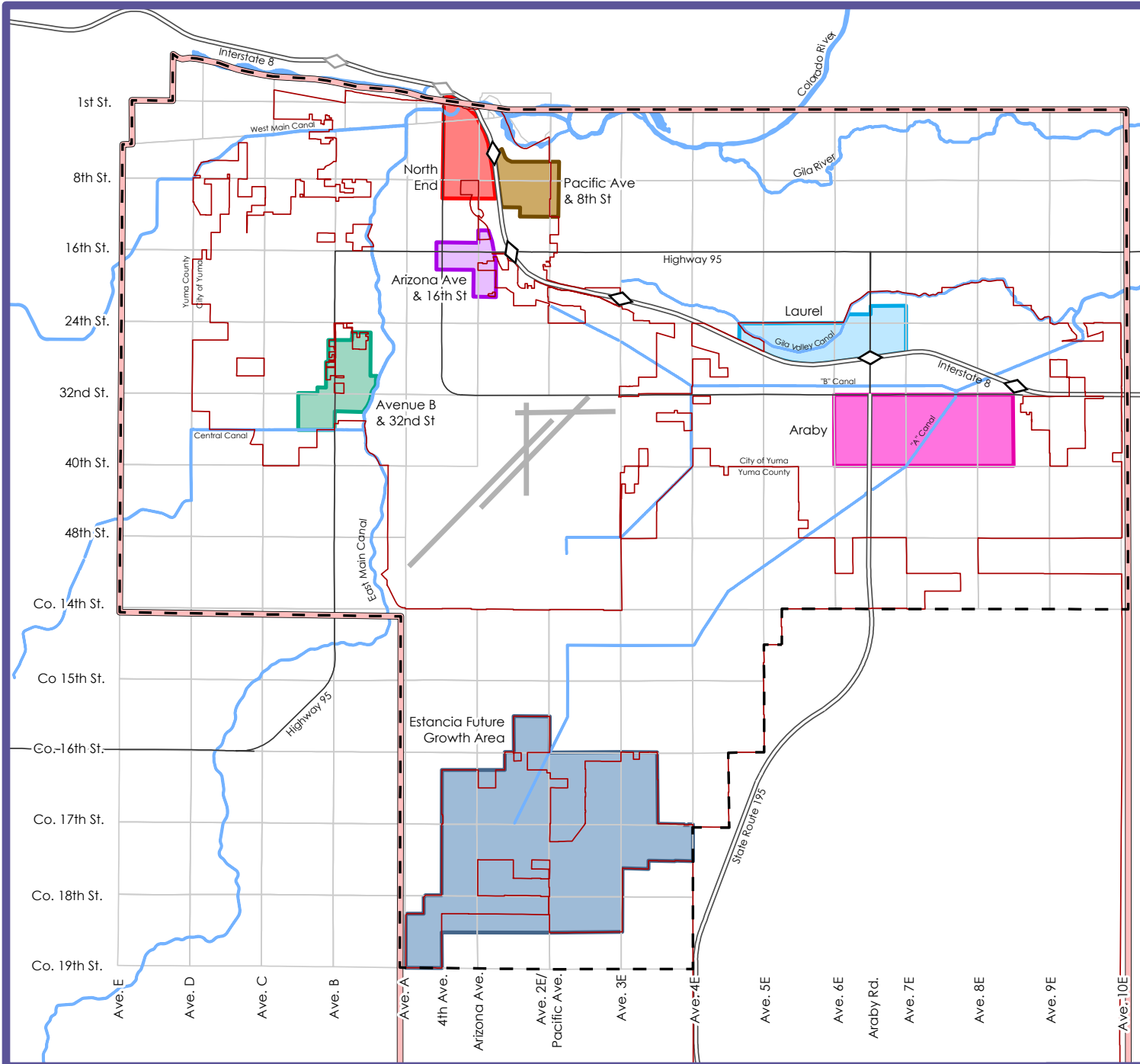
ACTION PLAN

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 and infill of underused and vacant properties. These incentives should be applied to suit the unique opportunities found in each growth area.

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 *Growth and Development Policy - 1999*, would also help to encourage development in growth areas.

ACTION PLAN

Phase	Project	Responsible Agency/ Department	Funding Source	Strategic Outcomes
1-5 years	Identify & include transportation & infrastructure projects for Growth Areas in the 5-year CIP.	Engineering/ Planning & Neighborhood Services	Bond/ Development Impact Fees/ Grants/ Utility Funds/Road Tax	Connected & Engaged
	Modify zoning ordinance districts, where appropriate, to allow for mixed-use zoning in designated Growth Areas in conformance with the General Plan.	Planning & Neighborhood Services	General	Safe & Prosperous
6+ years	Implement incentives for private and infill development in Growth Areas.	Planning & Neighborhood Services	General	Safe & Prosperous
	Prepare specific plans for identified Growth Areas.	Planning & Neighborhood Services	General	Unique & Creative



Growth Areas

Existing Growth Areas

- Araby
- Laurel
- Arizona Ave & 16th St
- Avenue B & 32nd St
- North End
- Pacific Ave & 8th Street

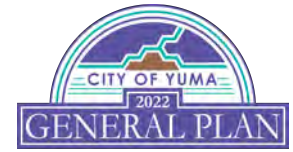
Future Growth Areas

- Estancia Future Growth
- Focus Area
- Planning Area Boundary
- City Limits

0 1 2 Miles

Prepared by Information Technology GIS and the Department of Community Development

