You are the future of San Luis

GENERAL PLAN 2020

JUNE 2011

City of San Luis
General Plan 2020

June 23, 2011

ACKNOWLEDGEMENTS

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1. GENERAL PLAN INTRODUCTION

1.1 What is the Message of the General Plan?

The citizens of San Luis prefer a diverse, vibrant economy that offers jobs, housing, recreation and cultural opportunities. The community supports expansion of retail and hospitality services in an orderly fashion and the attraction of additional employers, health services and learning institutions. The General Plan is an expansion of the City's vision and a roadmap of how to reach this vision.

1.2 What is the General Plan?

The Arizona Revised Statutes require that each city adopt a comprehensive, long-range General Plan to guide the community's physical development. The purpose of the General Plan is to:

- *Express the vision of the community*
- *Identify the goals and development priorities of the community*
- *Serve as a policy guide for local decision-making*
- *Fulfill legal requirements created by Arizona state law*

This General Plan serves to update the 2000 General Plan. This update to the existing General Plan was funded by a Community Development Block Grant (CDBG) obtained from the Arizona Department of Housing. Since the adoption of the last General Plan in 2001, much has changed in the City of San Luis. The population of the City has rapidly expanded. The new San Luis II Commercial Port of Entry (located on the international border at the southern end of Avenue E) will alleviate the congestion of the existing port (San Luis, AZ Port of Entry, located on the international border at the southern end of Main Street) and will bring economic development opportunities to the City. And with the increase in population comes the associated need for more housing, commercial services, schools, parks, jobs and other items crucial to a healthy community. Due in part to this tremendous growth, the City embarked in the spring of 2010 on a community-wide planning process to update the General Plan. The slogan for the process was "You are the future of San Luis!" The process involves considerable public dialogue and input. The San Luis General Plan is a statement of policy and an expression of the community's vision for the future. The plan is a tool to help guide and shape the physical development of the Planning Area. The mission of the General Plan is to achieve a sustainable future for the community through sound growth management.

The San Luis General Plan was recommended for approval by the Planning and Zoning Commission on June 14, 2011 (TBD) and adopted by the City Council on July 13, 2011.

The citizens of San Luis are expected to ratify the City Council's approval of the General Plan at a general election on November 8, 2011.

1.3 Purpose

As required by the Arizona Revised Statutes for all municipalities, the General Plan is a long range and comprehensive document that outlines the development policies that should be used to guide development decisions. The purpose of the General Plan is to provide clear direction on how to sustain and develop a desirable community. The Plan must reflect the thoughts and preferences of its community members and leaders. Through a series of community workshops, stakeholder meetings, Planning and Zoning Commission meetings and City Council meetings, the residents of the City of San Luis have established goals and objectives for the planning Elements that are included in the General Plan. Based on the Arizona Revised Statutes, the City of San Luis is required to include the following Elements in their General Plan:

- Land Use
- Circulation
- Growth Area
- Environmental Planning
- Public Services and Facilities/Cost of Development
- Open Space
- Water Resources

Due to the fact that San Luis is growing rapidly and may soon reach in the not too distant future a population of 50,000 persons, the City leaders have decided to also include the following Elements in the plan:

- Housing
- Economic Development
- Conservation, Rehabilitation and Redevelopment
- Neighborhood Preservation and Revitalization
- Energy
- Conservation
- Public Buildings
- Safety

The Elements are essentially the chapters of the General Plan that address the different issues that affect the development of the City of San Luis. All of the elements included in this General Plan are contained within Arizona Revised Statutes section 9-461.05.

The U.S. Census Bureau estimates the 2010 population of the City of San Luis at 25,505 persons. According to estimates from the Arizona Department of Commerce, the population of the City of San Luis is expected to double in the next 15 to 20 years.

The location of the City of San Luis in its regional context along the international border with Mexico is shown on *Exhibit 1.1: Regional Context.*

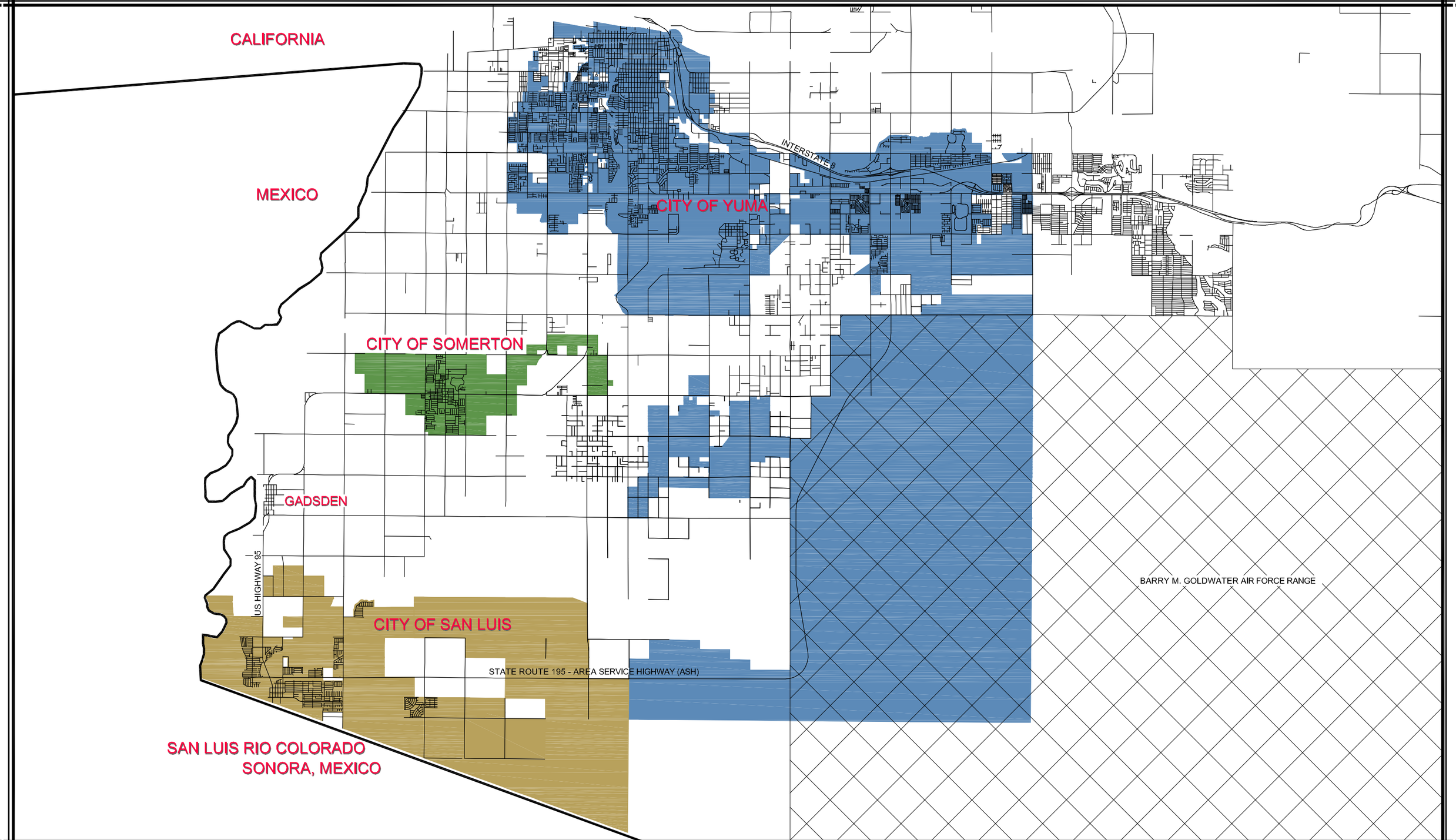

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EXHIBIT 1.1: REGIONAL CONTEXT

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1.4 Planning Area

The Growing Smarter legislation of the State of Arizona requires that a city designate a Planning Area within its General Plan. The Planning Area is the land that is subject to the Elements contained within the General Plan. It may, and does, extend beyond the incorporated limits of the City of San Luis, primarily due to the fact that the area within the Planning Area may be reasonably expected to be annexed into the City at some point in the future.

The Planning Area for the City of San Luis extends to the Colorado River to the west and to the international border with Mexico to the south. To the north, the boundary is generally County 19th Street, but also extends further to the north to include the community of Gadsden. The northern boundary of the San Luis Planning Area coincides with the southern boundary of the City of Somerton Planning Area. To the east, the boundary of the Planning Area is generally Avenue 4E, which is also the boundary of the Barry M. Goldwater Air Force Range. However, there is an area on either side of the State Route 195 - Area Service Highway (ASH) that is located within the City of Yuma, and as such, this area has been excluded from the City of San Luis Planning Area.

The Planning Area for the City of San Luis consists of approximately 92 square miles, or 58,718 acres.

There are approximately 33 square miles, or 21,033 acres within the incorporated limits of the City of San Luis.

The Planning Area and incorporated limits of the City of San Luis are shown on *Exhibit 1.2: Planning Area and City Limits.*

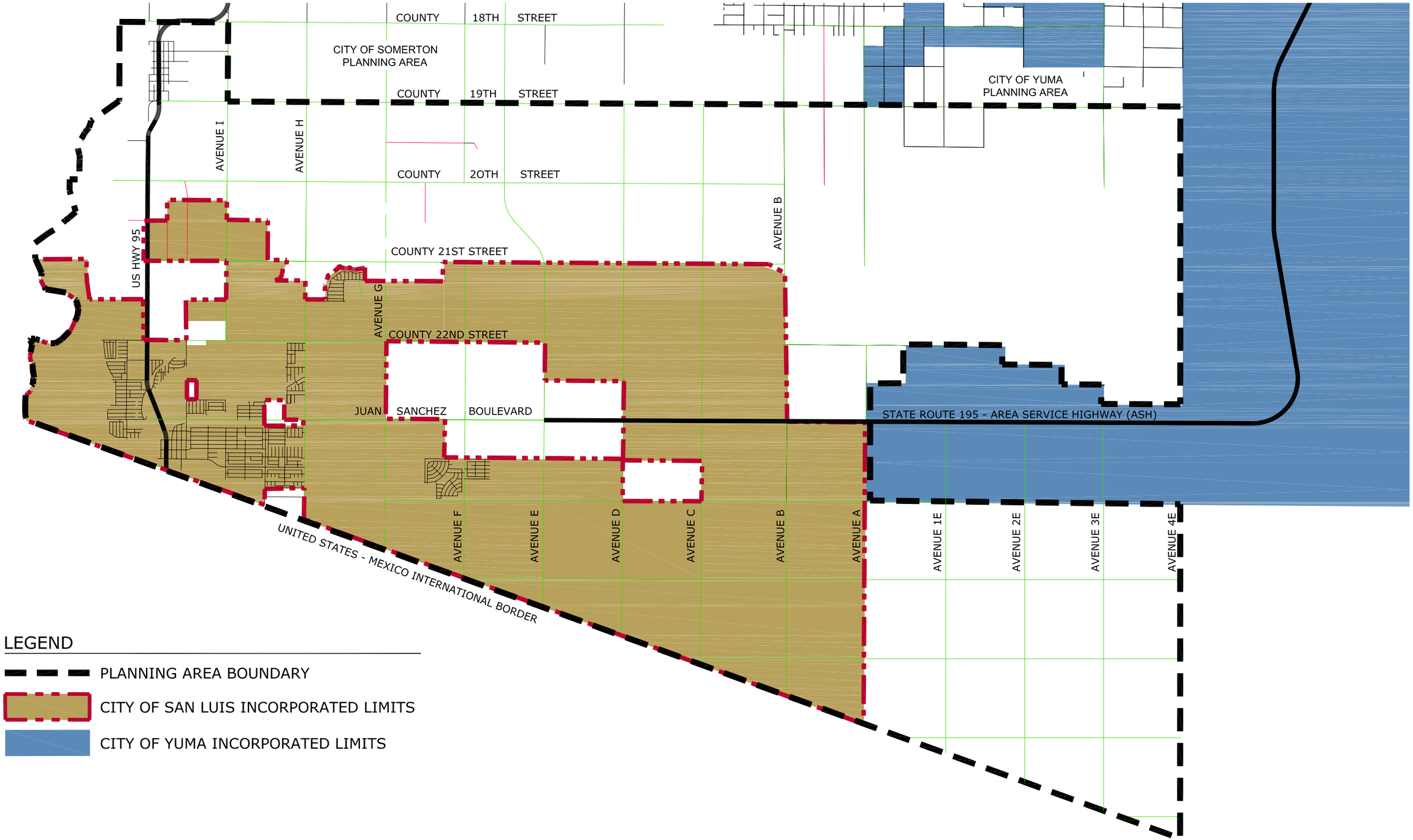

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EXHIBIT 1.2: PLANNING AREA AND CITY LIMITS

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1.5 Vision Statement

One of the key components of the City of San Luis General Plan is the Vision Statement, or a description of the future image for the City of San Luis. The following Vision Statement was created over several months based on input received from the community, the stakeholders group, the Planning and Zoning Commission, the City staff and City Council.

Vision Statement

San Luis is a progressive and dynamic community with diverse employment opportunities, excellent educational facilities for citizens of all ages and a focus on green building and sustainable development practices.

San Luis embraces the Anglo and Mexican cultures and celebrates its multi-cultural heritage and strong bi-national ties through civic and cultural events, while providing recreational and sports activities for residents and visitors.

San Luis is an attractive, family-oriented city with diverse types of housing, expanded business and shopping opportunities, tourist attractions, an enhanced downtown/Main Street and a positive community spirit.

The historical roots of San Luis are in agriculture, the farm worker and the original land port of entry. San Luis continues to develop and grow its economy based on these roots and interconnected with its sister city San Luis Rio Colorado.

San Luis is a main gateway for industry, commerce and tourism in the southwest corner of Arizona, taking advantage of its strategic location and landscape. The two land ports of entry now strengthen this gateway and provide for a variety of economic development opportunities.

1.6 History and Location of San Luis

The City of San Luis is located in the southwestern corner of Arizona, adjacent to the Colorado River and immediately adjacent to the international border between Mexico and the United States. It is the border town to San Luis Rio Colorado, Sonora, Mexico. The city of San Luis was established in 1930 with the opening of the United States Port of Entry. It incorporated in 1979 and has experienced population growth since its inception, making it one of the fastest growing communities in Yuma County. Its proximity to Mexico and the maquiladora industry has been influential in this growth, which is expected to continue and outpace the rest of Yuma County. It is located approximately 20 miles south of the City of Yuma, which offers regional shopping centers and medical facilities, Yuma International Airport and other amenities. The City is approximately 200 miles from San Diego, CA and 75 miles from El Golfo de Santa Clara, Sonora, Mexico. Both areas offer recreational activities, such as diving, sailing and swimming and a variety of shops and restaurants.

1.7 Public Participation Program

This General Plan update was prepared with the active involvement of the community, the Planning and Zoning Commission, a stakeholder group that was formed at the outset of the update process and of course key input from various staff members who work for the City of San Luis. The public involvement process was designed to achieve three objectives: communicate, educate, and involve. At the initiation of the process, the City Council adopted a Public Involvement Plan (PIP). The City of San Luis public participation program met the Growing Smarter Act that requires ensuring *"effective, early and continuous public participation in the development and major amendment of the General Plan from all geographic, ethnic and economic areas of the municipality."*

During the General Plan update process, City of San Luis staff and their consultants met with the stakeholder group and the Planning and Zoning Commission on a monthly basis. The stakeholder group consisted of various members from the local and regional area, including representatives from the local schools, Arizona Western College, the Arizona Department of Transportation, the Greater Yuma Economic Development Council, the Chamber of Commerce, private landowners and local legislators.

During the summer of 2010, three community workshops were held at the Cesar Chavez Cultural Center. Each workshop presented different information related to the General Plan update, and breakout sessions were used to gather the thoughts and ideas of the community members. A questionnaire was also prepared and the information collected was used in the preparation of the Vision Statement and the goals and objectives for each of the General Plan Elements.

1.8 How to Use the General Plan

This General Plan update provides a new perspective on the City of San Luis and its immediate and future development. The San Luis General Plan is intended to guide development over the next 15 to 20 years. However, all cities and towns are required to update their General Plan once every ten years. The plan is intended to be a usable, working document that is responsive to changes and unforeseen opportunities that occur in a dynamic environment. The General Plan is often confused with "zoning" actions. It is important to recognize that the General Plan provides for long-range "general" policy direction related to physical development whereas zoning is a specific legal action related to land classification governed by the zoning ordinance. However, the General Plan does not change any zoning until a formal request is made either by the landowner or initiated by the City. The Implementation chapter of this document outlines when an amendment to the General Plan is required prior to changing zoning.