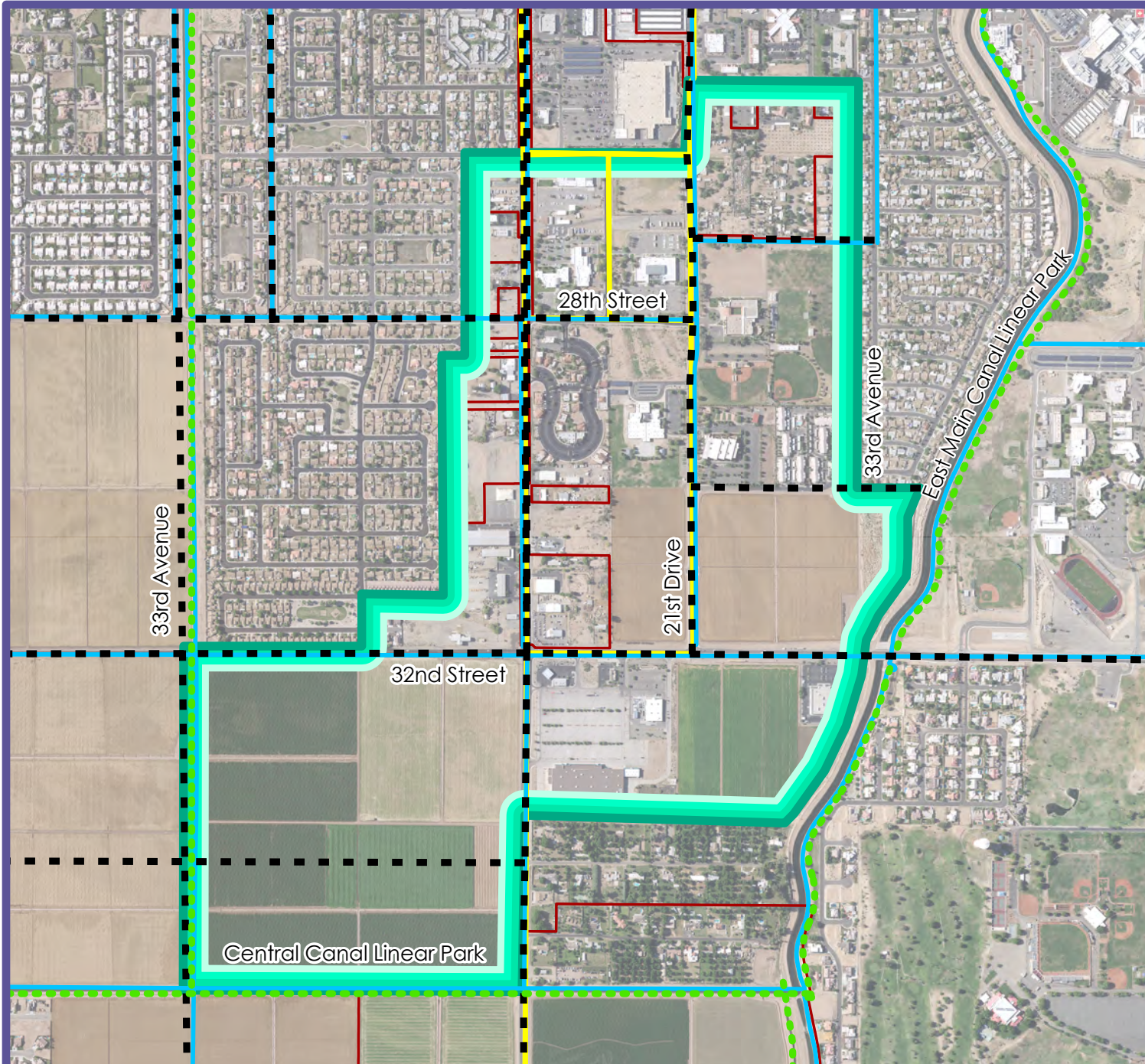




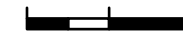
Avenue B & 32nd St Growth Area

Transportation Mode

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

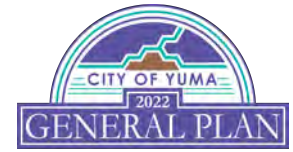


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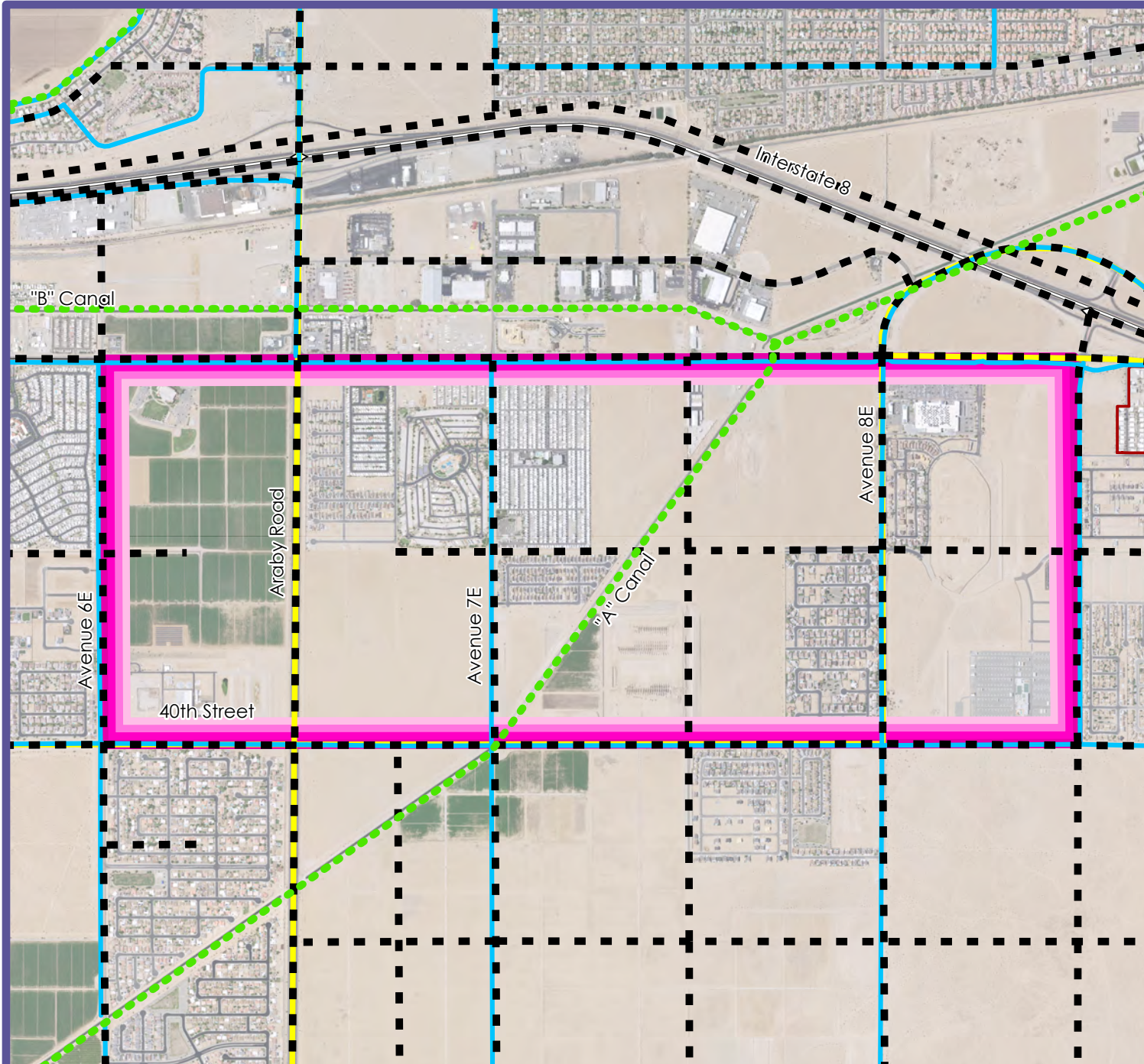




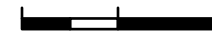
Araby Rd Growth Area

Transportation Mode

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

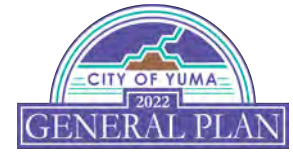


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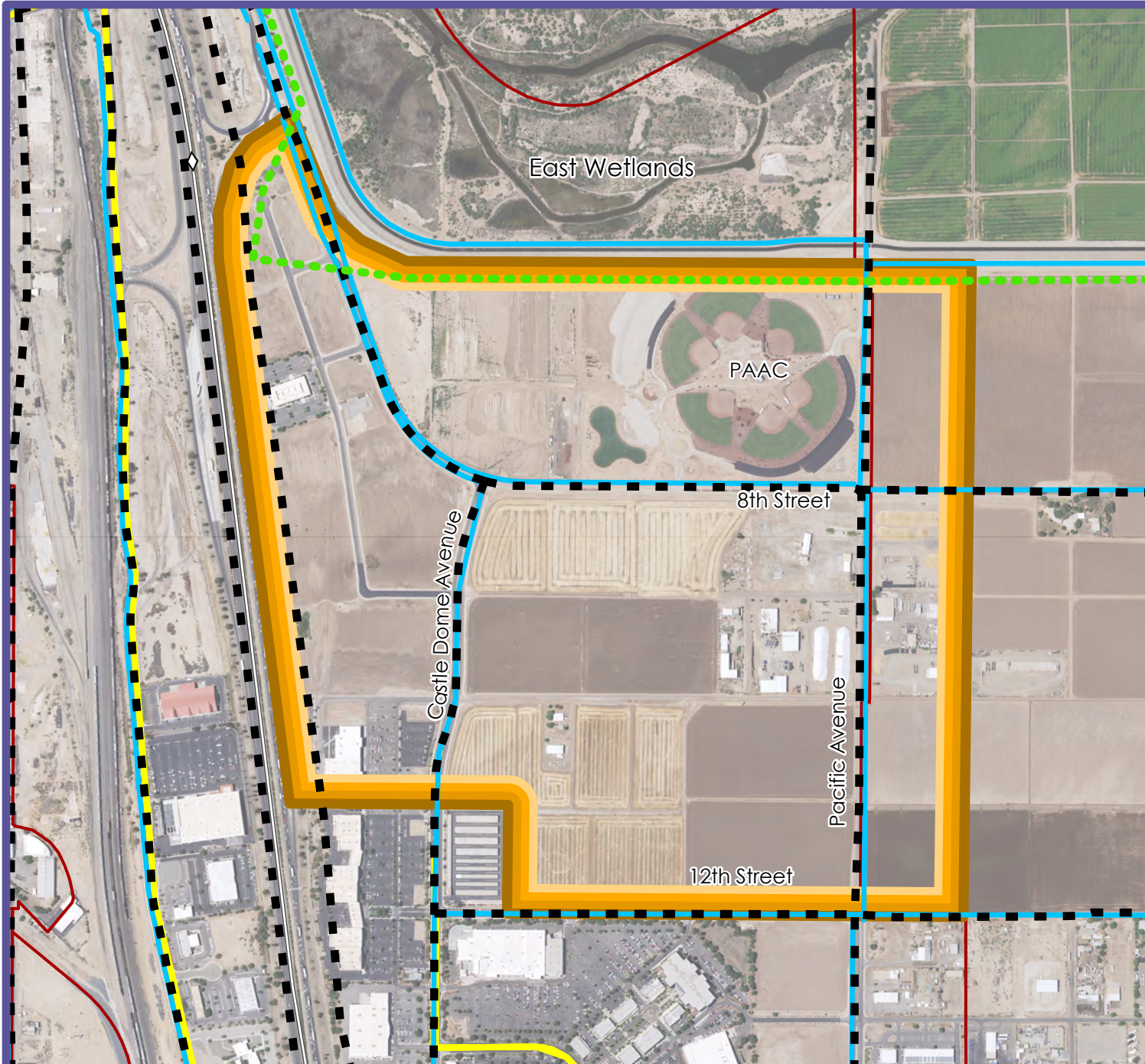




Pacific Ave & 8th St Growth Area

Transportation Mode

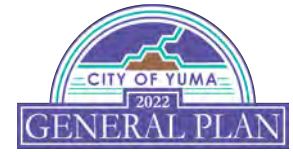
- Major Roadway
- YCAT Transit Route
- Linear Park
- Bikeway
- City Limits



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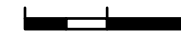