What the General Plan is...	*The General Plan is not...*
A statement of City policy	A specific plan for a development project
A guide to decision-making	A zoning ordinance
A framework for more specific planning	A rigid/static document
A tool for education/communication	A capital improvement plan or city budget
A legal mandate	A project master plan
A way to provide a long-range perspective	
A way to improve the quality of life	

The General Plan provides guidance and is to be used by City decision makers and staff. It should also be used by land owners, developers and builders in order to determine the appropriate types and intensities of development for their land. The Future Land Use Plan (Exhibit 2.1 in this document) represents a general description of the future development pattern for the City of San Luis.

Arizona Revised Statutes (ARS 9-462.01) require that all zoning actions be consistent with the General Plan. Applicants requesting zone changes should refer to the entire General Plan document and not simply the Future Land Use Plan when requesting entitlements on property. The General Plan as a whole describes how the City and the land within the Planning Area should be developed.

1.9 Plan Organization

The General Plan consists of the Introduction and separate sections that address the General Plan Elements, or the basic planning components of the Plan. There are 14 Elements contained within this General Plan. Some of the Elements have been combined since they are closely related. While each of the Elements is separate and distinct, there is quite a bit of overlap in the goals and objectives within each Element. This is due to the fact that the Elements are inter-related, and the successful development of the City depends on each Element working in unison with the others.

2. LAND USE ELEMENT

2.1 Element Statement

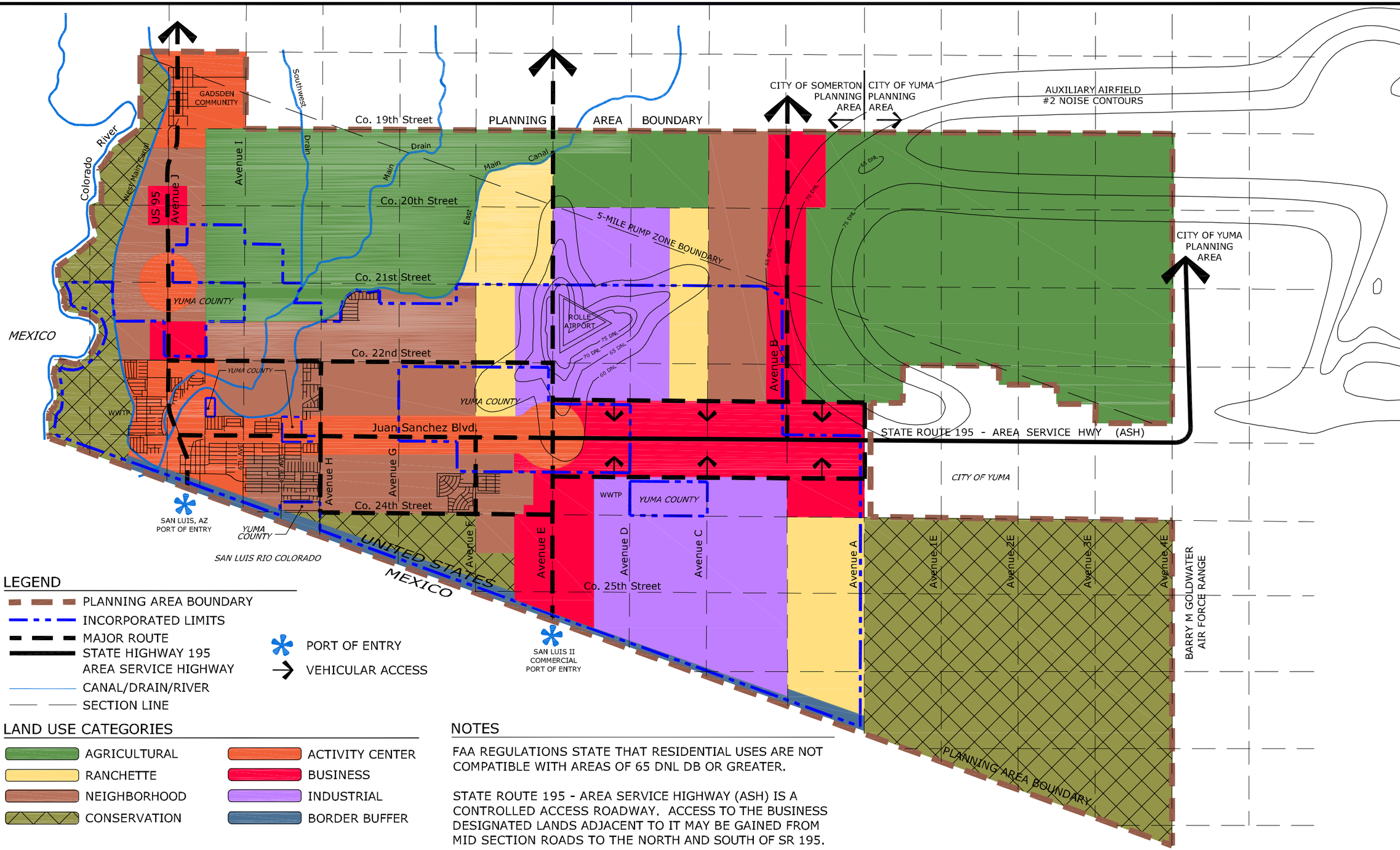
The San Luis Land Use Element provides a framework to accommodate future growth in a well-managed and sustainable way.

- This Element designates the proposed general distribution, location and extent of such land uses as housing, business, industry, agriculture, recreation, education, public buildings and grounds, open space and such other categories of public and private uses of land as may be appropriate to the City of San Luis.
- It provides areas for a wide array of employment opportunities that are needed to ensure a strong local economy and new supportive commercial areas while strengthening the commercial core along the border.
- It includes recommended standards for dwelling unit density and building intensity for the eight land use categories.
- The preservation of agricultural lands that are vitally important to the local and regional economy is a focal point in this Element.
- Appropriately designed open spaces for wildlife habitat and ecological connectivity.

2.2 Introduction

The Land Use Element provides direction for growth, development, and redevelopment to occur within the San Luis Planning Area. The timeframe for the General Plan is 15 to 20 years, although regular review and update of the plan is anticipated. According to state law, the citizens in a public vote must ratify the General Plan at least once every 10 years. This element includes *Exhibit 2.1: Future Land Use Plan (FLUP)* that graphically depicts proposed future land uses throughout the San Luis Planning Area while the supporting text in this Element provides a detailed description of the land use categories and how the area is anticipated to be developed. Both the Future Land Use Plan and text must be used simultaneously in making decisions about future growth, both within the incorporated limits of the City of San Luis and within the Planning Area.

An innovative form-based approach to the future land use plan has been applied to provide land use direction and additional flexibility with focus on the form of land uses - the relationships of buildings to streets, each other and neighboring properties – rather than strict limitations by type of use. The number of stories, building height and compatibility are emphasized by the General Plan Land Use Element. The Planning Area for the City of San Luis General Plan Update contains approximately 92 square miles, or approximately 58,718 acres, and was expanded in this General Plan update to allow for more comprehensive planning and to expand it to the boundaries of the Planning Areas for the City of Somerton and the City of Yuma. Beyond the incorporated limits of the City of San Luis, the land is largely agricultural or vacant. This update to the City of San Luis General Plan was coordinated with the City of Yuma General Plan 2012 and the City of Somerton General Plan 2010 to ensure compatibility.



LEGEND

- PLANNING AREA BOUNDARY
- INCORPORATED LIMITS
- MAJOR ROUTE
- STATE HIGHWAY 195
- AREA SERVICE HIGHWAY
- CANAL/DRAIN/RIVER
- SECTION LINE
- PORT OF ENTRY
- VEHICULAR ACCESS

LAND USE CATEGORIES

- AGRICULTURAL
- RANCHETTE
- NEIGHBORHOOD
- CONSERVATION
- ACTIVITY CENTER
- BUSINESS
- INDUSTRIAL
- BORDER BUFFER

NOTES

FAA REGULATIONS STATE THAT RESIDENTIAL USES ARE NOT COMPATIBLE WITH AREAS OF 65 DNL DB OR GREATER.

STATE ROUTE 195 - AREA SERVICE HIGHWAY (ASH) IS A CONTROLLED ACCESS ROADWAY. ACCESS TO THE BUSINESS DESIGNATED LANDS ADJACENT TO IT MAY BE GAINED FROM MID SECTION ROADS TO THE NORTH AND SOUTH OF SR 195.

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EXHIBIT 2.1: FUTURE LAND USE PLAN (FLUP)

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This update also considers the City of Yuma/Yuma County Joint Land Use Plan. The land area located in the northeastern area of the San Luis Planning Area overlaps with the City of Yuma/Yuma County Joint Land Use Plan. However, both plans designate this area for agricultural uses, and as such, there is no conflict between the plans.

It is important to maintain continuous dialogue with the City of Yuma and Yuma County concerning land use compatibility within the San Luis Planning Area, the unincorporated areas adjacent to the City limits and planning efforts by the City of Yuma.

2.3 Goals and Objectives

Land use goals provide direction for zoning and future development proposals.

Goal 1. Expand commercial services and support mixed-use development in downtown and along major transportation corridors.

Objective A. Develop activity centers along major transportation corridors.
Objective B. Encourage pedestrian-friendly development.

Goal 2. Reserve areas for employment uses including manufacturing and industrial parks.

Objective A. Identify land parcels served by transportation and urban infrastructure.
Objective B. Focus on areas with convenient access to the San Luis II Commercial Port of Entry.

Goal 3. Provide hospitality services in San Luis.

Objective A. Support tourist serving uses, such as hotels, entertainment services, recreational vehicle facilities, and fuel and supply services.

Goal 4. Establish a pattern of corridors and activity nodes to serve areas outside downtown that are connected with each other.

Objective A. Provide convenient commercial services to city residents.
Objective B. Promote neighborhood-serving commercial nodes.
Objective C. Provide appropriate land uses in the vicinity of San Luis II Commercial Port of Entry.

Goal 5. Promote land use compatibility.

Objective A. Support home-based businesses that are consistent with residential character.

Objective B. Provide appropriate open space or industrial buffers adjacent to the prisons.

Objective C. Provide appropriate buffer adjacent to United States/Mexico international border.

Objective D. Provide appropriate land uses within the area influenced by Rolle Airfield.

Goal 6. Maintain a vital, functioning downtown.

Objective A. Create a landmark for the City of San Luis in an appropriate location.

Objective B. Complete improvements to the San Luis, AZ Port of Entry to reduce congestion and improve efficiency.

Objective C. Facilitate the development of additional parking downtown.

Goal 7. Improve community visual quality.

Objective A. Preserve views to parks and other open space areas.

Objective B. Promote property maintenance and investment in the downtown area.

Goal 8. Promote tourism attractions.

Objective A. Emphasize conservation, enhancement and restoration of the natural resources of the City. This will provide residents with opportunities to maintain a connection to the outdoors, help preserve local traditions and increase the quality of life for current and prospective City of San Luis and Yuma County residents.

Goal 9. Focus on appropriately designed open spaces for wildlife habitat and ecological connectivity.

Objective A. Design open spaces to conserve native habitats and vegetation, provide linear connectivity between habitats and wildlife populations, and help maintain natural ecological processes, particularly along riparian and desert wash corridors.

Goal 10. Promote infill development.

Objective A. Encourage development on vacant lands that lie adjacent to existing development.

Objective B. Protect important agricultural areas to encourage development on lands closer to existing infrastructure.

Objective C. Consider the provision of incentives to developers to encourage development on land near existing and available infrastructure.

2.4 Land Use Identification

Population Growth

San Luis is the fastest growing community in Yuma County and has experienced significant growth, with an increase of over 100% since the last update to the General Plan. Yuma County as a whole has also experienced explosive growth. The City is also seeing an influx of new residents that has sparked new housing developments. This growth, although slowed recently due to the economic recession, is expected to continue into the foreseeable future. How the community responds to this projected growth will determine its success in maintaining a high quality of life for community members. Land use, growth, and development issues are regional in nature and Yuma County, as well as all of the municipalities, must continue to work cooperatively to address the impacts of growth throughout the region.

Dynamic Region

The City of San Luis is located within a very dynamic Yuma County region that is experiencing tremendous growth and change. Additionally, San Luis Rio Colorado, Sonora, Mexico, the sister city located immediately across the international border from San Luis, Arizona, has a population of approximately 250,000 people. This city has a direct impact on the City of San Luis, Arizona. The City has become an active player in regional issues, such as economic development and resource management.

The area is growing and the population is expected to increase in the coming years. The following table shows population projections for the City of San Luis and Yuma County. The population of San Luis is projected to grow by 64% from 2010 to 2025.

Table 2.1: Population Projections

Jurisdiction	Population Projections by Year*		
	2015	2020	2025
City of San Luis	37,596	44,080	50,100
Yuma County	242,260	271,361	294,666

*Data provided by the Arizona Department of Commerce. It should be noted that these population projections may understate the future population of the City of San Luis due to the approximate 2.6 persons per household (pph) used by the Arizona Department of Commerce. In San Luis, the average number of persons per household (pph) is estimated at between 4 and 5 persons per household, meaning that it is likely that the future population of San Luis will be greater than the numbers reported in the table above.

Language

The following information describes the languages spoken by typical households in San Luis.*

- 17.3% of residents of San Luis speak English at home.
- 82.3% of residents speak Spanish at home (33% speak English very well, 20% speak English well, 22% speak English not well, 25% don't speak English at all).
- 0.1% of residents speak Asian or Pacific Island language at home.

- 0.3% of residents speak other languages at home.
- Foreign born population: 7,517 (49.0%) (17.8% of them are naturalized citizens).

*Data provided by www.city-data.com.

Agriculture

The City of San Luis is located within North America's largest "salad bowl." The area is the largest exporter of agricultural products and Yuma County is the number one agricultural county in Arizona. The City is surrounded by agricultural lands that are still in production and are anticipated to remain in production for a long time. Agriculture is historically important to the area for economic and employment reasons and it is critical these areas be protected and maintained.

Infrastructure

The ability of the City of San Luis to grow is directly tied to its ability to provide public infrastructure. Water and sewer infrastructure is critical to address in order to accommodate future growth and development. Transportation improvements need to continue to keep pace with travel demand. Infrastructure is addressed in the Public Services and Facilities/Cost of Development, Growth Area and the Water Resources Elements of this General Plan.

Commercial Development

The major commercial areas in San Luis are located along U.S. Highway 95 and in the Main Street downtown area near the international border crossing. The highway is lined with commercial development and has been the historic commercial center of the City of San Luis. There are also commercial areas along Juan Sanchez Boulevard at the intersections of 8th Avenue and 10th Avenue. There is great need to attract additional new commercial businesses to San Luis, including restaurants and a wider variety of retail services.

Economic Diversification

The current economy is highly linked with agriculture. The City of San Luis is very interested in diversifying its economic base to ensure long-term sustainability. In addition to its own economic development strategies and policies, the City of San Luis is a member of the Greater Yuma Economic Development Corporation (GYEDC), a public/private partnership focused on economic development. The vision of GYEDC is for "Greater Yuma to be recognized as a globally competitive region, one that embraces renewable energy and all advancing technologies, attracts and retains human capital and continues to develop and foster the amenities that make the Yuma Region, including the City of San Luis, a great place to live and work." Economic development is addressed in detail in the Economic Development Element.

2.5 Land Ownership

The San Luis Planning Area consists of privately owned lands and extensive publicly owned lands, including the Bureau of Reclamation (BOR), the Bureau of Land Management (BLM) and the State of Arizona. The breakdown of land acreages owned by each entity is listed below:

Table 2.2: Land Ownership

Entity	Land Acreage Owned	% of Planning Area
Bureau of Reclamation	33,167 acres	56%
Bureau of Land Management	2,045 acres	4%
State of Arizona*	12,050 acres	21%
Private	11,456 acres	19%

*The land owned by the State of Arizona is under the direction of the Arizona State Land Department.