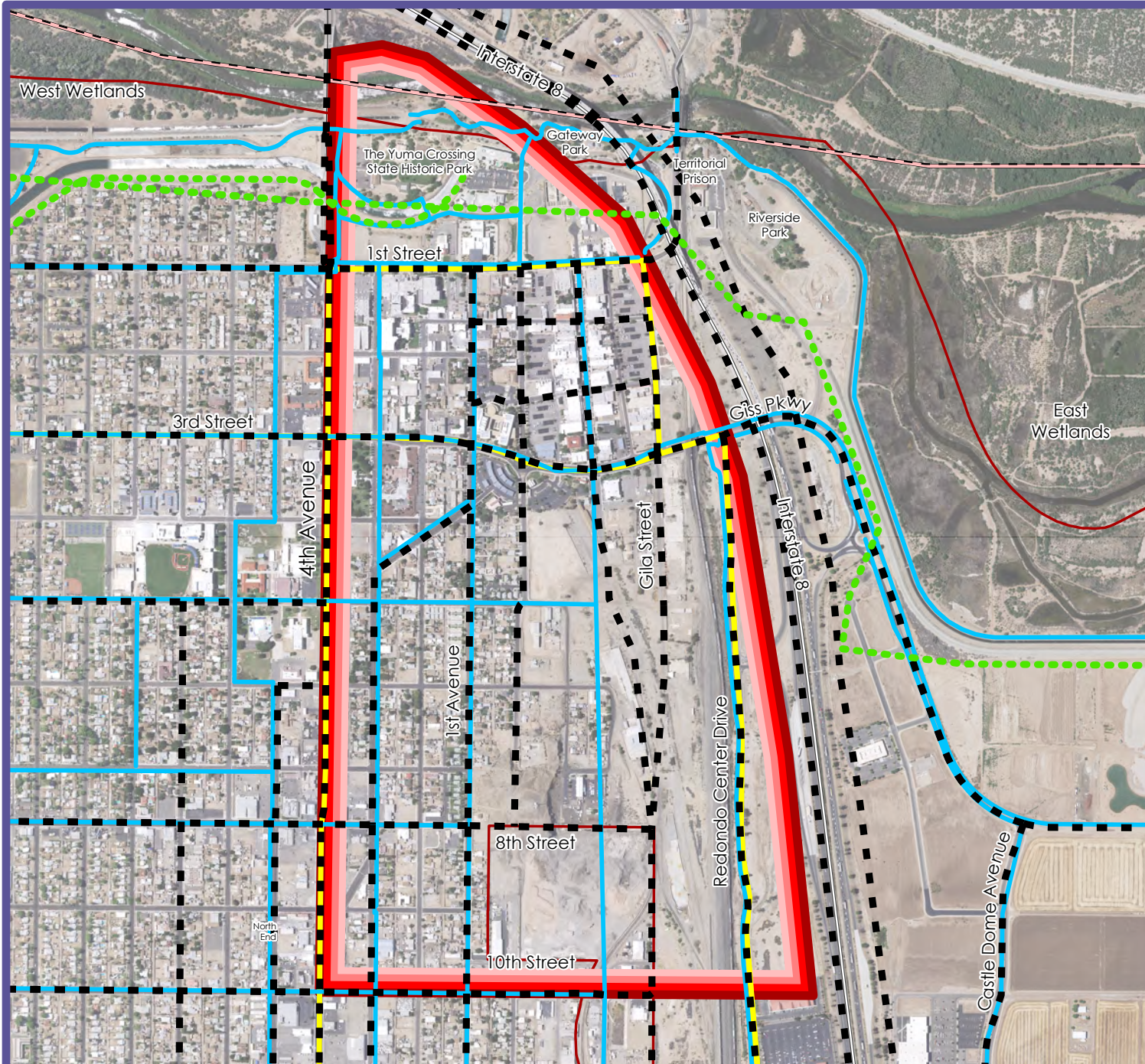
North End Growth Area

- Transportation Mode
- Major Roadway
 - YCAT Transit Route
 - Linear Park
 - Bikeway
 - City Limits

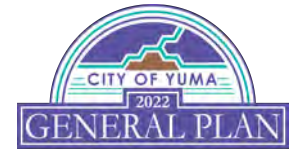
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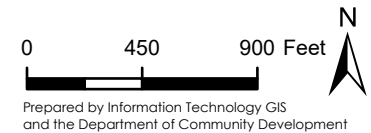
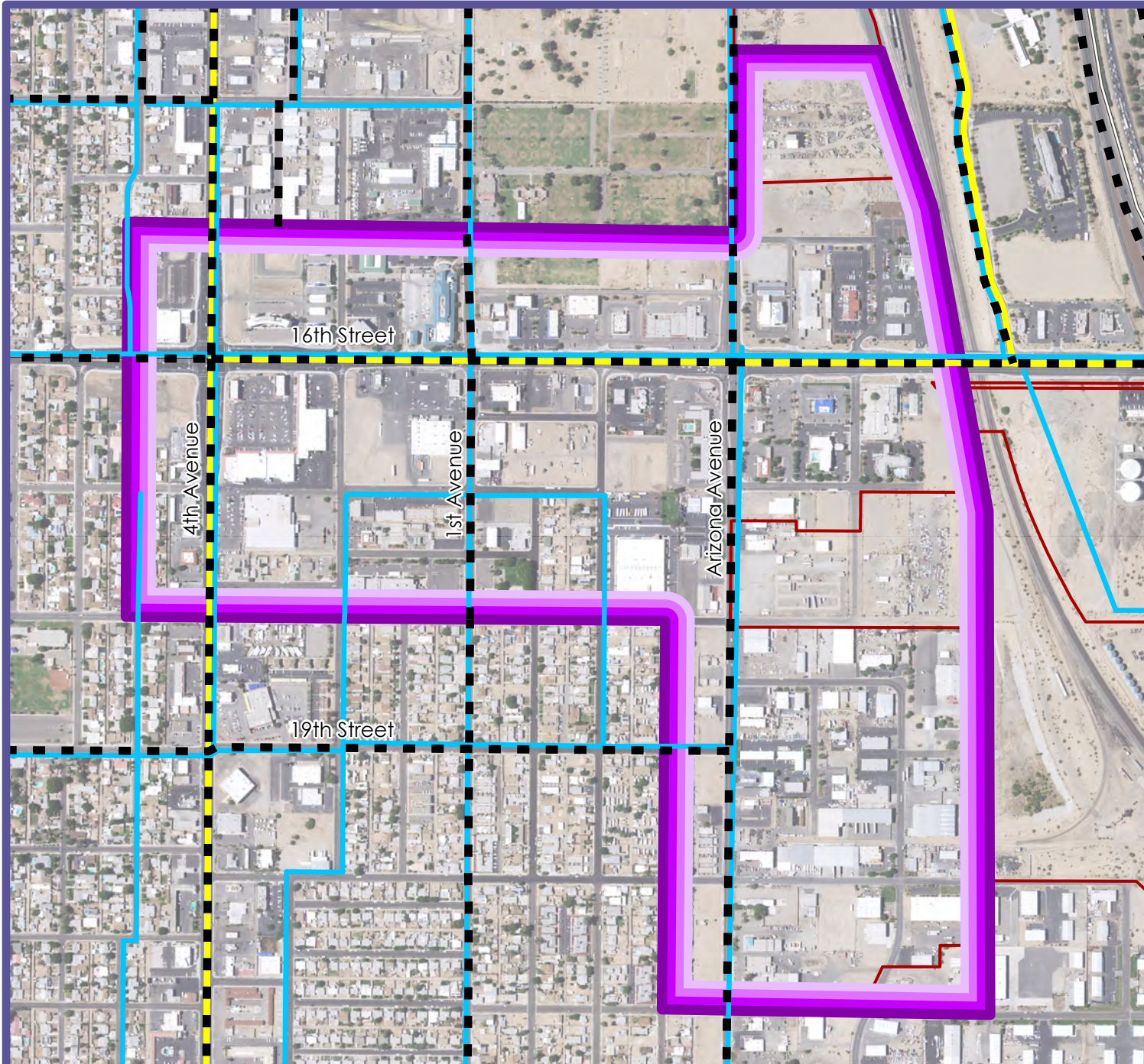
Growth Areas – North End Vicinity – Map 11-5



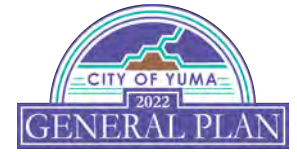
Arizona Ave & 16th St Growth Area

Transportation Mode

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



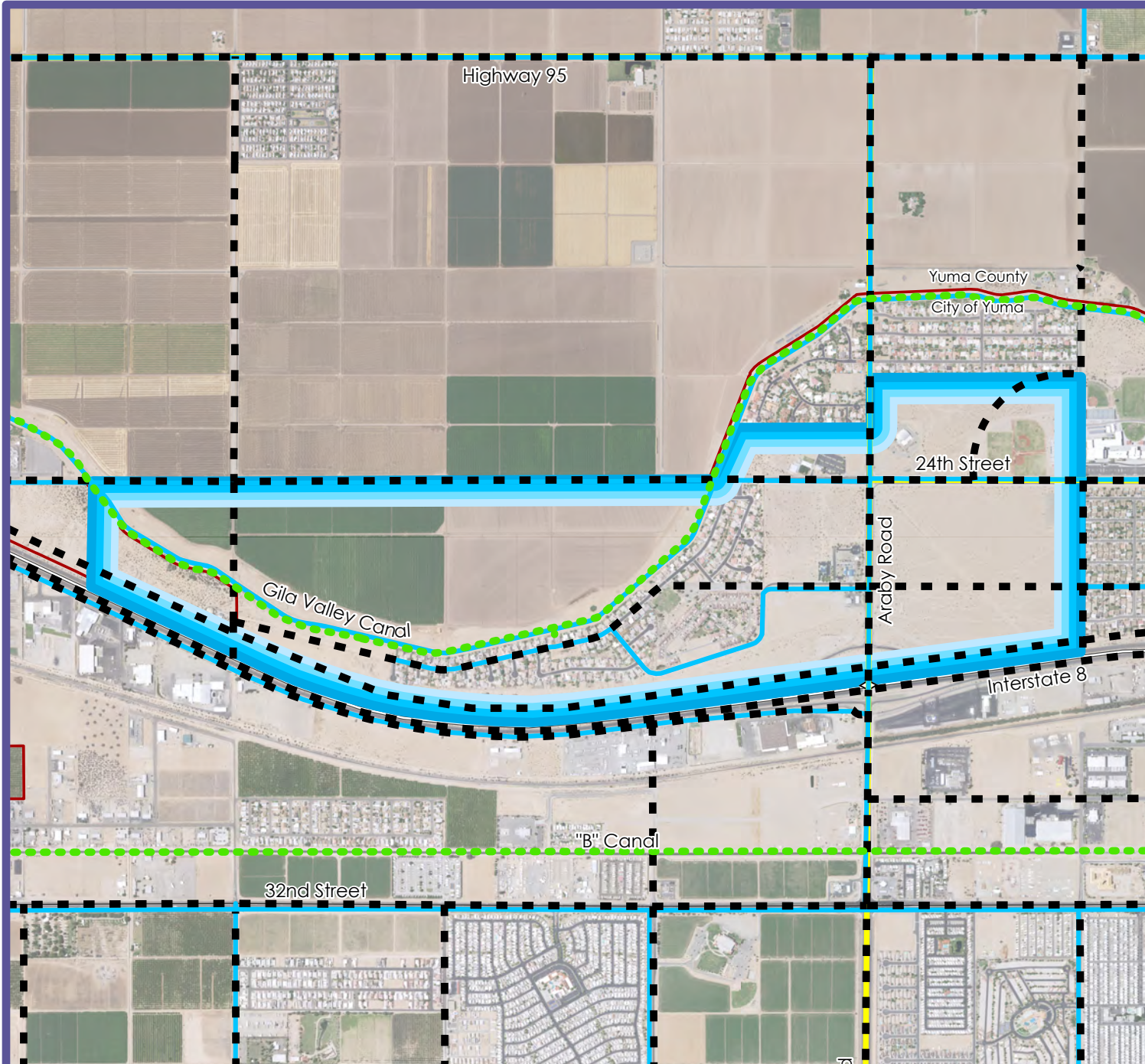
Growth Areas – Arizona Avenue and 16th Street Vicinity – Map 11-6



Laurel Growth Area

Transportation Mode

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

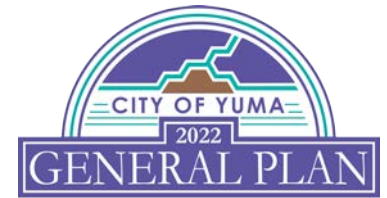


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Prepared by Information Technology GIS and the Department of Community Development



PUBLIC PARTICIPATION



The purpose of public participation efforts is to ensure that the community is informed of and involved in any additions or modifications to the City of Yuma General Plan. The goal is to educate the public on the City's General Plan and generate increased public involvement in the preparation and adoption of the various elements. The public participation plan identifies the process and public notification efforts the City of Yuma will undertake in the review of any amendment of the General Plan.