The configuration of this land ownership within the Planning Area is shown on *Exhibit 2.2: Land Ownership.*

The Yuma Valley of the Colorado River, which is two miles wide in the vicinity of San Luis, is a major agricultural area. It possesses a highly developed irrigation system and a reliable supply of irrigation water with a warm, sunny climate and mild winters. Dams along the Colorado and Gila Rivers, in conjunction with local flood control levees, have reduced the flood potential in the low-lying, easily irrigated areas.

Within the current City limits the majority of the residentially zoned land is divided into lots averaging 5,000 square feet. This land includes many mobile homes and manufactured houses. San Luis has several recently completed single-family subdivisions.

The southeast section of the City contains industrial park development. It primarily consists of commercial and light industrial establishments. As mentioned above, commercially zoned land is located along U.S. Highway 95 and Juan Sanchez Boulevard.

The Arizona State Prison Complex – Yuma (ASPC) is located on the southeast corner of Avenue B and State Route 195, in San Luis. ASPC-Yuma provides housing to an average population of 2,279 inmates. ASPC-Yuma is also a major employer in Yuma County, employing 755 full-time employees. Moreover, it is a provider of inmate work crews utilized by local, state and community organizations.

San Luis Detention Facility was opened in 2007. The facility is owned by the San Luis Detention Facility Development Corporation, a subsidiary of the city, and is currently operated by Emerald. The facility is located on the eastern edge of the city near the Arizona State Prison Complex. It has 560 beds to hold detainees, primarily for violations of immigration laws. Approximately 80 full-time employees work at the facility. The facility will also be expanded by 390 beds by the end of 2011 and will provide approximately 40 new jobs.

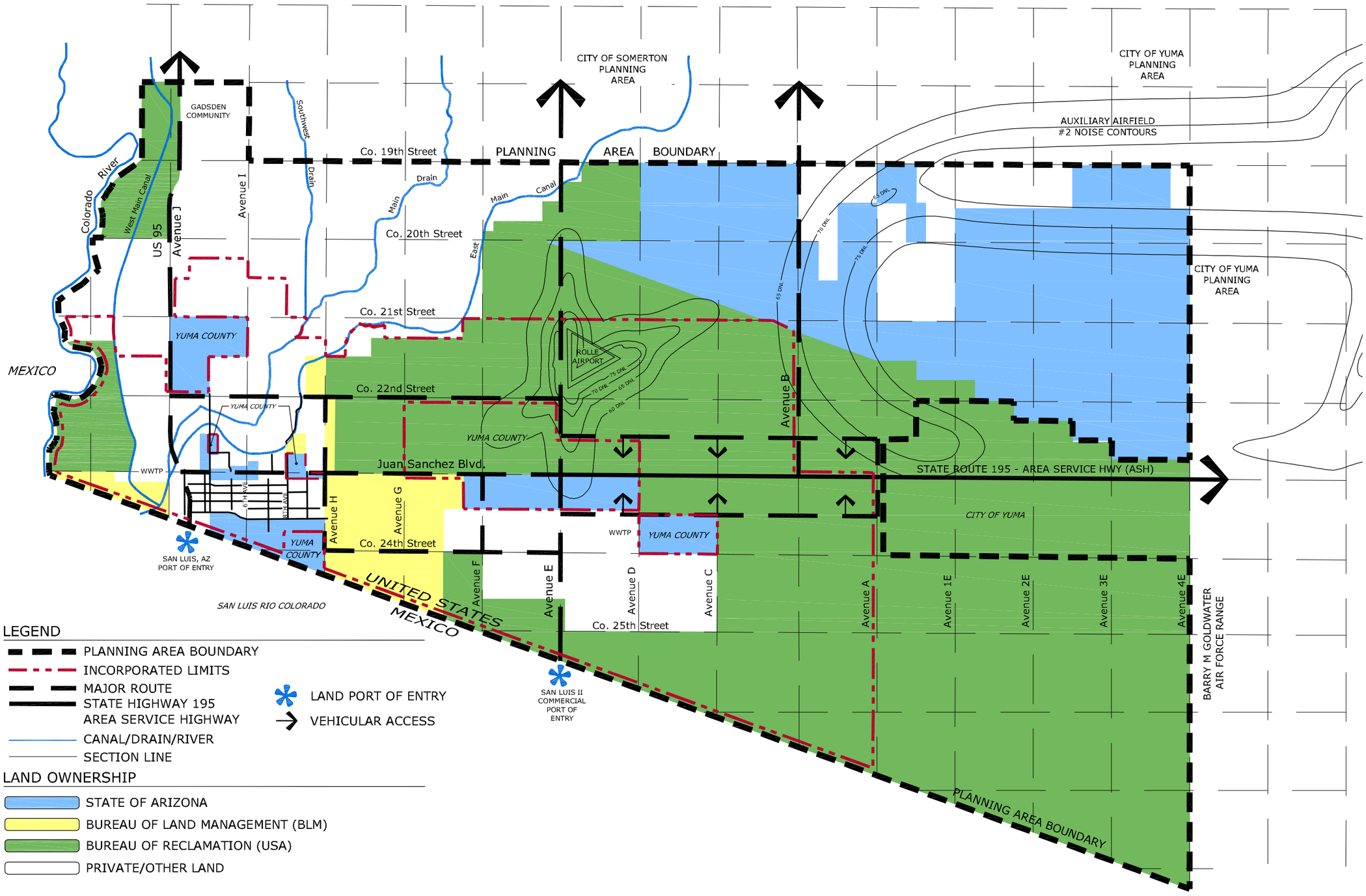

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EXHIBIT 2.2: LAND OWNERSHIP

6.23.2011
WLB No. 110009-A-001

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2.6 Future Land Use Plan

The General Plan land use categories as shown on *Exhibit 2.1: Future Land Use Plan (FLUP)* define the long-range land development goals and objectives of the City of San Luis and create a strategic plan to guide land use and development decisions. The Future Land Use Plan does not reflect zoning and its land use categories are not parcel specific. Rather, they are broad, flexible land use categories that illustrate the direction that development in San Luis should take now and into the future.

The following is a listing and description of the land use categories for the City of San Luis General Plan. The land use classifications and boundaries represent generalized recommendations for future development. However, the precise location of the boundary may not always be critical. Variations within 500 feet, particularly where no significant natural or man-made feature is present, may be acceptable. It will be the responsibility of the Planning Director and Planning and Zoning Commission, based upon the guidance provided by this General Plan, to establish category boundaries if questions arise as to their specific location.

Agricultural

Intent

This land use category is intended to protect and conserve important agricultural lands. It also allows for agricultural and agricultural-related industrial uses. By State law, this category supports a minimum of one (1) dwelling unit per acre on any lands owned privately or by the State of Arizona.

Appropriate Land Uses

- Agricultural operations.
- Large and small scale farming.
- Agricultural processing.
- Agricultural-related industrial.
- Agricultural-related commercial.
- Agricultural-related residential.
- Dairies.
- Feedlot operations.

Appropriate Zoning Districts

- RA-10 Rural Area Residential Zoning District.
- SR-5 and SR-2 Suburban Ranch Residential Zoning Districts.

Density

- The maximum density for this land use category is .5 dwelling unit per acre, or one dwelling unit per 2 acres.

Character and Design

- Agricultural uses, irrigation canals and rural roadways.
- Buildings that may either be located on the street or set back from the street.
- Buffer areas located between agricultural areas and more urbanized areas, particularly residential areas.

Ranchette

Intent

The primary land use for this category is low density, single family detached residential in a rural environment. Supporting commercial and service facilities would be appropriate in this category. The Ranchette land use categories are located in areas near Rolle Airfield where they act as an appropriate buffer and transition to more sensitive land uses. There are also Ranchette areas located in the eastern portion of the Planning Area adjacent to Conservation areas. These areas are intended to remain rural in nature.

Appropriate Land Uses

- Residential.
- Smaller scale agricultural operations.
- Neighborhood retail.

Appropriate Zoning Districts

- R1-35 and R1-20 Low Density Residential Zoning Districts.
- C-1 Neighborhood Commercial Zoning District.

Density

- The maximum density for this land use category is 1 dwelling unit per acre.

Character and Design

- Residential with large lots.
- Buildings that are well spaced.
- Varied building placement on the lots.
- Minimal or no walls.
- Fences.
- Large, expansive open areas.

Neighborhood

Intent

This category focuses on the primary living areas in the community. Appropriate uses in this category include residential, neighborhood type commercial, community services/facilities, parks, open space, schools and master planned communities. The residential uses may include single family detached units, single family attached units, townhouses, condominiums, and apartments.

Appropriate Land Uses

- All types of residential development.
- Master planned communities.
- Neighborhood and community scale commercial development.
- Community services.
- Professional office.

Appropriate Zoning Districts

- R1-12, R1-8, R1-6 and R1-5 Low and Medium Residential Zoning Districts.
- R-2 Medium-High Density Residential Zoning District.
- R-3 High Density Residential Zoning District.
- C-1 Neighborhood Commercial Zoning District.
- MU Mixed Use Zoning District.
- R-PUD Residential PUD Zoning District.
- MH Zoning District.
- RV Zoning District.
- OSC Open Space Conservation Zoning District.

Density, Intensity and Height

- Residential areas may be developed at a variety of densities.
- Single family residential development should be planned within a density range of one (1) to six (6) dwelling units per acre.
- Attached residential product, such as duplexes, triplexes, single-family attached (townhouses or condominiums) should be planned within a density range of six (6) to twelve (12) dwelling units per acre.
- Higher density residential product, such as apartments, should be planned within a density range of twelve (12) dwelling units per acre and above. These areas should be located on the periphery of medium-density residential areas and should capitalize on arterial access and adjacent shopping and employment opportunities.
- Commercial uses that serve the residential neighborhoods in the area are appropriate in this category. The type of commercial allowable within this category is intended to provide smaller scale commercial areas that primarily serve the local neighborhoods. The acreage of these commercial areas is recommended to be a maximum of 25 acres,

although the Planning Director for the City of San Luis may allow for larger commercial developments if appropriate for the particular area.

- The Neighborhood areas within the Planning Area are located both north and south of Juan Sanchez Boulevard, between U.S. Highway 95 and Avenue E, adjacent to the US 95 corridor and to the west of the Business area along Avenue B.

Character and Design

Residential

- Neighborhoods that contain a variety of different densities, leading to a variety in residential product.
- Logical transitions between different densities of residential.
- Consistent architectural themes, materials and colors within neighborhoods.
- Integrated open space and circulation systems.
- Emphasize pedestrian and bicycle circulation.

Commercial

- Commercial services that conveniently serve the nearby residential areas.
- Easily accessible from nearby residential areas by foot or bicycle.
- Buffered appropriately from residential uses.
- Architectural scale reflects residential character and scale.

Activity Center

Intent

This area is intended to include a mixture of residential, commercial, office and other employment uses. The location of these uses along major roadway corridors in the community will allow for higher densities and intensities of development and efficient transit systems. The Activity Center category has been located along Juan Sanchez Boulevard and in the area immediate to Main Street. Also, the Gadsden community has been designated as Activity Center.

Appropriate Land Uses

- Residential development of higher densities only.
- Regional and community scale commercial development.
- Community services.
- Professional offices and services.

Appropriate Zoning Districts

- R-2 Medium-High Density Residential Zoning District.
- R-3 High Density Residential Zoning District.

- C-1 Neighborhood Commercial Zoning District.
- C-2 Community Commercial Zoning District.
- MU Mixed Use Zoning District.
- RV Zoning District.

Density, Intensity and Height

- Building heights are the greatest in Activity Center areas and may be 3 or 4 stories and up to 50 feet.
- The residential development that occurs in this category should be between eight (8) and twenty (20) dwelling units per acre.
- Floor area ratios of .2 to .5 and possibly higher are appropriate.

Character and Design

- Higher density residential and higher intensity commercial uses.
- Visually attractive corridors.
- Easy access for pedestrians.
- Most parking to be located to the side or rear of buildings, away from corridor frontage.
- Access to parking areas from major roads.
- Parking areas to be located behind buildings where possible to improve visual quality of area.
- Provide pedestrian and vehicular connectivity between uses.
- Provide interconnected pedestrian routes between adjacent residential areas and Activity Centers.

Business

Intent

This area is planned for areas suitable for higher intensity commercial, office, employment and appropriate industrial uses along major roadway corridors. These areas should have direct access to arterial roadways. Commercial development, office and employment development must be sited and designed such that the activities proposed will not adversely impact adjacent residential areas. In many cases, offices are a good buffer between residential and other higher intensity uses, such as commercial or higher intensity employment areas. Residential use is generally discouraged in the Business category. The development of industrial parks should focus on light industrial uses along arterial streets where visibility is greatest. Heavier industrial uses should be located away from the arterial streets, buffered by the light industrial uses. This category is planned for the following areas within the Planning Area: U.S. Highway 95; Avenue E between San Luis II Commercial Port of Entry and State Route 195 - Area Service Highway (ASH); State Route 195 - Area Service Highway (ASH) and Avenue B between State Route 195 - Area Service Highway (ASH) and County 19th Street.

Appropriate Land Uses

- Regional or community commercial.
- Professional offices.
- Light industrial uses, research and development.
- Medical facilities.
- Service commercial such as hotels.
- Restaurants.
- Hospitality services.

Appropriate Zoning Districts

- C-1 Neighborhood Commercial Zoning District.
- C-2 Community Commercial Zoning District.
- I-1 Light Industrial Zoning District.
- I-2 General Industrial Zoning District.

Character and Design

- Compact, pedestrian-friendly designs are encouraged.
- Easy vehicular access.
- Pedestrian connections between sidewalks on streets and buildings.
- Maximize use of shared parking, where possible.
- Landscape areas.
- Mix of building heights and forms.

Industrial

Intent

This land use category allows for a variety of industrial uses, including manufacturing facilities, assembly plants, warehouses, coolers, distribution centers, freight-based activities, transportation-related activities and other employment generating activities. The Industrial areas in the Planning Area have been located in the area around Rolle Airfield and the area northeast of San Luis II Commercial Port of Entry.

Appropriate Land Uses

- Manufacturing facilities.
- Assembly plants.
- Research and development.
- Industrial parks.
- Warehouses.
- Coolers.
- Distribution centers.
- Freight-based activities.

- Transportation-related activities.
- Employment generating activities.

Appropriate Zoning Districts

- I-1 Light Industrial Zoning District.
- I-2 General Industrial Zoning District.
- C-2 Community Commercial Zoning District.

Character and Design

- Functional building form and mass.
- Intensive use of land.
- Clearly defined entry ways.
- Well defined and adequate buffers adjacent to non-compatible land uses.
- Outdoor activities and storage.
- Integrated circulation systems.
- Transit facilities and convenient access to employment locations.

Conservation

Intent

This land use category provides for the protection and conservation of three specific areas within the Planning Area. The first area is located in the southeastern portion of the Planning Area, east of Avenue A. It is designated as a conservation area for the Flat-Tailed Horned Lizard (*Phrynosoma mcallii)* and is controlled by the Bureau of Reclamation (BOR). In March 2010, the U.S. Fish and Wildlife Service reinstated their proposed rule to list this species as threatened under the Endangered Species Act of 1973.

The second conservation area lies to the west of the West Main Canal. This is an area that is located within and adjacent to the Colorado River and with the exception of farming that is currently occurring, should not be developed. This area also includes the Hunters Hole Restoration Project, a 435-acre property located along the lower Colorado River approximately two miles north of the international boundary below Morelos Dam. The purpose of this project is to restore water delivery and maintain riparian, marsh and open water habitat with the Hunters Hole area in a manner that will sustain wildlife values while providing for border security needs.

The third area is located south of County 24th Street and north of the international boundary, west of Avenue E and east of Avenue H. This is an area that is located in close proximity to the international boundary and is less suitable for residential development. This is also an area that may contain in the future a new roadway that provides a connection between Avenue E and the San Luis, AZ Port of Entry. Such a road and its associated traffic would not be compatible with residential development. As such, this area is designated as a conservation area and will not be developed.

Border Buffer

Intent

This land use category addresses issues related to the international border between the United States and Mexico. This area is patrolled by the United States Border Patrol Yuma Sector. This land use category provides for a 1,000-foot buffer adjacent to residential areas along the United States side of the border. The buffer between the border and industrial or commercial uses may be less than 1,000 feet due to the fact that these uses are less affected by border issues. The area is patrolled by vehicles and contains lights and watchtowers, all of which present potential conflict with land uses, particularly residential uses. Other uses, such as industrial or commercial, may be less impacted. Any uses in this area should be carefully considered to ensure that the operations of the United States Department of Homeland Security are not negatively impacted, and to ensure that any future land uses are not negatively affected by security operations.