A.R.S. SECTION 9-461.06 C - PUBLIC PARTICIPATION

The governing body shall:

- 1. Adopt written procedures to provide effective, early and continuous public participation in the development and major amendment of general plans from all geographic, ethnic and economic areas of the municipality. The procedures shall provide for:
 - (a) The broad dissemination of proposals and alternatives.*
 - (b) The opportunity for written comments.*
 - (c) Public hearings after effective notice.*
 - (d) Open discussions, communications programs and information services.*
 - (e) Consideration of public comments.**
- 2. Consult with, advise and provide an opportunity for official comment by public officials and agencies, the county, school districts, associations of governments, public land management agencies, the military airport if the municipality has territory in the vicinity of a military airport or ancillary military facility as defined in section 28-8461, other appropriate government jurisdictions, public utility companies, civic, educational, professional and other organizations, property owners and citizens generally to secure maximum coordination of plans and to indicate properly located sites for all public purposes on the general plan.*

Public Participation has the ability to encourage community and stakeholder collaboration through development decisions by promoting neighborhood meetings, public notifications and public hearings which attracts public opinion and action in development decisions within the City and meets the Smart Growth Principle to encourage community and stakeholder collaboration in development decisions.

Amendments to the General Plan include the following:

- The incorporation of new elements as required by State Statute
- The re-adoption of the entire General Plan every ten years
- Revisions or updates to the text and/or map of an existing element. The Land Use Element is further categorized into two types of amendments:
 - Major Land Use Plan amendments
 - Minor Land Use Plan amendments

A Major Amendment to the Land Use Element is defined as a substantial alteration of the land use mixture and balance established in the Land Use Map. The City of Yuma

Major Amendment definition is discussed in more detail in the Implementation and Administration section – Chapter 13 of the General Plan.

CITIZEN PARTICIPATION

In accordance with State Statutes, the City must adopt written procedures to provide effective, early and continuous public participation in the development and major amendment of general plans from all geographic, ethnic and economic areas of the community.

The Public Participation Plan is designed to exceed these requirements and identify other techniques to actively involve the citizens in the preparation and review of the General Plan. This document establishes the basic techniques for disseminating the information to the public and engaging the citizens in interactive discussions about the general plan and its elements. The City will continue to identify and pursue other ways to increase public knowledge and participation. This may include meeting with the various Boards & Commission, Neighborhood Leadership Groups, and other organizations throughout the year to determine other appropriate information sources or preferred methods.

APPLICATION

An amendment to the General Plan may be initiated by: the City Council, the Planning & Zoning Commission, or a private property owner. An application, narrative statement of the proposal, and a non-returnable filing fee are required for any proposed amendment.

PUBLIC HEARINGS

For Major Amendments to the General Plan, two public hearings will be held by the Planning & Zoning Commission. For Minor Amendments to the General Plan, one public hearing will be held. For Major Amendments the two public hearings will be held at separate locations in order to solicit broad public comments. Additionally, a public hearing will be held by City Council prior to action being taken on the proposed amendment.

NOTIFICATION

For all General Plan Amendments, the notification of the public hearings will be provided in accordance with State Law in the following manner:

At least fifteen (15) days prior to the first public hearing, a general explanation of the proposal, along with the date, time and the place of said hearing will be published at least once in a newspaper of general circulation in the City of Yuma. The display advertisement will be a minimum size of one-eighth of a full page.

In addition to the above state notification requirement, the City and/or the applicant will utilize the following techniques to disseminate the information to a larger audience: *As these are not State requirements, the failure of the City or the applicant to perform any of the following actions or failure of the property owner to receive said notice will not invalidate the proceedings but may cause a delay in the scheduling of the public hearings.*

- For land use plan amendments, the applicant or the City 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 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 or the City will post onsite a temporary 2'x3' sign that indicates the proposed change along with the date, time and place of the two public hearings by the Planning & Zoning Commission and the City Council public hearing. In the event that the anticipated schedule is not followed, the applicant will be responsible for revising the sign accordingly. The sign will be located in such a manner as to be visible from adjacent rights-of-way and will be installed at least twenty-five (25) days prior to the initial public hearing by the Planning & Zoning Commission. A photograph of the sign and any subsequent revisions will be provided to the Department of Planning & Neighborhood Services 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, and any other appropriate internet means, 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. City will assist said applicant for presenting the information via radio, television, City website, company website, and any other means as requested.
- Articles and Press Releases for the newspaper or other widely circulated publications.
- Mass mailings through utility bills or other documents that are periodically issued to the community at large.
- The establishment of workgroups to ensure that the community is actively involved in the preparation of the general plan elements and that all interest groups are included in the dialogue.
- The information regarding the amendment and scheduled public hearing will be posted on the City's Internet web-site and the City Cable channels 73 and 72 at least seven (7) days prior to the meeting date.
- Informal presentation of the proposed amendment during open houses, neighborhood round tables, or other community forums. For private property owner initiated land use amendments, the applicant will be responsible for presenting information as requested.
- Formal presentation of the proposed amendment to various service clubs, homeowner's associations, and other civic and professional groups. For private property owner initiated land use amendments, the applicant will be responsible for presenting information as requested. For private property owner initiated land use amendments, the City will assist said private property owner in the notification of the above mentioned community groups.
- Utilization of electronic means, including video conferencing and comparable means of interactive voice and text/chat of communication whenever possible.

DISTRIBUTION

The proposed amendment will be distributed to a variety of stakeholders for initial review and comment prior to the first public hearing by the Planning & Zoning

Commission. The list of individuals to be contacted includes, but is not limited to, the following:

- Bureau of Land Management
- U.S. Department of Agriculture
- United States Border Patrol
- Marine Corps Air Station - Yuma
- Yuma County Airport Authority
- Arizona Department of Transportation
- Arizona Fish & Game Department
- Arizona Department of Commerce
- The County of Yuma: Planning, Engineering, and Public Works
- Utility Companies: APS, Southwest Gas, Spectrum/TimeWarner, CenturyLink
- 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, Planning & Neighborhood Services
- Yuma Metropolitan Planning Organization
- Greater Yuma Economic Development Corporation
- Yuma County Chamber of Commerce
- Yuma County Realtor's Association
- Yuma County Contractor's Association
- American Society of Professional Engineers, American Society of Civil Engineers, Society of Military Engineers

As appropriate, additional public outreach to other civic, education, and professional organizations not identified on the above list will be conducted.