The table below identifies the amount of land within the Planning Area by land use category. Approximately 49% of the land within the Planning Area is designated either Agriculture or Conservation, with focused areas of Activity Center, Business and Neighborhood areas that expand from their current locations and areas.

Table 2.3: San Luis Land Use Category Acreage by Type

Land Use Category	Acres	Percentage of Total
Agriculture	16,935	29%
Ranchette	3,935	7%
Neighborhood	8,247	14%
Activity Center	3,614	6%
Business	6,720	11%
Industrial	6,807	12%
Conservation	11,626	20%
Border Buffer	834	1%
TOTAL	**58,718**	

2.7 Commercial Demand Analysis

This analysis was performed to ensure that adequate space is set aside to accommodate commercial activities to support projected populations and provide employment opportunities for current and future community residents.

Build-out population projections were made based on proposed residential land uses. Assumptions are based on proposed land uses, land character, industry standards, and the consultant's experience on similar projects.

Ensuring that the community can accommodate commercial activities (retail shopping and service for current and future residents) is critical to quality of life and financial stability.

Assumptions

- A floor-to-area ratio (FAR) of .22 will be utilized (amount of actual building under roof for any given parcel).
- 5 acres per 1,000 people is required for community and service commercial.
- 1.5 employees are generated per 1,000 square feet.

Estimates

The 2025 population of San Luis is estimated to be 50,100 persons. This means that the City would require approximately 250 acres (50,100 x 5) of commercial property to support this population. This would also mean that this commercial acreage would generate approximately 3,594 jobs.

2.8 Employment Demand Analysis

The designation of an appropriate amount of property for employment uses is critical for the community's long-term sustainability. Employment property must be vigorously protected from being changed to residential uses since once residential development begins to occur it is very difficult to bring employment uses into the vicinity. Attracting and retaining employment uses is a regional concern throughout Yuma County as well as the City of San Luis.

The key factor that must be determined is what employment-to-population ratio the community desires. Typical bedroom communities will have between 2 and 3 jobs for every 10 residents (an employment-to-population ratio of .2 and .3, respectively). A well-balanced and sustainable economy needs to approach the .5 employment-to-population ratio. Some of these jobs are in the retail and service sector while others will be in manufacturing, agriculture, transportation-related or technology firms (these types of jobs are anticipated to be developed in the employment-designated parcels within the community).

Assumptions

- .5 jobs per person is optimal.
- 2.2 employees per 1,000 square feet of building.
- 28 employees per acre.
- Employment property will have a FAR of .20.

Estimates

The 2025 population of San Luis is estimated to be 50,100 persons. Based on this, in 2025, San Luis would require approximately 25,000 jobs. At 28 employees per acre, San Luis would require approximately 893 acres of employment type land.

3. GROWTH AREA ELEMENT

3.1 Element Statement

San Luis's growth in the coming decades will follow land ownership patterns and will be impacted by the ability to develop on what are currently publicly held lands. Private lands represent the best opportunity for near-term growth. Strategically positioned lands held by the Arizona State Land Department, Bureau of Reclamation and Bureau of Land Management are important to longer term growth capacity for the City. Without certain State Land, BOR or BLM lands becoming available for development, San Luis growth capabilities and urban form will be substantially impacted.

This Element identifies areas that are particularly suitable for infrastructure expansion, multimodal transportation and improvements designed to support planned concentration of a variety of land uses such as commerce, industry, and residential neighborhoods.

Growth areas play a significant role in obtaining economic development goals for business and service expansion and revenue generation. Locating more intense combinations of uses where adequate infrastructure and utilities exist makes excellent cost-benefit sense.

The General Plan cannot dictate specific development types and timing. However, Arizona statutes direct cities to suggest general locations for desired types of development. San Luis has identified likely areas for development and revitalization. Criteria may be established for considering more intense development proposals in growth areas. It should be understood that mere location in a growth area does not mean automatic project approval. Any proposed development must consider compatibility, sustainable design principles and infrastructure capacity prior to earning entitlements.

3.2 Goals and Objectives

Goals for Growth Areas intend to encourage development in a coordinated and efficient pattern.

Goal 1. Identify areas for commercial, industrial and residential growth within and adjacent to the City.

Objective A. Identify growth areas on the Mesa and along the Juan Sanchez Boulevard corridor.

Objective B. Annex county islands and areas most likely to support growth.

Goal 2. Ensure adequate infrastructure planning for growth areas including roadways, water, wastewater, emergency services and schools.

Objective A. Utilize existing and planned infrastructure capacity.

Objective B. Expand wastewater capacity to support additional industrial and commercial development along US 95.

Goal 3. Assure compatibility between new development and existing neighborhoods.

Objective A. Buffer established residential areas from growth area impacts.
Objective B. Enhance downtown by promoting smaller, locally-owned businesses, food and beverage service, pedestrian amenities and a variety of entertainment activities.

Goal 4. Provide ecologically designed open spaces in conjunction with the conservation of agricultural areas.

3.3 Existing Conditions

San Luis has experienced rapid population growth and new residential development over the last fifteen years. Table 3.1 shows the dramatic growth in population over the last two decades. Historic growth patterns include residential expansion in the areas east and north of downtown. Single family neighborhoods expanded in a primarily grid pattern east along Juan Sanchez Boulevard following private and public investments in streets, water and wastewater lines.

Table 3.1: Population

Year	Population
1990	4,210
2000	16,465
2010	25,505

Table 3.2 shows the number of residential and commercial building permits issued over the last ten years.

Table 3.2: Building Permits*

Year	Residential Building Permits Issued	Commercial Building Permits Issued
2000	333	7
2001	250	12
2002	309	26
2003	362	11
2004	244	3
2005	234	6
2006	328	4
2007	215	11
2008	231	6
2009	218	11
2010**	84	5

*Information provided by the City of San Luis, Development Services Department, Business Safety Division.
**Through December 8, 2010.

Commercial areas are focused along Main Street/U.S. 95 and along Juan Sanchez Boulevard. Recent additions include the Wal-Mart at U.S. 95 and Co. 22nd Street and fast food and retail in areas west of Main Street.

The Arizona State Prison Complex – Yuma (ASPC – Yuma) is located in the City of San Luis at the southeast corner of Avenue B and State Route 195. It houses an average of 2,279 inmates and employs about 755 full time employees. It is anchored by a new City wastewater treatment plant and excellent access is provided by the newly completed Area Service Highway (ASH) and Avenue E.

San Luis Detention Facility was opened in 2007. The facility is owned by the San Luis Detention Facility Development Corporation, a subsidiary of the city, and is currently operated by Emerald. The facility is located on the eastern edge of the city near the Arizona State Prison Complex. It has 560 beds to hold detainees, primarily for violations of immigration laws. Approximately 80 full-time employees work at the facility. The facility will also be expanded by 390 beds by the end of 2011 and will provide approximately 40 new jobs.

The new San Luis II Commercial Port of Entry is now operating approximately 5 miles east of the San Luis, AZ Port of Entry. San Luis II Commercial Port of Entry is located on Avenue E, south of County 24th Street. The new port consists of an 80-acre site and includes three incoming lanes from Mexico and two outgoing lanes into Mexico. There is an Arizona Department of Transportation facility next to the new port where state officials will conduct safety inspections, collect fees and issue permits. The facility is expected to handle approximately 40,000 trucks per year.

3.4 Growth Areas

San Luis population is expected to grow to a population of 44,080 (according to the Arizona Commerce Authority) by the year 2020. As economic conditions improve, additional residential, commercial and industrial development is expected.

Growth will generally be directed along two primary transportation corridors: Arizona Highway 95 toward Gadsden and east along Juan Sanchez Blvd/State Route 195 - Area Service Highway (ASH). Various locations described below are identified for short term growth due to their location and the existence of all or some of the infrastructure necessary to support new construction. Growth Areas are depicted on *Exhibit 3.1: Growth Areas.*

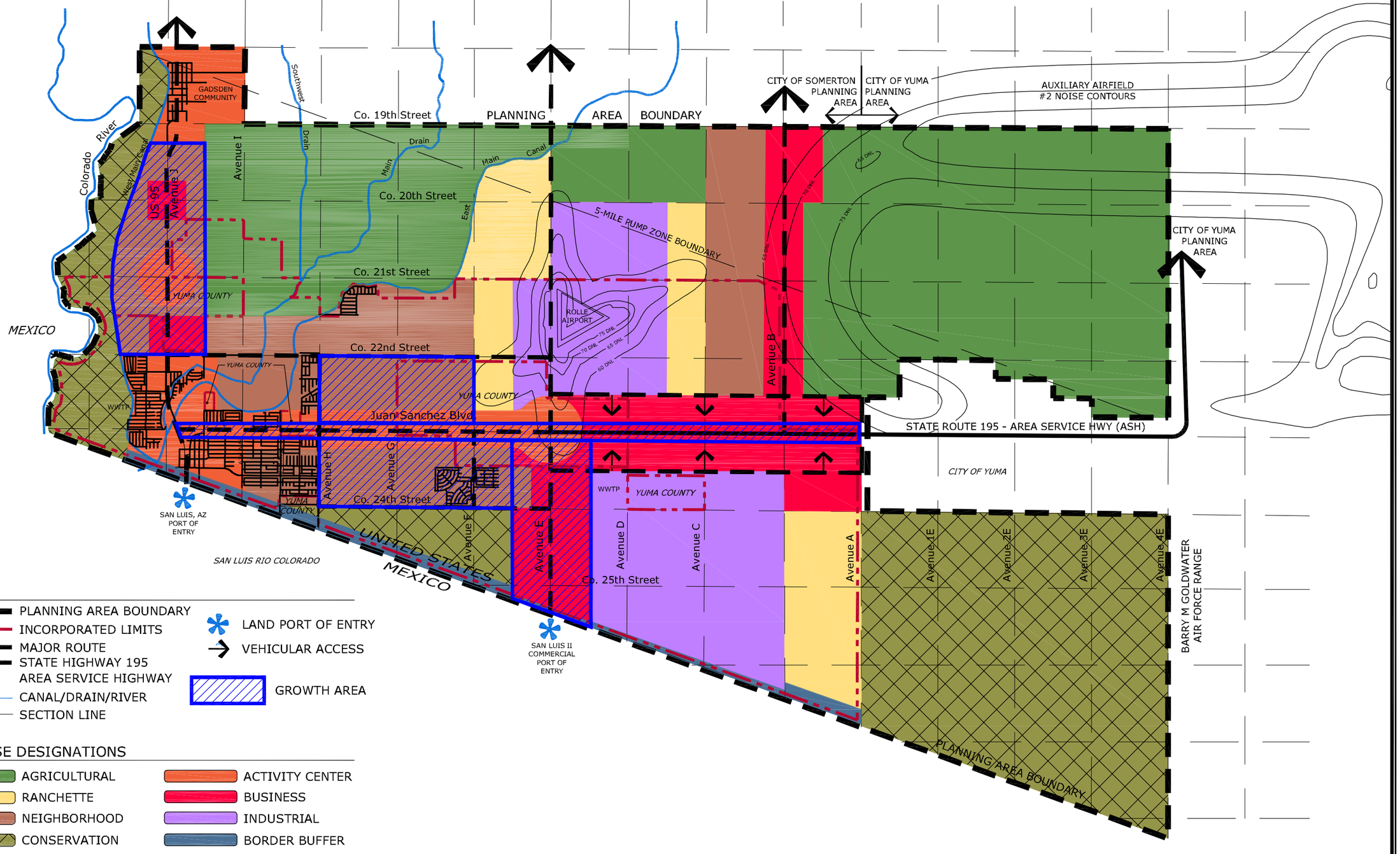

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EXHIBIT 3.1: GROWTH AREAS

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San Luis II Commercial Port of Entry North

This high priority growth area is critically important to commercial and service expansion in support of San Luis II Commercial Port of Entry. This modern port of entry opened in November 2010. Private land ownership and access limitations along Avenue E create short term opportunities for development near the intersection of County 24th Street and Avenue E. This intersection is expected to develop as an activity node. Frontage or access roads parallel to Avenue E will likely be necessary to provide access to commercial services.

Wastewater infrastructure and City water service further enhance the area's growth capability. Annexation of county island areas is vital to the provision of efficient, cost-effective services and coordinated planning. Provision of City services should require annexation.

Juan Sanchez Boulevard/State Route 195 - Area Service Highway (ASH) Corridor

This vital east-west corridor is one of two primary circulation spines in San Luis. Growth has historically, and in the future will, occur in this corridor. More intense land uses, including higher density residential and mixed-use development, are planned at key intersections and along the corridor in general. This corridor should be served by transit.

Challenging access restrictions will influence development along this main thoroughfare to areas without restrictions or properties near intersecting roadways where access can be provided. Parallel access or frontage roads are necessary to serve adjoining commercial and employment land uses. Mid and long range development in the corridor will be effected by the availability of BLM and BOR properties fronting along State Route 195 - Area Service Highway (ASH).

The Arizona State Land Department controls a number of important properties in the corridor. Sale or lease of these properties, all planned for substantial urban intensities and densities and served by City services, is an important part of the overall economic development picture for San Luis.

US 95 Corridor

The US 95 corridor is the second vital circulation spine in San Luis. Key activity centers and short term growth are identified at County 20th, 21st, 22nd Streets and at the community of Gadsden. High density residential and mixed-use developments are supported in activity centers along US 95.

Private land along US 95 north of downtown is a high priority growth area. Neighborhood development is identified for this growth area in the areas between activity centers along the east and west sides of the corridor.

Downtown Revitalization

Investment in pedestrian infrastructure and circulation improvements coupled with the opening of San Luis II Commercial Port of Entry creates an opportunity to expand commerce in the

downtown area along Main Street. With the new port opening, congestion associated with truck traffic will be substantially reduced.

Focus for this growth area is retail, service and office development and redevelopment. Under-utilized and vacant properties should maximize the infrastructure investments that serve them. The downtown area is well suited to the application of form-based development that promotes the pedestrian function of urban streets favoring convenient pedestrian access to buildings and accessory uses. All new development and redevelopment project should provide convenient pedestrian and bicycle connections.

Residential Areas

Residential growth will likely be dispersed across the planning areas over the next ten years. Two areas are specifically identified for neighborhood growth and expansion.

County 24th Street

Additional single-family neighborhood development is planned for privately-owned lands north of County 24th Street, east of Avenue H. These areas should be available for short-term development but may be dependent upon the development of a wastewater pump station or expansion of the City's west side wastewater treatment facility.

North San Luis

The area north of Juan Sanchez Boulevard, south of County 22nd Street and between Avenue H and Avenue F is identified for neighborhood and supporting retail development.

Growth Nodes

Secondary growth areas, or Growth Nodes, present a special growth opportunity. These smaller, crossroads areas will have short and mid-range growth capabilities if land ownership or leasing arrangements can be achieved.

- **Avenue B and State Route 195 - Area Service Highway (ASH).** Dependent on BOR land disposition or its availability for lease or trade, this intersection is an important crossroads in the planning area with long-term development potential. Avenue B provides access to agricultural production areas and the communities of Somerton and Yuma to the north.

- **Rolle Airport North.** This area is north of Rolle Airport and centered on the intersection of Avenue E and County 20th Street, south of the East Main Canal. This growth area borders the Somerton planning area to the north. Areas to the east and west are agricultural, however BOR parcels in this growth area will be appropriate for urban, suburban and rural uses in the coming decades.

3.5 Assets and Opportunities

New infrastructure benefits the City of San Luis and its Planning Area. The completion of State Route 195 - Area Service Highway (ASH) is a significant addition to the region's highway network. Providing direct access to I-8, the ASH reduces travel times and provides an uncongested route for commercial truck traffic. The ASH also enhances the connectivity between San Luis and the City of Yuma.

The new wastewater treatment plant located on the eastern edge of the City creates a significant growth opportunity in the areas adjacent to Avenue E and San Luis II Commercial Port of Entry. Capacity is in place to support major commercial, industrial and residential development in eastern San Luis.

Opportunities for increased density and adding to the variety of housing choices exist in the identified Activity Center areas (*Exhibit 2.1: Future Land Use Plan*) and in Growth Areas (*Exhibit 3.1: Growth Areas*).

Vacant land along Juan Sanchez Boulevard is both an asset and a challenge. Properties owned by the State Land Department and the Bureau of Reclamation are most likely a long term asset, particularly State Land.

3.6 Challenges/Issues

The following challenges and issues face the development of growth areas in San Luis:

Traffic Congestion

Traffic congestion is a problem in San Luis. The recent opening of San Luis II Commercial Port of Entry is expected to reduce congestion in the downtown area associated with San Luis, AZ Port of Entry. Improvements to Juan Sanchez Boulevard are needed to improve peak hour circulation and improve pedestrian safety.

Sewer Capacity

Sewer capacity is limited to those portions of the City of San Luis west of Avenue H. While capacity exists in the newly constructed eastside wastewater treatment plant, facilities to convey wastewater to this location are not yet in place. Additional capacity needs to be developed at the City's west side wastewater treatment plant.

Services Keeping Pace with Growth

Expanding commercial services for residents and visitors is a priority. It is important for commercial development to keep pace with population growth and the additional demands created by tourism and commercial traffic passing through the City. City residents demand high quality products, and a variety of dining and entertainment opportunities.

Land Ownership

The ownership pattern in San Luis creates a relative shortage of private property, placing a premium on lands that are available for growth and expansion of the City. Clearly, land ownership patterns will significantly impact the disposition of property for development purposes.

4. CIRCULATION ELEMENT

4.1 Element Statement

The San Luis Circulation Element focuses on a multimodal circulation and transportation system that will support the current and future land uses**.** This element is intended to ensure that residents and visitors can move safely, efficiently and conveniently throughout the Planning Area and also easily access connections to reach the regional area.

Given the rapid growth of San Luis, it is essential that circulation facilities be programmed to meet future demand. The population growth in San Luis has exceeded predictions, making circulation infrastructure upgrades essential to the continued expansion of the City's economy.

Circulation is a critical component in the success of any community. The transportation infrastructure planning provisions will help people travel where they want and need to go. These places can be identified as origins and destinations; in day-to-day life they are where people live, work, learn, shop, and go for recreation. Because this plan sets the stage for future development, it considers where people are traveling today and where they will be traveling tomorrow. Additionally, the modes of travel (e.g., foot, cars, taxis, buses, and bicycles) are also considered and planned to ensure that people have transportation options.

The City of San Luis recognizes that the transportation and circulation is a regional issue that requires regional cooperation. The City of San Luis is working through the Yuma Metropolitan Planning Organization (YMPO) and with surrounding communities, to identify regional transportation issues in the South Yuma County area and the development of cooperative programs to address areas of mutual concern between the agencies.

4.2 Goals and Objectives

Goal 1. Provide an efficient and convenient multi-modal transportation system.

Objective A. Consider various modes of transportation – automobile, cycling, walking, public transit, etc. –and connections among modes so each can fulfill its optimum role in the overall transportation system.

Objective B. Improve roadway and intersection conditions by identifying and prioritizing needed improvements and by the provision of needed maintenance.

Objective C. Reduce congestion on Main Street by modifying circulation patterns to allow for better ingress and egress of border traffic and to allow Main Street businesses to thrive.

Objective D. Address border wait issues to allow recreational traffic headed to Puerto Penasco or El Golfo minimal wait times.

Objective E. Provide additional parking downtown and in close proximity to the businesses located on Main Street to facilitate visitors wanting to park and walk into Mexico. Improve the functionality and appearance of Juan Sanchez Boulevard.

Objective F. Improve pedestrian safety through the construction of new sidewalks, possible pedestrian overpasses, pedestrian signals at major intersections, improved curb cuts at cross walk locations, bulb outs or pedestrian refuge areas in appropriate locations. These improvements are suitable for all areas of the City, including high traffic corridors containing a variety of land uses, such as Juan Sanchez Boulevard.

Objective G. Improve pedestrian safety on Main Street.

Objective H. Locate traffic signals in heavily traveled areas.

Objective I. Provide signals at pedestrian crossing areas.

Objective J. Develop an access management program, whereby roads are categorized by access management categories and specific guidelines are provided for each category.

Goal 2. Match land use intensities with planned transportation system capacities.

Objective A. Plan higher intensity uses along major roadway corridors, such as Avenue E, US Highway 95 and Juan Sanchez Boulevard.

Objective B. Discourage through traffic in residential neighborhoods through roadway design, proper signalization on arterial roads and traffic calming measures.

Objective C. Coordinate with regional and neighboring community transportation plans.

Goal 3. Improve connectivity between neighborhoods, schools, jobs and shopping.

Objective A. Require roadway, sidewalk and bike lane connections to neighborhood and activity areas.

Objective B. Promote mixed-use and integrated development designs.

Objective C. Identify and create needed connections between existing neighborhoods, schools, parks and activity areas.

Goal 4. Develop a regional airport at Rolle Airfield.

Objective A. Locate fire department and police facilities on Rolle Airfield for airport security purposes – this will assist in the growth of the airport facility.

Objective B. Program needed improvements and utilities to Rolle Airfield.

Objective C. Identify air service needs and opportunities for San Luis.

Goal 5. Plan for bicycle routes that connect residential neighborhoods with commercial areas, schools and park sites.

Objective A. Provide 6-foot wide bicycle lanes on all streets.

Objective B. Encourage bicycle commuting.

Objective C. Include bicycle plan integration into new developments, street improvements and neighborhood revitalization strategies.

Objective D. Plan a continuous and interconnected system for bicycle travel among adjoining communities.

Objective E. Provide bicycle transport on buses.

Objective F. Improve bicycle facilities by including bike lanes in roadway improvement designs and creating a separate bike path system.

Objective G. Provide bicycle parking areas.

Goal 6. Facilitate improvements to the public transportation system.

Objective A. Maintain and organize a Transit Advisory Committee, designate a City Transportation Coordinator, implement Transit Oriented Development Policies, develop a Transportation Demand Management Program and develop a San Luis Transit Center.

Objective B. Maintain and improve public transit service for area residents that provides local and regional access. Work closely with the Yuma Metropolitan Planning Organization (YMPO) and continue to support Yuma County Area Transit (YCAT).

Goal 7. Prioritize bicycles as a primary mode of transportation.

Objective A. Provide 6-foot wide bicycle lanes on all streets.

Objective B. Provide adequate areas near the border for migrant farm workers to leave their bicycles safe and secure.

Objective C. Provide adequate bicycle parking areas at all public buildings, public facilities and commercial areas.

Goal 8. Design roadways to minimize negative effects on wildlife populations and habitat through consultation with Arizona Game and Fish Department.

4.3 Existing Conditions

Roads

The City of San Luis maintains a network of roadways that provides vehicular access within the City limits and the Planning Area. The major roadways within the planning area consist of the following:

- United States Highway 95.
- Juan Sanchez Boulevard.
- State Route 195 - Area Service Highway (ASH).
- Avenue E.
- Avenue B.
- Main Street located adjacent to San Luis, AZ Port of Entry.

US Highway 95, from the international border to Milepost 0.62, is owned and maintained by the Arizona Department of Transportation. However, this portion of US 95 is anticipated to be turned back to the City of San Luis following the completion of an improvement project. The remainder of US 95 has already been turned back to the City of San Luis. This road provides access to San Luis, AZ Port of Entry to the south and to the north it connects with the community of Gadsden, the City of Somerton and then the City of Yuma and Interstate 8 further to the north. It is a paved, four lane road. This road serves the dual purpose of providing access to and from the border crossings as well as serving local businesses in the area of Main Street. From Urtuzuastegui Street to County 22nd, this road is a State Route but will be turned over to the City of San Luis in the future. It is not known if this road is a designated Truck Route or not.

Juan Sanchez Boulevard is an arterial roadway that acts as the primary east-west roadway in San Luis. It is owned and maintained by the City of San Luis. It is a paved, two lane road.

State Route 195 – Area Service Highway (ASH) connects with Juan Sanchez Boulevard and begins at approximately Avenue E. This roadway may be classified as an expressway and consists of two travel lanes in each direction with a wide center median. It will be the major facility supporting international trade associated with San Luis II Commercial Port of Entry. It will provide uncongested access to Interstate 8 for truck traffic. It is owned and maintained by the Arizona Department of Transportation. From Avenue E ½ to Interstate 8, this road has been constructed to truck route standards and is designated as a Truck Route by the State of Arizona and should be given the same designation by the City of San Luis.

Avenue E is a two lane paved section line arterial roadway that provides access between San Luis II Commercial Port of Entry and the ASH. It has been constructed to the standards of a Truck Route. Although not currently designated as an official Truck Route, it may be designated as such in the future. It may also be turned over to the State of Arizona.

Avenue B is a two lane paved section line arterial roadway that provides connection between the ASH and points lying north of the San Luis planning area.

1st Street from D Street to U Street is currently considered the US 95 Truck Route. This roadway is anticipated to be turned back to the City of San Luis following completion of an improvement project. Urtuzuastegi Street is intended to serve as a bypass route to keep trucks out of the downtown area.

Public Transportation

The San Luis Planning Area is served by limited public transportation services. The Yuma County Area Transit (YCAT) provides bus service from San Luis to Somerton and then to Yuma. The "Yellow" line has three stops in San Luis and then travels north along U.S. Highway 95 and makes four stops in Somerton and then proceeds to various locations in Yuma, and ending at the Yuma Palms Shopping Center. This transit service has been experiencing a steady increase in ridership, demonstrating the need for public transportation in South Yuma County.

There are also several taxi cab companies located within and near San Luis that provide transportation services.

The only national charter bus line available is Greyhound, which has four charters currently available to the Yuma County area. The Greyhound bus terminal is located in the City of Yuma. Daily departures occur early in the morning and evening. The routes allow residents to connect to destinations throughout the United States.

Railroads

Yuma County is served by the Union Pacific Railroad (UPRR), and Amtrak, which operates on the UPRR tracks. These rail facilities provide services within Yuma County, but do not provide major freight or passenger service within the City of San Luis. There is a rail spur from these facilities that serves agricultural interests on an occasional basis to the Gadsden area. Amtrak provides passenger transportation from Yuma to California to the west and Florida to the east.

Airports/Airfields

There are two airports serving South Yuma County, Yuma International Airport and Rolle Airfield.

The Yuma International Airport serves residents primarily of Yuma County, and also serves those people living in southeastern California. Highway 95, I-8 and County 3E provide easy access the Yuma International Airport. The National Plan of Integrated Airport Systems identifies the Yuma International Airport as a joint use, primary, non-hub commercial service airport. The National Association of Foreign Trade Zones also identifies the airport as a Foreign Trade Zone. The airfield is shared with the Marine Corps Air Station Yuma (MCASY) through the 1956 Patent granted to Yuma County for public airport use and is the only one in the Marine Corps. The Marine Corps is responsible for runway and taxiway maintenance, air traffic control, aircraft rescue, recovery and firefighting (ARRF) and airfield security services.

Rolle Airfield is located within the City of San Luis and is maintained as a daytime use only, general aviation airport. As the area around the airport grows, the airfield's significance will change. Rolle Airfield is an important facility to support economic development efforts in South Yuma

County. Rolle Airfield is located on land that is owned by the U.S. Bureau of Reclamation and is licensed to and operated by the Yuma County Airport Authority (YCAA). The airfield is currently unattended (i.e., no permanent, on-site employees). Presently, Rolle Airfield serves a unique function in that it acts as a "reliever" airport for civilian general aviation aircraft by providing a safe site at which pilots can practice their flying skills away from the intense aviation activity of Yuma International Airport/MCASY. Additionally, the military still conducts aviation-related training at Rolle Airfield.

Rolle Airfield is positioned to service the expanding economies of southwestern Yuma County. The projected continuation of exploding economic and population growth for San Luis should increase demand for general aviation facilities in southwestern Yuma County. Along with the potential for increased business and corporate aviation activity, this growing population should also bring an increase in the number of personal or recreational general aviation aircraft owners and pilots.

The Marine Corps Air Station Yuma (MCASY) is located approximately 15 miles northeast of the downtown area of San Luis. The MCAS serves approximately 4,000 fellow active duty Marines and sailors. It has access to 2.8 million acres of bombing and aviation training ranges and offers excellent flying weather. As such, MCASY supports 80 percent of the Corps' air-to-ground aviation training. The air station annually hosts approximately 70 aviation units, bringing an average of 600 aircraft and 14,000 personnel for ongoing training that takes place throughout the year. Although the flights and noise contours do not generally affect the City of San Luis, this facility is a major employer in the area and merits discussion in the General Plan.

Auxiliary Airfield-2 (AUX-2) replicates the flight deck of a carrier ship and is located northeast of the City of San Luis with the Barry M. Goldwater Range. Even though the airfield is primarily used by AV-8B Harriers, it also meets specifications for the F/A-18 Hornet, MV-22 Osprey and various KC-13- models to land on it for other training. The noise contours for AUX-2 are presented on Exhibit 2.1 Future Land Use Plan and land uses are covered by Arizona Revised Statutes 28-8481.

Multimodal System

Various modes of transportation should be considered for San Luis, including automobile, cycling, walking, public transit, etc., and connections among modes should be made so each mode can fulfill its optimum role in the overall transportation system. The ability to walk and bicycle throughout the community is very important to the residents of San Luis. Many residents, young and old, are dependent upon the ability to walk to local services and various facilities within the City of San Luis. Also, there are large numbers of people that cross the international border and walk or bike into San Luis. This has a significant effect on the downtown area. All new development within the City of San Luis should include sidewalks and handicapped-accessible ramps.

Bicycles

Bicycles serve an important function in the City of San Luis. Many people use bicycles as their primary mode of transportation for getting to work, school or other locations. And many of the farm workers that cross the international border on a daily basis use bicycles to travel back and forth.

They leave their bicycles in various locations around the City of San Luis, and retrieve them at the end of the work day to travel back to Mexico.

4.4 Transportation/Circulation Issue Identification

Effective Regional Partnerships for Circulation Improvements

The circulation network in the City of San Luis Planning Area is closely linked to regional transportation improvements and connections. Ensuring that major and minor arterials as well as supportive local roadways are adequately planned and built is critical to move people, goods, and visitors throughout the region.

New Border Crossing and State Highway 195 - Area Service Highway (ASH)

The opening of San Luis II Commercial Port of Entry and the ASH are very important for the City of San Luis to realize its economic development potential. Commercial services and industrial facilities are expected to locate on lands in close proximity to San Luis II Commercial Port of Entry and at various locations along the ASH.

Relationship between Land Use and Transportation

The future transportation network must provide sufficient roadway capacity to serve the proposed land use plan. Land use decisions made by the City of San Luis will impact the area's ability to move people and goods efficiently and safely throughout the Planning Area.

Ability to Offer Mobility Choices

As the City of San Luis continues to grow and traffic volumes continue to increase, the need to offer transportation choices will continue to grow. The development of alternative modes of travel will help to maintain air quality and protect neighborhoods from noise and traffic. Alternative modes include public transit, bicycling, and walking.

Develop a Safe Pedestrian-Oriented Environment

A large number of people cross the international border daily on foot and walk throughout San Luis. The safety of pedestrians is a critically important issue. Additionally, a large number of children walk to and from school and activity areas. It is imperative that pedestrian and bicycle connections are identified to provide safe access to and from major corridors and activity areas. A pedestrian and bicycle system should utilize existing corridors and provide links between residential, schooling, recreational, and commercial areas.

Cost-Effective Circulation System

Prioritizing circulation improvements and identifying appropriate funding sources are important components of a capital improvement plan (CIP). The City of San Luis must develop a CIP that is directly tied to community expectations and the General Plan in order to ensure that transportation improvements are planned and developed when needed.

4.5 Circulation Plan

Exhibit 4.1: Transportation and Circulation Plan identifies the existing and proposed major roadways in the Planning Area.

In order to establish a circulation system for the future, it is important to understand the link between the proposed land uses and the demand on the transportation network. Higher intensity land uses, such as higher density residential areas and commercial areas, will generate a greater number of trips than land uses with lower density residential or less intense uses. Therefore, the transportation network must be coordinated with the development of planning area land uses, and future roadway networks must accommodate projected increases in traffic volumes associated with development of the land uses.