Amendments pertaining to any of the required elements or the re-adoption of the General Plan will also be placed on display at the following locations prior to adoption:

- The City Clerks Office of the City of Yuma
- The Mayor's Office
- The City/County Library
- The Department of Planning & Neighborhood Services

PLANNING & ZONING COMMISSION ACTION

Following the public hearing(s), 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 public hearing. The report will be in writing and will include the recommendations for approval, conditional approval or disapproval and will contain a brief summary of the reasons for said recommendations.

CITY COUNCIL ACTION

Upon receipt of the Commission's recommendation, the City Council will hold a third public hearing. Notice of the time and place of the hearing will be provided in accordance with State Law. Following the public hearing, the adoption or readoption of the General Plan or any amendment to such plan will be by resolution of the City Council. The adoption, readoption, or approval of a major amendment will require an affirmative vote of at least two-thirds (2/3) of the members of City Council.

At least sixty (60) days before the public notice of the 1st public hearing on the adoption of the General Plan or a portion, element or major amendment of the land use plan, the Department of Planning & Neighborhood Services 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.

READOPTED AND RATIFICATION OF THE GENERAL PLAN

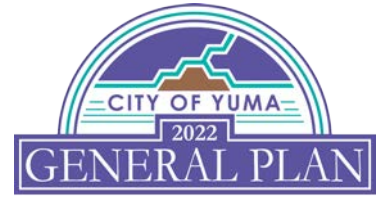
The general plan, with any amendments, is effective for up to ten years from the date the plan is readopted by the City Council and ratified by the voters during a general election. On or before the tenth anniversary of the plan's most recent adoption, the City Council will either readopt the existing 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	New/Revised General Plan Element	Major General Plan Amendment	Minor General Plan Amendment	Re-Adoption of General Plan
PRINTED NOTIFICATION				
① The Sun – Display Ad	✓	✓	✓	✓
① Distribute for Case Comments	✓	✓	✓	✓
② 660 Foot Radius Notification		✓	✓	
② Posting of Site		✓	✓	
③ City Web Page Notice	✓	✓	✓	✓
③ Press Release	✓	✓		✓
③ Articles	✓	✓		✓
③ Mass Mailing	✓			✓
TV/RADIO ADVERTISEMENTS				
③ 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.

IMPLEMENTATION



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.

A.R.S SECTION 9-461.07 ADMINISTRATION OF THE GENERAL PLAN

A. After the municipal legislative body has adopted a general plan, or amendment thereto, the planning agency shall undertake the following actions to encourage effectuation of the plan:

1. Investigate and make recommendations to the legislative body upon reasonable and practical means for putting into effect the general plan or part thereof in order that it will serve as a pattern and guide for the orderly growth and development of the municipality and as a basis for the efficient expenditure of its funds relating to the subjects of the general plan. The measures recommended may include plans, regulations, financial reports and capital budgets.
2. Render an annual report to the legislative body on the status of the plan and progress in its application.
3. Endeavor to promote public interest in and understanding of the general plan and regulations relating to it.
4. Consult and advise with public officials and agencies, public utility companies, civic, educational, professional and other organizations and citizens generally with relation to carrying out the general plan.

Implementation and administration of the General Plan is authorized within state statutes. The roles and responsibilities of the Planning Agency and the Planning Commission are noted in those statutes and within the City of Yuma Zoning Code. Administration of the Plan is focused on the nuts and bolts of update and maintenance - when and how to make revisions, the level of public participation and the timing of the updates. Implementation of the plan is focused on how to meet the Goals and accomplish the Objectives identified within each element. Implementation is only possible if there are available resources. These include funding, staff and public as well as municipal support.

This final chapter of the General Plan will review the authorized implementation and administration methods found in the state statutes as well as methods adopted by the City of Yuma.

IMPLEMENTATION

Planning Agency – State Law authorizes the Planning Agency with the administration of the General Plan. The City Council designated the Department of Community Development as the Planning Agency for the City of Yuma (O2001-57, July 3, 2001). As such, the Department of Community Development is responsible for developing and maintaining the general plan, promoting public interest and understanding of the plan, developing specific plans, reviewing the capital improvement program for

conformance with the general plan and other planning functions. Additionally, the Planning Agency is responsible for reviewing and determining conformance for municipal property acquisition and disposition and producing an annual report on the status of the plan and progress in its application. The annual report will identify the implementation status of the plan.

General Plan Conformance – State Law requires that all zoning and rezoning actions shall be consistent with and conform to the adopted general plan. Further clarification is provided in that a rezoning ordinance conforms with the land use element of the general plan if it proposes land uses, densities or intensities within the range of identified uses, densities and intensities of the land use element. As a result of this requirement, the City of Yuma has developed a Zoning Conformity 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 60 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 may form study groups and will hold 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.

City Council – The City Council is the primary authority for implementation of the General Plan. Through annual budget adoption, adoption of policy, approval of land use actions and the review and adoption of the Capital Improvement Program, the City Council sets the course for and is directly involved in the development of the City.

Found within the annual budget and the Capital Improvement Program are specific projects that implement the Action Plans of the General Plan. Examples include: the construction of roadways and bike paths, the development of parks and the budgeting of staff and the allocation of funds for the development of needed plans and programs.

Citizens – The citizens of Yuma participate in the implementation of the General Plan in a number of ways: workgroup participation, as commission and board members, commerce, industry and construction of the built environment and finally through Voter Ratification. The City of Yuma regularly involves citizen workgroups, made up of individuals with an interest in the particular proposal, to review, modify and bring forward development requirements or opportunities for Council consideration.

The City will continue this successful strategy with general plan action items that would modify any code or development requirements. All changes to codes and development requirements will require action of the City Council by ordinance.