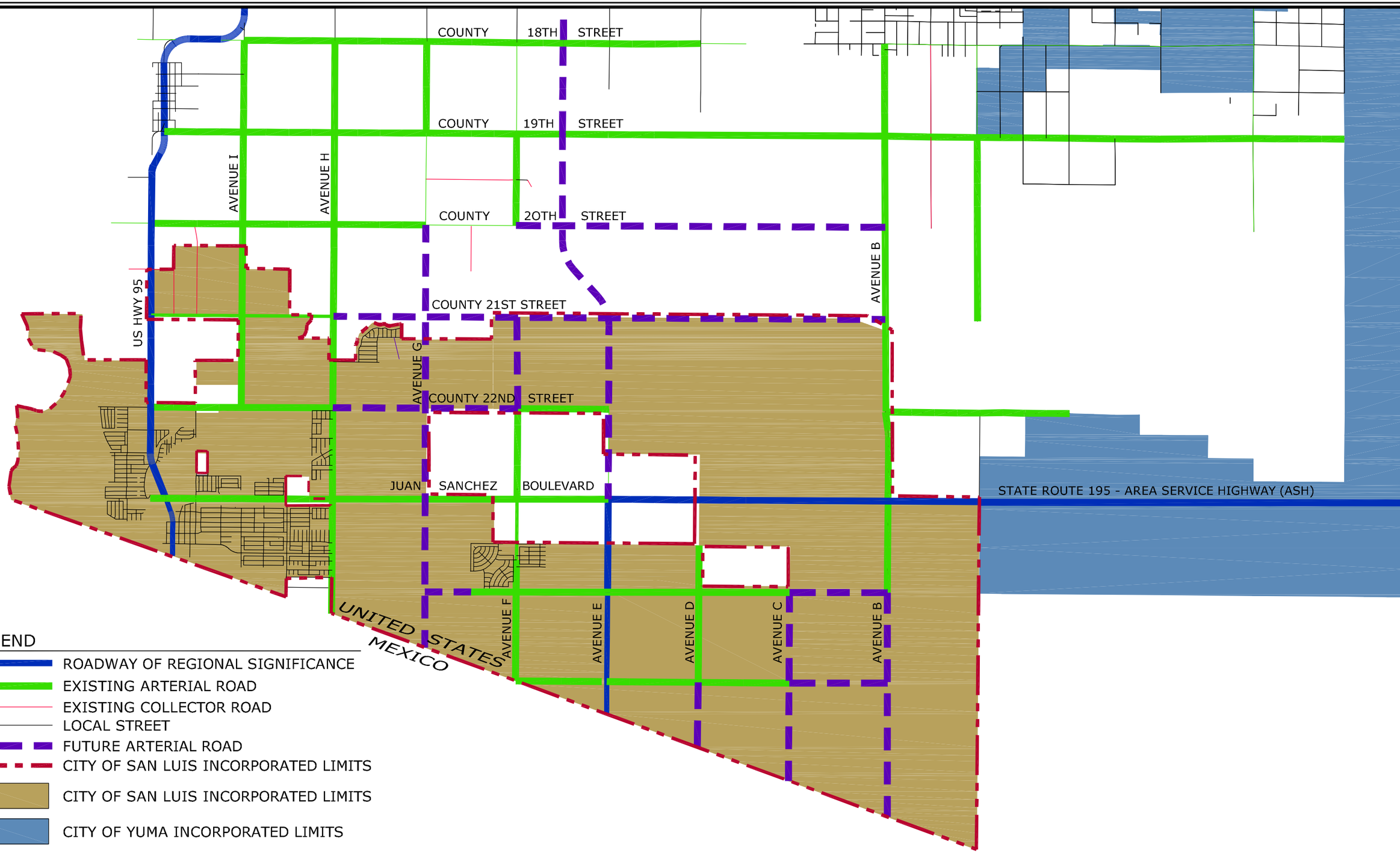

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EXHIBIT 4.1: TRANSPORTATION AND CIRCULATION PLAN

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For transportation planning and specific roadway design criteria, highways are classified by function. Roadways are intended primarily to provide mobility from point-to-point, but also provide access to adjacent land uses. In the City of San Luis, there are five basic functional categories that can be used to classify roadways. These categories are consistent regionally, are consistent with Federal Highway Administration (FHWA) functional classification guidelines and include:

- Major Arterials.
- Minor Arterials.
- Major Collector.
- Minor Collector.
- Local Roadways.

Functional classification is defined as the process by which urban and rural roads are grouped into classes or systems according to the level of service they provide. The basic functional systems used in this classification are arterial, collector, and local. Using national and regional classification terminology, these systems are sub-classified based on the trips served, the areas served, and the operational characteristics of the streets or highways.

The groups above comprise the hierarchy of functional roadway classes within the San Luis Planning Area.

Major Arterial

The major arterial is capable of carrying large traffic volumes and forms the primary roadway network within and throughout the region. They provide a continuous road system that distributes traffic between neighborhoods and central business districts. They also handle significant levels of urban travel between central business districts, outlying residential areas, major inner-city communities, and major suburban centers.

Minor Arterial

The minor arterial system connects with the major arterials and provides trips of moderate length that distribute vehicles to collectors. Traffic movements are at high speeds and the arterials do not penetrate residential neighborhoods. Minor arterials are typically spaced at one-mile intervals and should provide adequate connection to major arterials.

Major Collector

The major collector provides traffic circulation within lower density areas and can provide direct access to arterials. Major collectors carry a higher traffic volume than minor collectors. Major collectors usually experience low side friction traffic and are striped for one lane in each direction. Developments may front directly on a major collector and traffic signal spacing is usually two miles or greater.

Minor Collector

Minor collectors are usually located on quarter section lines and are intended to carry high-volume traffic through a residential neighborhood. On-street parking is usually prohibited and homes do not front on the collector.

Local Roadways

The local roadways consist of traffic movements between collectors and adjacent lands involving relatively short distances.

The following table shows the functional classification designations for the City of San Luis and their corresponding cross section characteristics. Roadway cross sections and design features may be varied to meet specific area needs.

Table 4.1: Road Classifications

Type of Street	Minimum ROW	Travel Path	Median Width	Sidewalks
Major Arterial	130 feet	42'/42' – 2 lanes	14' raised	Both sides
Minor Arterial	110 feet	39'/39' - 2 lanes	14' raised	Both sides
Major Collector	80 feet	27'/27' – 1 lane	14' left turn lane	Both sides
Minor Collector	60 feet	20'/20' – 1 lane	None	Both sides
Local Roadways	50 feet	36'	None	Both sides

Roadway Level of Service (LOS)

Level of service (LOS) is a measurement of how well a roadway operates with LOS "A" being a free flow condition and LOS "F" being forced flow or breakdown. Level of service on roadway segments is defined as follows:

- **Level of Service A**. Free-flowing conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway and driver preferences.

- **Level of Service B.** Indicative of free flow, but the presence of other vehicles begins to have a noticeable impact on speeds and freedom to maneuver.

- **Level of Service C.** Represents a range in which the influence of traffic density on operations becomes marked. The ability to maneuver within the traffic stream, and to select an operating speed, is now clearly affected by the presence of other vehicles.

- **Level of Service D.** Borders on unstable flow. Speeds and ability to maneuver are severely restricted due to traffic congestion.

- **Level of Service E.** Operations at or near capacity, and quite unstable.

- **Level of Service F.** Represents forced or breakdown flow.

The City of San Luis experiences a tremendous amount of border traffic. The City strives to maintain a LOS C or better on all roadways. Any roadway where the level of service falls to a LOS D, E, or F is considered congested and requires review for improvements. Capacity improvements or other remedial actions are usually recommended if the level of service is worse than LOS C.

Access Management

Access management is defined as the regulation of vehicular access to public roadways from adjoining property. Access management regulates the level of access control on roadways and is needed to help retain the capacity of public roadways, maintain public safety, and retain access to private land.

The concept of roadway functional classification is frequently related to land access. On one extreme, arterial roadways are primarily intended for mobility and not for land access. At the other extreme, local roadways provide primary access to developed land with little emphasis on mobility. Frequent driveways and curb cuts increase points of conflict, resulting in increased accidents and speed reduction. The City of San Luis should strive to achieve logical access restrictions that provide permanent protection for all major and minor arterial roadways.

State Route 195 - Area Service Highway (ASH) is a controlled access facility. This is due to the fact that this roadway functions to move vehicles out of San Luis and towards Interstate 8. The presence of too many access points and driveways would conflict with the easy and uninterrupted flow of traffic. Avenue E between San Luis II Commercial Port of Entry and the ASH is also access controlled. Access to Avenue E is only permitted at section lines and mid section lines. No other access, including right-in/right-out turning movements, are permitted. Alternate access to the ASH will need to be designed.

Intersection Spacing

General access to the arterial network is provided by intersections with collector and local roadways, and major driveways to developments. The spacing of general access intersections will vary between the arterial functional classes, according to the level of land access that may be allowed.

Signal Locations

Traffic signal control at intersections is intended to permit crossing streams of traffic to share the same intersection by means of time separation. They also reduce the conflict points by alternating the right-of-way with traffic signals.

Traffic signals should be located at the intersection of major and minor arterial streets. Traffic signals at such locations should be incorporated with initial construction and activated with the opening of the roadways to traffic.

Traffic signals should be timed to allow progression in both directions of movement. Optimally, signal spacing should be located at consistent intervals along an arterial roadway to allow adequate two-way traffic flow. The City of San Luis will permit modification to signal spacing locations only upon review of traffic requirements and system impacts and any modifications will be at the discretion of the City Engineer.

Street Alignment

The layout of street patterns should be based on an evaluation of a variety of factors. These should be sensitive to development, construction, and operation and maintenance costs. Impacts can be minimized by properly interrelating street layout to the natural topography. Other factors to be considered include community and neighborhood design, drainage patterns, potential surface runoff, length and character of the streets, types and locations of abutting land uses, soil characteristics, geologic conditions and purpose of individual streets. The horizontal alignment should be based on terrain, sight distance, and probable roadway speeds. The vertical alignment should be easily negotiated with adequate sight distance. All arterial roadways should match the existing grid system and all collector roadways should tie into the arterial system at no less than one-half mile spacing.

Driveway Spacing

All driveways should be located to minimize the friction and conflicts with through traffic progression. Safe and consistent/predictable operation of the through street should be maintained. The distance between adjacent driveways must be adequate to allow driveway vehicles to safely queue, accelerate, decelerate, and cross conflicting traffic streams without excessive interference from through traffic, or traffic using adjacent driveways. Planning of driveways considers the intended land uses, parcel arrangement and distribution, and peak loading periods. Access points should be consolidated wherever possible to reduce conflict points.

The objectives of driveway control are to minimize side friction and conflicting movements. Basic principles of driveway/access include:

- Separate conflict areas.
- Remove turning vehicle storage from through lanes.
- Improve turn execution to reduce accidents and improve safety.
- Minimize conflicts by restricting movements.
- Provide sufficient sight distances.
- Prevent driveway blockage.
- Review driveway locations in plans to ensure compliance with standards.

Desirable driveway spacing for major arterial streets is a minimum distance of 200 feet. Desirable spacing for minor arterial streets is 185 feet or more. Where these dimensions cannot be achieved, Table 4.2, Minimum Driveway Spacing presents minimum spacing requirements for arterial roads.

The spacing shown in Table 4.2 is between two-way driveways. Between one-way driveways, the spacing dimensions may be reduced by one-half, provided the inbound drive is upstream on the through roadway.

Where driveways are to be signalized, a minimum spacing of 1,200 to 1,500 feet to any other signalized intersection should be maintained. If the signalized driveway is a tee-intersection with a remote possibility of future extension of the fourth leg, a minimum spacing of 660 feet from the nearest signalized intersection may be acceptable, based on traffic signal warrants and local signal system capabilities. In any event, driveway signals are to be directly coordinated with any existing or planned signals within one-half mile of the signalized driveway. For traffic signal installations at commercial driveways, it will be the property owner's responsibility to donate sufficient right-of-way to cover all traffic signal equipment.

Table 4.2: Minimum Driveway Spacing (Center-Line to Center-Line)

Facility	Land Use	Minimum Spacing (ft)
Major Arterial	Commercial; High-Density/High-Activity	200
	Industrial/Office Park; Low to Moderate Activity	275
Minor Arterial	Commercial; High-Density/High-Activity	200
	Industrial/Office Park; Low to Moderate Activity	230
	Multi-Family Residential; Low to Moderate Activity	200

5. OPEN SPACE AND RECREATION ELEMENT

5.1 Element Statement

The Open Space and Recreation Element focuses on the quality of life issues that are enhanced by the provision of parks, recreation and open space within the San Luis Planning Area. It is important to provide residents with a quality recreational environment by providing comprehensive recreational facilities that are easily accessible. This element identifies the philosophy of the City of San Luis relative to the desired level of facilities and their interrelationship with land use, transportation and public facilities programming.

5.2 Goals and Objectives

Citizens desire adequate recreational opportunities and facilities as outlined by the following goals.

Goal 1. Maintain and expand the City of San Luis municipal park system to provide quality parks and recreational facilities convenient to all neighborhoods and meeting the needs of a diverse population.

Objective A. Reserve open space in residential and commercial areas as development occurs.
Objective B. Provide easily accessible parks within neighborhoods.
Objective C. Provide more active recreation opportunities.
Objective D. Provide adequate shade at all recreation facilities.
Objective E. Improve maintenance at recreation facilities.
Objective F. Develop pocket parks to provide needed open space and improve streetscapes.

Goal 2. Provide a system of interconnected open space and trails networks.

Objective A. Develop a linear park along the Main Drain and other canals.
Objective B. Provide linkages between community facilities and neighborhoods.
Objective C. Develop linear parks or trails along drainage channels, particularly along the East Main Canal to connect the high school with other schools, the San Luis Library, City Hall and Orduno Park.
Objective D. Provide connections to regional open space and trails systems.
Objective E. Focus on ecologically designed open spaces that recognize and support the relationships between agriculture, tourism, the economy and natural resources.

Goal 3. Support and enhance recreation and sports programs.

Objective A. Expand recreational and sports programs.
Objective B. Support performing arts venues and programs.
Objective C. Expand youth services and programs including youth or teen centers.
Objective D. Support healthy lifestyle choices for San Luis residents.
Objective E. Provide educational opportunities addressing diet and exercise.
Objective F. Focus on wildlife-oriented recreational opportunities.

Goal 4. Promote the sharing of recreational facilities between the City of San Luis and the school districts.

Objective A. Establish shared-use agreements with the school districts in San Luis.
Objective B. Identify opportunities for joint-development of parks and recreational facilities with school district and private development.

Goal 5. Provide a conservation area to protect the Flat Tailed Horned Lizard in the southeastern portion of the Planning Area.

Objective A. Identify conservation areas on the adopted Future Land Use Plan.

5.3 Existing Conditions

The analysis of existing parks and recreation facilities included in this section is based on the National Standards and Guidelines from the National Recreation and Park Association (NRPA) that suggest park and recreation objectives based on population. The City of San Luis population utilized in this analysis is 25,000.

The San Luis parks are divided into the following classifications:

- Linear Park.
- Pocket Park.
- Area Park.
- Neighborhood Park.
- Community Park/Sports Complex.
- Regional Park.
- Specialized Facilities.

These seven categories differ by size, service area, and park purpose.

The location of existing and proposed major open space and recreational facilities are shown on *Exhibit 5.1: Open Space and Recreation Exhibit.*

Linear Park

A linear park is a continuous green corridor that is usually situated along river or canal banks. These types of parks are ideal for flood-prone areas because they can maximize the use of retention facilities for recreational and open space purposes. Linear parks may contain bikeways, walkways, or be left in a natural state. To function properly, the linear park should have a minimum of 50 feet along canal banks and should be larger when in proximity to a park or other recreational facility.

Currently, San Luis does not have any linear parks. It is difficult to classify linear parks in a quantitative manner, so numerical standards do not apply to this type of park. It is more effective to classify linear parks on a qualitative manner based on community desire to have them available. When development occurs, every opportunity to locate linear parks in conjunction with the planned trail and park system will be examined.

There are areas throughout the planning area that can eventually serve as linear parks. The north portion (i.e., north of 32nd Street in the City of Yuma) of the East Main Canal is already developed. An extension of this linear park as far south as County 15th is planned. The San Luis Transportation/Circulation Plan identifies the East Main Canal and the West Main Canal as multi-use paths to tie into the regional system. These areas are identified in the City of Yuma as linear parks. Coordination with Yuma County should occur to realize these regional connections.

The development of linear parks should be done in consultation with the Arizona Game and Fish Department. This will help to ensure that adequate crossing structures are available to facilitate wildlife movement across canals, such as the East Main Canal. Canals often serve as barriers to wildlife movement, and can have negative effects on wildlife population and habitat fragmentation.

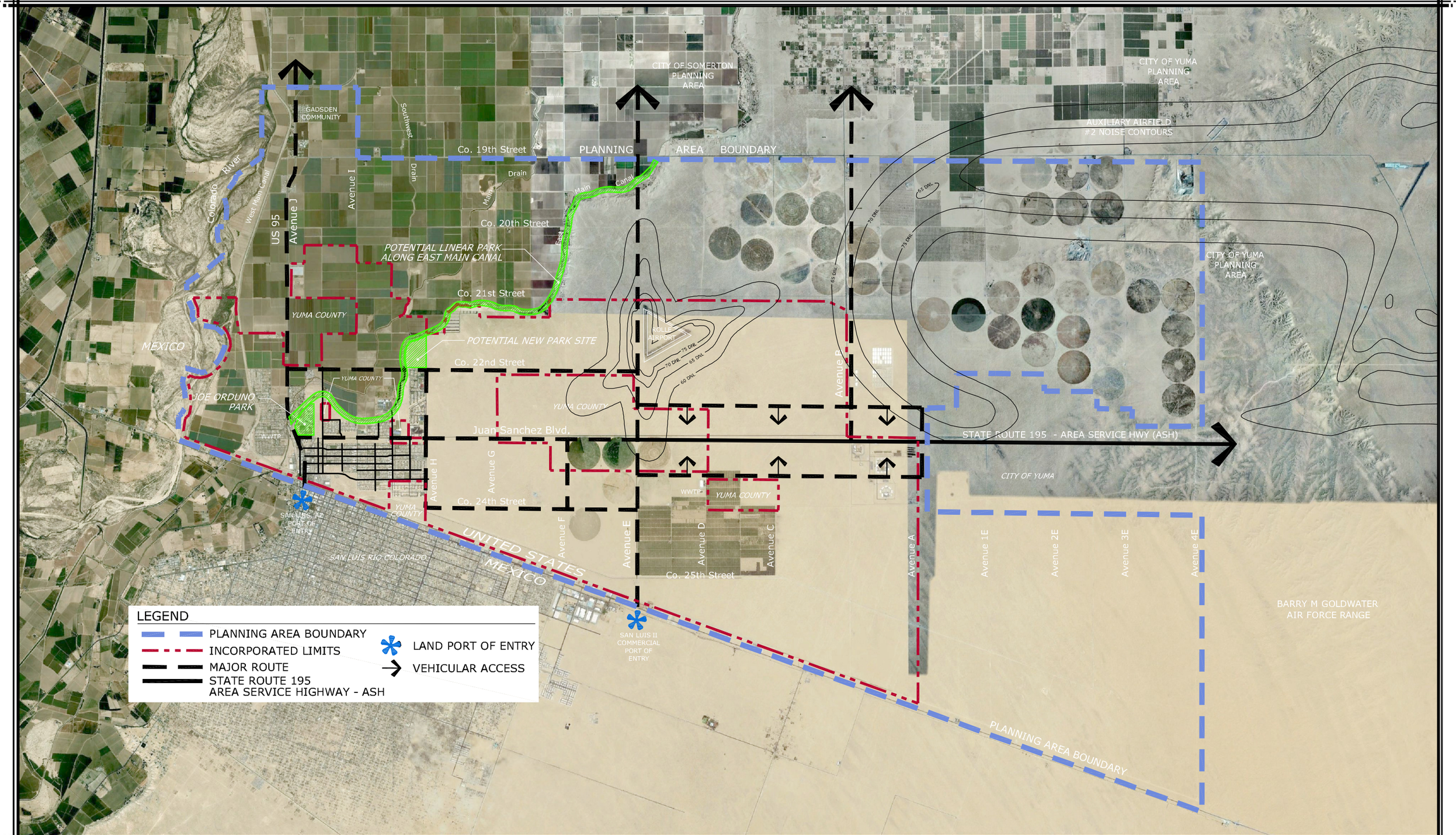

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EXHIBIT 5.1: OPEN SPACE AND RECREATION EXHIBIT

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Pocket Park

These small parks are facilities that serve a concentrated and limited population or specific groups, such as children or senior citizens. The area of service for this park is less than ¼ mile and the size of this park is typically less than one acre. They are typically located immediately within residential neighborhoods, apartment complexes or even commercial areas. These parks may also service the dual purpose of recreation and storm water control by locating them within retention/detention basins. These basins typically drain quickly and rain fall in San Luis is low; as such, these areas are available for recreational use the vast majority of the time. There are numerous pocket parks located throughout the City of San Luis, including the following:

- **Rotary Park:** 1.5 acres; open space.
- **Independence Park:** .67 acres; basketball courts, ramadas, security lighting, play apparatus, joint user/retention basin.
- **Beach Street Park:** 1.2 acres; play apparatus.
- **Kennedy Park:** .24 acres; play apparatus.
- **Salomon Park:** 2.3 acres; open space, soccer fields, joint user/retention basin.
- **D Street Park:** 2.2 acres; open space, soccer fields, joint user/retention.
- **Bienestar Park:** 1.2 acres; open space, joint user/retention.
- **Cuatemoc Park:** 1.7 acres; open space, ramadas, joint user/retention.

Neighborhood Park

This type of park provides space for recreational activities such as field games, court games, playground apparatus, picnicking, etc. The service area of this park is between a ¼ and ½ mile radius and serves a population of up to 5,000 people in a neighborhood. The desirable size is from 5 to 10 acres. Desirable characteristics should include (1) suitability for active and passive activities; (2) accessibility to neighborhood population; and (3) geographically protected within the neighborhood, not adjacent to arterial streets yet within safe walking and bicycling distance. A neighborhood park may be developed in conjunction with a school facility, lessening the need to establish separate facilities.

The following neighborhood park facilities are located within the City of San Luis:

- **Joe Cabello Park:** 3.1 acres; open space, basketball courts, walking path, ramadas, security lighting, play apparatus.
- **Friendship Park:** 6.2 acres; open space, softball fields, baseball diamonds, basketball courts ramadas, security lighting.
- **Elijio Ramirez Park:** 4 acres; open space, soccer fields.

Community Parks/Sports Complex

These large parks may include areas suited for intense recreational facilities such as athletic complexes and large swimming pools. These parks may also include areas for outdoor recreation such as walking, picnicking, sitting, and other passive activities. These parks serve residents within

two neighborhoods and ½ - to 3 mile radius and the size is typically from 30 to 50 acres. Community parks may also include features such as bodies of water. These parks should be easily accessible to residents within the service area.

- **Joe Orduno Park:** 21 acres; pool, softball fields, baseball diamonds, soccer fields, basketball courts, volleyball courts, walking path, ramadas, security lighting, recreation center, gymnasium, play apparatus.

Large Urban Park/Regional

These major parks are characterized by natural or ornamental areas used for outdoor recreation such as picnicking, play areas, walking, and camping. The service area for this park is an entire community where community or neighborhood parks are not adequate to serve the community's needs. A park of this nature will generally range in size from 50 to 75 acres. These parks may also include features that are contiguous to natural resources, such as lakes and rivers.

Specialized Facilities

Specialized facilities have unique recreational characteristics or qualities that are not usually associated with active or passive recreation needs. Types of specialized facility activities will include social and cultural events; assemblages or large gatherings; the performing arts; garden walks or grounds; museums or other regionally significant portrayals of historic events or circumstances; historic trails; education or advanced training classes in studio environments for the arts, crafts, or special hobbies; or other unique opportunities for recreation. Facilities for such activities may be developed in cooperative or joint agreements with public agencies.

- **Cultural Center.** The general purpose of a cultural center is to provide accommodations for social and cultural activities. It may vary in size from 15,000 square feet to 20,000 square feet, depending on types of activity areas and services provided. Facilities may include a large (5,000 to 7,000 square feet) social hall that could accommodate banquets, social dances, assemblies, arts and crafts shows and exhibits, and other large gatherings. In addition, restrooms, a warming kitchen, storage, maintenance, and circulation space may be included as necessary. San Luis has one social hall, the San Luis Community Center and Parks and Recreation Gymnasium, located at Joe Orduno Park.

- **Performing Arts Facility.** A performing arts facility provides a center for theater and musical performances. The building may vary in size from 20,000 to 30,000 square feet. In addition to a theater complete with stage and dressing room, there will be a foyer providing gallery space for artists' work and restrooms, maintenance, storage, and office space as necessary. The City of San Luis does not have a performing arts facility, but the school district has a stage and dressing rooms as an option for city programs. The Cesar Chavez Cultural Center has a stage that is used for various performances and presentations.

- **Visual Arts Facility**. A visual arts facility may provide a variety of room sizes, all equipment with special facilities to house advanced classes in crafts or special hobbies (i.e., photography, audiovisual) and several small studios for painting and sculpturing. San Luis lacks a visual arts facility.

Recreational Facilities

Recreation is an important component to San Luis's quality of life. Each facility is described below and the level of service indicated for the current population. In addition, the need for future facilities is projected based upon the population projected for the year 2020, which is 44,080 according to the Arizona Department of Commerce.

- **Tennis Courts**. A standard size for tennis courts is 120 by 60 and they should be developed in groups of four or more. NRPA standard by population is one court for every 2,000 people. The City of San Luis has one tennis court. The target population would require 22 tennis courts to meet the NRPA standards.

- **Softball Diamonds.** These fields require a relatively flat turf area with skinned infield, backstop and protected team benches, a minimum foul line distance of 230 feet, spectator space for 75 to 100 people, and convenient parking for participants and spectators. NRPA standards are one field for every 3,000 people. The City of San Luis has two softball fields and one softball/baseball combination diamond. There are three deficiencies at this time. The target population would require 15 softball/baseball diamonds to meet NRPA standards.

- **Soccer Fields.** The requirements for these fields are a relatively level turf area from 330 to 360 feet long and between 210 to 240 feet wide, depending on the level of play and age of participants. NRPA standards are one field for every 4,000 people. The City of San Luis has one soccer field and two youth soccer fields with plans for one more adult field at Elijio Ramirez Park. The City of San Luis is deficient in two soccer fields at this time. The target population would require 11 soccer fields to meet NRPA standards.

- **Basketball Courts.** These courts occupy a minimum of 85 by 50 feet. In addition, they may include bleachers and a scoring area. They may be indoor or outdoor. NRPA standards for outdoor courts is one court for every 2,000 people. The City has one indoor basketball court with several baskets and 2.5 outdoor courts. The target population would require 22 basketball courts/baskets to meet NRPA standards.

- **Volleyball Courts.** Volleyball can be played on hard surfaces or in sand. Sand is preferred to reduce potential injuries. The minimum area defined for a volleyball court is 50 by 60 feet. NRPA standards for volleyball courts require one court for every 3,000 people. The City has one sand volleyball court and one indoor court. The City of San Luis is currently deficient by four courts in this area. The target population would require 15 volleyball courts to meet NRPA standards.

- **Playground Areas.** Play apparatus includes a variety of playground equipment and open play areas and sitting areas for small children. The quantity and types of equipment used in these areas depend upon the type of park area being considered. Community parks would have one or more areas depending upon the population served. Neighborhood parks would have one area. NRPA standards include one play apparatus for every 2,000 people. The City

of San Luis has one play apparatus at Joe Orduno, Kennedy, Cabello, and Friendship Parks. The City of San Luis is currently deficient in ten playground areas. The target population would require 22 playground areas to meet NRPA standards.

- **Exercise Facilities.** An exercise facility typically has a walking path or track and exercise station for stretching and muscle building. NRPA standards for exercise facilities are one mile for every 7,500 people. The City does not have this type of facility. The build-out scenario would require 6 miles to meet NRPA standards.

- **Community Recreation Center.** A community recreation center provides a variety of types and sizes of activities concurrently. It may accommodate 100 to 200 people for social assemblies, and usually include two additional rooms for 20 to 35 people to hold meetings or craft classes. Also contained in the center would be restrooms, kitchen facilities, storage areas, and offices. The building size can vary from 4,000 square feet to 8,000 square feet. The City currently has a 5,600 square foot gymnasium that doubles as a dance hall without kitchen facilities. The City is in need of additional space for meeting and additional activities at this facility.

- **Gymnasiums.** Gymnasiums supply indoor sports facilities for sports such as basketball, volleyball, and indoor soccer, including restrooms and locker rooms. Adequate floor space should be provided to allow for two volleyball courts and a large tournament basketball court with spectator space for 150 people. The City currently has this type of facility minus the locker room area.

- **Community Pool.** The standard for pool construction is 25 meters or 25 yards and sometimes requires a separate diving area. The City has this type of facility.

- **Schools.** Many school playgrounds and athletic facilities serve the community's education needs, as well as being available to the general public for recreational programs. Generally, school facilities can be used for community recreation programs on a time-available basis. However, the City has no real control of the school system and the availability of its facilities.

The residential areas of the City of San Luis have many retention basins that also serve as community open space/recreation areas. The following is a list of those retention basins:

Table 5.1: San Luis Existing Retention Basins

Retention Basins	Size
Las Fuentes	.9 Acres
Seventh Place	1.33 Acres
Sixth Drive	.75 Acres
Guerrero Avenue	1.26 Acres
Arizona Street	1 Acre
A Street (2 retention basins)	.43 Acres

Gladiola Drive	1 Acre
Los Jardines	1.2 Acres
Merrill Street	.92 Acres
Los Tres Hombres	.32 Acres
Hwy 95	.5 Acres
Rancho Los Oros (4 retention basins)	.4, .3, .3, .4 Acres
Avenue J	.2 Acres

Land Acquisition and Park Development Plan

The Parks and Recreation Department is considering acquiring two tracts of land for recreation areas. The first tract, owned by the State of Arizona, is located directly east of Joe Orduno Park. With its proximity to major arterial streets and residential areas, this tract of land would be ideal for a cultural center and additional athletic fields.

The second tract of land is a plot located at the southern end of the Los Jardines Subdivision. This tract of floodplain would be well-suited for athletic fields, play apparatuses, and outdoor volleyball courts. It is currently controlled by the Bureau of Land Management.

As far as infrastructure and equipment is concerned, the San Luis Recreation Center and the Aquatic Center are less than two years old, but the existing equipment and structures must be repaired and in many instances replaced.

Department Operation and Regulation

Currently, the Parks and Recreation Department is comprised of a Department Manager with three separate budgets. The goal of the Parks and Recreation Department is to offer well-maintained recreational areas to accommodate County, City, and community-sponsored events. The Parks and Recreation Department offers the following list of community activities:

- **Adults.** Soccer, basketball, softball, swimming, swimming lessons, tennis, baseball, aerobics, volleyball, holiday celebrations, and a migrant worker health fair.

- **Teens.** Teen dances and teen nights, soccer, basketball, softball, swimming, swimming lessons, tennis, baseball, volleyball, summer YMCA, D.A.R.E.-sponsored events, and holiday celebrations.

Off-Highway Vehicle Use

The use of off-highway vehicles (OHV) for recreational purposes is prevalent within the Planning Area. The Arizona Game and Fish Department should be consulted on existing and new facilities and trails (including planning, monitoring, outreach, and law enforcement) to help minimize OHV impacts on open space, native wildlife and habitats within the General Plan area and adjacent public and private lands.

6. CONSERVATION AND ENVIRONMENTAL PLANNING ELEMENT

6.1 Element Statement

According to current Arizona law, all communities and counties must analyze the area and determine implications of the proposed land use pattern on the environment. The Conservation and Environmental Planning Element contains goals, objectives and analysis to address anticipated effects of the General Plan Elements, including new development, on air and water quality and natural resources. The Element describes the current situation regarding environmental issues and presents goals and policies to ensure that growth and development does not negatively impact the San Luis Planning Area. These policies and recommendations will have community-wide applicability. This Element is not intended to be an environmental impact assessment, but a guide to decision-making.

Environmental concerns are shared by all levels of government and require a high degree of communication and cooperation. A clean, attractive and healthy environment contributes to community vitality through enhanced property values and attraction of desirable businesses and employers.

Safeguarding our natural resources is critical to supporting a sustainable way of life. In advancing environmental quality, careful thought needs to take place so that no one geographic area or socioeconomic group is unfairly burdened.