ADMINISTRATION

Although extensive efforts and time are put into developing a General Plan, following adoption occasions will arise that will require an amendment to the plan. These primarily take three forms: as needed updates to elements of the General Plan, the decennial comprehensive update of the Plan and amendments to the land use map of the Land Use Element.

Element Update - Any number of factors could prompt the update to an element of the General Plan. New population numbers from the decennial or mid-decade Census could have a significant effect on transportation and utility planning. New regulations, such as the addition of new elements, could also prompt an update of the Plan. These types of amendments follow the standard process for legislative update and may include the involvement of workgroups and multiple public hearings prior to adoption. The scope of citizen participation will be dependent on the scope of the element. For example, an update of the Parks, Recreation and Open Space Element is likely to appeal to a broad range of citizens versus an update to the Public Services Element, which may interest only the development community.

Decennial Update – The second method through which the General Plan is amended is at the time of the comprehensive decennial update. State Law has mandated that cities, counties and towns update their General Plan every ten years. Following this update, the plan must be ratified by the voters at a general election.

Land Use Map Amendments - The third type of update involves an amendment to the land use map of the Land Use Element. The land use map is a section of the General Plan that is the most sensitive to changing economic conditions and expectations. At the time of adoption, the Land Use Element provided a vision of development into the future based on the development in place, the needs of the community and the desires of property owners. It has been found that over time, visions change and new opportunities arise. Amendments have and will need to occur. Amendments to the Land Use Element are required in any situation where a proposed rezoning is not in conformance to the adopted general plan land use map.

Due to additional state mandated requirements for public review by type of amendment, it is necessary to determine the level of impact, major versus minor, the

amendment will cause. The Arizona Revised Statutes define Major Amendments as (Section 9-461.06 Sub Section H):

A substantial alteration of the municipality’s land use mixture or balance as established in the agency’s general plan land use element. The agency’s general plan shall define the criteria to determine if a proposed amendment to the plan effects a substantial alteration.

Amendments to the Land Use Element will be reviewed in light of the effect on the City’s ability to provide a balance of land uses to meet the needs of the community and the effect on the mix of land uses in relation to each other and to their location within Yuma’s geographic area. In situations where the public agency is faced with numerous minor amendments to adjacent geographic areas, staff will determine if a major amendment would be more appropriate.

An effect on the balance of land uses will be measured by the proposal’s impact on each land use. This is measured by the loss or increase of acreage or developable dwelling units. The **Balance Matrix** table outlines a potential impact to each land use with a determination as to the type of amendment that may or may not be necessary. These matrices apply when the proposed use is not in conformance with the Land Use Element. For example, a proposed gas station, that would require General Commercial (B-2) zoning, in the Low Density Residential land use designation.

The effect on the mixture of land uses will be determined by reviewing whether the proposal would cause a change in land use designations that would create a significant development intensity difference between two or more neighboring land uses. An example of this would be a change from Low Density Residential to Industrial in proximity to Suburban Density Residential. An outline of compatible General Plan land uses can be found in the **Mixture Matrix**.

MAJOR AMENDMENT DEFINITION

The following definition for a Major Amendment to the Land Use Element applies to the City of Yuma:

A PROPOSAL THAT EFFECTS A SUBSTANTIAL ALTERATION OF THE CITY OF YUMA GENERAL PLAN AND MIXTURE AND/OR BALANCE OF LAND USES AS IDENTIFIED WITHIN THE BALANCE AND MIXTURE MATRICES.

EXAMPLE: a 10-acre project has requested a land use designation change from Low Density Residential to Commercial to support a new retail establishment. The anticipated loss of dwelling units (du) is estimated at 49 (maximum density allowable, 4.9 du an acre, multiplied by 10 acres). The surrounding designated land uses are Low Density Residential to the south and east, Mixed Use to the north and Public/Quasi-Public to the west.

Per the Balance Matrix, the projects would be determined a Minor Amendment because the loss of units is between 7 and 400 and the increase in Commercial acreage is between 2 and 40 acres. Per the Mixture Matrix, the proposal would be defined as a Major Amendment. This is due to the conflicting adjacent uses that would result - Commercial activities adjacent to Low Density Residential dwelling developments.

The more stringent determination would be applied. Therefore, this proposal would be defined as a Major Amendment to the Land Use Element of the City of Yuma General Plan.

Major amendments involve an expanded public review process. Local governmental agencies are limited by State law, to one time per calendar year to review major amendments to the Land Use Element. The deadline to submit Major Amendments is June 15th in order to meet the noticing requirements of Statute.

Minor amendments will involve a standard 5-month public review. This process involves one public hearing by the City of Yuma Planning and Zoning Commission and one public hearing by the City Council. Minor amendments can be requested at any time in the calendar year.

BALANCE MATRIX

Where a proposed use/zoning is non-conforming with the General Plan

Current GP Land Use Designation	Result of Proposed Amendment	Amendment not Required	Minor Amendment	Major Amendment
Agriculture	Loss of less than 1 acre and 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, Suburban, Low, Medium, High & Mixed Use	Loss or increase of less than 7 units and 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 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 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 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 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: 1 dwelling unit (du) per 2 acres					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		
High Density Residential (HDR) - 13 to 30+ 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-1-5	R-1-6	R-1-8	R-1-12	R-1-20	R-1-40	R-2	R-2-5	R-3	RMH	RVS	MHS	MHP
Rural Density Residential		X	X	X																
Suburban Density Res.	X	X			X	X	X				X	X	X				X _O			
Low Density Residential	X				X	X	X	X	X	X	X	X	X				X			
Medium Density Res.														X	X			X _C	X	X _C
High Density Residential																X	X _D	X		X _E
Mixed Use							X	X						X _F	X _F		X _F		X _F	
Public/Quasi-Public	X _M	X _M	X _M	X _M	X _M	X _M	X _M	X	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-I	H-I	HP	CVSP	MR
Low Density Residential													X
Medium Density Residential													X
High Density Residential													X
Mixed Use		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-I	H-I	HP	MR	RO	
Agriculture	X										X	X		
Resort, Recreation & Open Space	X		X _A			X _B					X		X	
Commercial		X	X _I	X _G	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 (Conditional Use Permit required 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	

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CITY OF YUMA

2022

GENERAL PLAN