6.2 Goals and Objectives

Goal 1. Protect and conserve groundwater, air quality and water quality.

Objective A. Improve domestic water quality.
Objective B. Meet or exceed Federal and State air and water quality standards.
Objective C. Encourage water conservation and drought tolerant landscaping.
Objective D. Promote environmentally beneficial use of treated water from wastewater treatment facilities.

Goal 2. Balance growth to minimize negative environmental impacts.

Objective A. Support endangered species protection.
Objective B. Identify and conserve cultural and prehistoric resources.
Objective C. Manage stormwater runoff to minimize public safety threats.

Goal 3. Protect residents from environmental hazards.

Objective A. Maintain building codes and emergency response plans to protect lives and property from seismic hazards.

Objective B. Ensure floodplain compatible uses and minimize flood-related hazards.

Objective C. Assess existing and prospective city properties for environmental hazards.

Objective D. Manage solid waste through environmentally-sound landfills and recycling efforts.

Objective E. Encourage the use of non-toxic chemicals, materials and products.

Goal 4. Establish a recycling program.

Objective A. Encourage waste reduction and recycling through community education.

Objective B. Partner with private service providers and other agencies to establish curb-side recycling.

Goal 5. Manage San Luis's growth to ensure that it does not negatively impact the sensitive environment within the Planning Area.

Objective A. Address current environmental issues and adopt a proactive planning strategy to realize a sustainable, healthy environment for future generations.

Goal 6. Promote the implementation of wildlife-friendly planning guidelines to help conserve local fish and wildlife populations, habitats and associated recreation opportunities.

6.3 Existing Conditions

Geography and Topography

The original San Luis site was situated on the western edge of the Yuma Mesa, adjacent to the San Luis escarpment approximately 18 meters (60 feet) above the Yuma Valley at an average elevation of 140 feet above sea level. The Yuma Mesa in the vicinity of San Luis consists of windblown desert and is fairly flat with little topographic relief.

The geology of the San Luis Planning Area consists primarily of alluvial deposits of silt, sand, and gravel due to its location along the Colorado River. The bedrock in the San Luis area lies deep underneath the alluvium. In the vicinity of the study area, the depth of the bedrock is more than 3,200 feet. A transition zone exists between the older alluvium and bedrock. The bedrock consists of granite, schist, and conglomerate. The soils classifications in the planning area do not generally prohibit development. The soil classifications generally located from the East Main Canal to the Colorado River include clay soils that are typically found on or near floodplains and have typically been good locations for agriculture.

Seismic Hazards

The Yuma Region is located within an area at risk for earthquakes. Yuma County is located within a transition zone relative to the active seismic zones located to the west and south.

The major seismic risk in the study area is due to the Imperial fault and the Cerro Prieta fault. Each of these faults has been responsible for significant earthquakes in the San Luis area. This area is susceptible to earthquake damage, not only due to its proximity to faults, but also due to a locally high water-table within the Yuma Valley. Loose, potentially thixotropic soils are subject to liquefaction even during moderate seismic events. Poor foundation moisture control and leaks from water and sewer lines and irrigation canals may intensify this effect. The area is considered to be within Seismic Zone #4, the same as Los Angeles, California.

Climate

San Luis experiences a warm, arid climate. The average daily temperature in January is 53 degrees and in July it is 89 degrees. In January, the average high is 66 degrees and the average low is 40 degrees. In July, the average high is 105 degrees and the average low is 72 degrees. San Luis has an average annual precipitation of only 70 mm (2.77 inches) with the driest months in May and June. Occasional thunderstorms are common during July, August, and September, while the fall and winter months experience gentle rains. Hard frosts are uncommon in San Luis.

Air Quality

Air quality in San Luis is generally good. The City of San Luis is not included in the Yuma PM10 Nonattainment area. Therefore, the City is not subject to the requirements of the 1990 Clean Air Act Amendments. The City Public Works Department does practice control measures such as street sweeping, watering, and paving. Air quality issues may arise as the San Luis area continues to grow and develop.

Noise

Noise within the San Luis Planning Area is attributed to vehicular traffic, aircraft, and border truck traffic primarily along U.S. 95 and Juan Sanchez Boulevard. Areas adjacent to agricultural lands experience normal noise levels associated with agricultural activities. As the Rolle Airfield develops, noise associated with the airfield-related uses will increase.

Environmentally Sensitive Areas and Wildlife Areas

The Planning Area lies within the Lower Colorado River Subdivision of the Sonoran Desert and is composed of sandy plains containing micro-dunes. The vegetation cover consists of Big Galleta Grass *(hilaria rigida),* Creosote Bush *(larrea tridentata),* and White Bursage *(ambrosia dumosa).* Sand food *(pholisma sonorae)* is designated as "Highly Safeguarded" for protection. This classification is for Arizona native plants whose prospects for survival in the State are in jeopardy or are in danger of extinction as described by the Arizona Native Plant Law (1993).

There are many recorded cultural resources along the Colorado River within Yuma County. The Patayan culture was the primary inhabitants of the Lower Colorado River area and they were ancestors of the Yuman people, who now inhabit the Cocopah and Quechan Indian Reservations. Archaeologists who have studied this area generally conclude the harsh desert environment of southwest Arizona was not conducive to the development of permanent or semi-permanent habitation sites. Sites of this region generally reflect a migratory, hunter/gatherer lifestyle, characterized by temporary campsites and special activity sites rather than villages. According to the Arizona State Museum record at the University of Arizona, there have been eight archaeological surveys completed and the sites are limited to small areas of scattered shards. Only two sites had any archaeological artifacts and these were not noted as being significant in any aspect.

The Planning Area is habitat that supports many species of desert animals, both indigenous and migratory. Wildlife species that inhabit the area primarily are Coyote, Kit Fox, Desert Cottontail Rabbit, Collard Lizard, Desert Iguana, Western Whiptail, Western Banded Gecko, Gila Monster, Sidewinder, Kangaroo Rat, Desert Tortoise, Gambel's Quail, Burrowing Owl, Turkey Vulture, and wild dogs. In addition, the Pacific flyway for migrating birds, ducks, geese, and predator species bisects the area. These migrating birds utilize the agricultural fields and citrus groves in the region for resting and grazing.

The Flat-Tailed Horned Lizard *(Phrynosoma mcallii)* is on the Arizona Game and Fish Department list of Wildlife of Special Concern in Arizona (i.e., species whose occurrence in Arizona is or may be in jeopardy, or with known or perceived threats or population declines). The *Flat-Tailed Horned Lizard Rangewide Management Strategy* established actions to limit surface-disturbing activities and implemented special mitigation and compensation measures if there is habitat disturbance. The objective is to maintain viable populations of Flat-Tailed Horned Lizards for at least 100 years within the designated management area. This animal's habitat is found within the planning area. Habitat threats to the Flat-Tailed Horned Lizard occur when agricultural development, infrastructure, and urbanization has taken place. The Fringe-Toed Lizard and Desert Tortoise (i.e., endangered species) have also been documented in the planning area.

The lower Colorado River and its historic, remaining and potential riparian and riverine habitats should be considered carefully. They could again provide valuable wildlife habitat and wildlife-oriented recreation opportunities for local citizens and tourists alike. Coordination should continue with Mexican, Federal, State, City and non-governmental entities for the conservation of these riparian, wetland and riverine fish and wildlife habitats.

Special Status Species

The following special status species occurrences, critical habitat and tribal lands are located within 3 miles of the Planning Area.

Name	Common Name	FWS	USFS	BLM	State
Athene cunicularia hypugaea	Western Burrowing Owl	SC	S	S	
Coccyzus americanus	Yellow-billed Cuckoo (Western U.S. DPS)	PS:C	S		WSC
Cocopah Indian Reservation					
Egretta thula	Snowy Egret	20'/20'		S	WSC
Empidonax traillii extimus	Southwestern Willow Flycatcher	LE			WSC
Pholisma sonorae	Sand Food	SC		S	HS
Phrynosoma mcallii	Flat-tailed Horned Lizard	PT		S	WSC
Ralius longirostris yumanensis	Yuma Clapper Rail	LE			WSC
Sigmodon hispidus eremicus	Yuma Hispid Cotton Rat	SC			
Uma rufopunctata	Yuman Desert Fringe-toed Lizard	SC		S	WSC

6.4 Assets

Citizens of the City of San Luis understand the connection between environmental quality and the quality of life in the community. San Luis has achieved success in environmental and resource conservation issues. Well-maintained, clean neighborhoods and attention to environmentally sensitive species are a hallmark of the community. City leadership continues to insure that San Luis is strategically positioned to address environmental and conservation concerns.

Other notable assets include the City's wastewater systems. Treated effluent from the West wastewater treatment plant is discharged into the Mohawk Bypass Canal which outlets in Mexico. The East Mesa wastewater treatment plant discharges effluent into drying beds and ponds where it either evaporates or percolates. San Luis has required on-site storm water retention basins in all new developments for many decades. Such requirements have minimized the environmental challenges otherwise posed by storm water run-off.

6.5 Challenges/Issues

San Luis is relatively free of environmental challenges. Development projects in undisturbed desert areas will have to provide mitigation for the Flat-Tailed Horned Lizard as discussed above.

Air quality potentially represents the city's top environmental challenge, due largely to vehicular traffic on unpaved surfaces such as arterial road shoulders and temporary parking areas. Unpaved roads in the County also present regional concerns regarding particulate air pollution. Annexation of existing rural residential areas from the County will bring this issue into the City.

Increased industrialization associated with job creation can bring potential environmental impacts. Attention to real and perceived impacts of new industrial locations in the city will be required and, when necessary, appropriate mitigation measures taken.

6.6 Opportunities

City and County development policies and requirements provide for continued progress toward environmental and resource conservation goals. City officials, through informed decision-making, annual programming and budgeting are expected to address environmental concerns. Opportunities for regional cooperation on environmental concerns exist with neighboring jurisdictions.

Large employers such as agricultural operations and corrections facilities provide local jobs for San Luis residents, reducing the need for regional travel to meet employment needs. Goals for San Luis ensure that an abundance of vacant land for employment use coupled with a successful economic development program provide San Luis residents with continued access to local jobs. Local jobs will reduce employment-related travel distances, resulting in fewer vehicle emissions and related pollutants.

In addition to striving for a balance of land uses that will reduce regional travel, the City has an opportunity to guide the form of development into activity centers and corridors that can be efficiently served by transit.

Important overlapping General Plan Elements include Energy, Public Services and Facilities/Cost of Development, Land Use, Public Buildings, Water Resources and Open Space and Recreation.

7. WATER RESOURCES ELEMENT

7.1 Element Statement

The Water Resources Element is intended to address the connection between water resources and development, and focuses on the following: known legally and physically available surface water, groundwater and effluent supplies; the demand for water that will result from future growth projected in the General Plan, added to existing uses; and an analysis of how the demand for water that will result from the future growth projected in the General Plan will be served by the currently available water supplies, or a plan to obtain additional necessary water supplies.

7.2 Goals and Objectives

Goal 1. Ensure an adequate, sustainable long-term water supply to support current and projected populations of San Luis.

Objective A. Manage growth to ensure adequate municipal water supplies.
Objective B. Assure sufficient water resources and wet infrastructure to serve existing and future development.
Objective C. Balance water consumption with available supplies.
Objective D. Seek expanded water supplies.
Objective E. Improve water quality.
Objective F. Comply with Arizona's Assured Water Supply and the 1980 Groundwater Management Act requirements.

Goal 2. Establish a progressive water conservation program for the City of San Luis.

Objective A. Promote water conservation through the following efforts: public education, ordinances, use of drought tolerant plant materials, use of efficient irrigation systems, use of low water fixtures, and provision of incentives.
Objective B. Irrigate parks and open space areas with reclaimed water.

Goal 3. Ensure the delivery of the highest water quality possible.

Objective A. Meet or exceed the minimum contaminant levels established by the Arizona Department of Environmental Quality.
Objective B. Ensure compliance with Arizona Pollutant Discharge Elimination System (AZPDES) Permit Program.
Objective C. Continue conducting tests to monitor potable water.

Goal 4. Expand wastewater treatment capacity to serve existing and future development.

Objective A. Explore effluent re-use opportunities.
Objective B. Explore opportunities to direct wastewater flows to the eastern wastewater treatment plant which has available capacity.

7.3 Existing Conditions

As the population of San Luis and South Yuma County grows, the demand for water also rises, causing the need for increased assurance of a water supply. The cooperation of the City of San Luis and Yuma County will grow in importance as South Yuma County continues to grow. Regional issues such as potable water resources, surface water and flooding will become acute as growth continues. The groundwater reservoirs beneath San Luis include younger alluvium, older alluvium, and Aeolian deposits. Beneath the Colorado River Valley and the Yuma Mesa, the reservoir's upper portion is divided into three zones. In ascending order, these zones are known as:

- **The Wedge Zone.** This zone extends approximately 760 meters (2,500 feet) deep, comprising the major part of the fresh water-bearing deposits. While average grain size and permeability probably decrease with depth, fine-grained strata are not sufficiently extensive or thick enough to provide a significant hydraulic barrier to ground water.

- **The Coarse Gravel Zone.** This zone varies in depth between 0 and 50 meters (0 to 150 feet) and dips to the southwest. This coarse gravel layer forms the principal aquifer in the Colorado River Valley and the Yuma Mesa.

- **The Upper, Fine-Grained Zone.** This zone varies in thickness from about 30 meters (100 feet) in the Yuma Valley to as much as 55 meters (180 feet) below the Yuma Mesa. Most of the groundwater discharge within the study area takes place from this zone. The shallow water table located beneath the irrigated fields comprises this zone.

Surface Water and Flooding

The Colorado River is the only natural stormwater conveyance channel in San Luis. Windblown sand and agricultural activities generally erode away any natural stormwater conveyances that may form.

The current incorporated limits of San Luis, except for a small area in the Yuma Valley, lie outside the 100-year floodplain of the Colorado River as shown on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM). The developed areas of the City, including the City's wastewater treatment plant on the west side of the City, are protected from flooding by the Colorado River with a system of flood control levees. Those areas within the city limits but outside the protection of the levees are now utilized as farmland. Building may or may not be allowed in this area; if allowed, very strict requirements would be imposed.

The City of San Luis currently has a floodplain ordinance requiring all new commercial developments and residential subdivisions to provide stormwater retention for the 100-year, 24- hour event runoff volume. Retention basins in residential subdivisions typically consist of dedicated

stormwater retention facilities excavated several feet below existing grade, developed as neighborhood parks, and maintained by the City Parks and Recreation Division. Retention facilities on commercial sites are onsite, privately maintained facilities.

Current Water Use

The San Luis municipal water system delivers water to residential, commercial and institutional customers. In 2009, it delivered approximately 4 million gallons per day (MGD) during the summer months when demand is at its highest. Based on current population levels of 25,505 (2010 U.S. Census Bureau), residential water consumption is approximately 140 gallons per person per day.

Arizona Department of Water Resources (ADWR)

On February 11, 2011 the City of San Luis was designated by ADWR as having a 100-year adequate water supply. ADWR determined that the City had 8,908 acre-feet (af) of groundwater which is sufficient to support current, committed and projected demands of the City through the year 2030 for 100 years. In making this determination, ADWR examined the current and expected demands in the area covered by Minute 242 in consultation with the US Bureau of Reclamation, and determined the City's 2030 demand in combination with the area demands would not exceed the limits put in place under Minute 242.

Wells

The City of San Luis uses several groundwater well sites that pump water into its distribution system. The City has eleven active wells and one inactive well (at well site 1). At each well site, groundwater is pumped from the well to a storage tank before being pumped again to the distribution system. The use of storage tanks and pumps allows flexibility in operation and the potential for multiple wells to supply each site. The wells are typically operated based on storage tank levels and system pressure switches operate the distribution system pumps. The sites have a combined groundwater pumping capacity of 10.92 mgd (7585 gpm).

- **Well Site 1.** There are three wells at this site, and the total amount pumped is 665 gallons per minute (gpm). Well 1-1 pumps 200 gpm, Well 1-2 pumps 205 gpm and Well 1-3 pumps 260 gpm. There is also a 100,000 gallon storage tank at this site.
- **Well Site 2.** There are two wells at this site, and the total amount pumped is 520 gallons per minute (gpm). Well 2-1 pumps 200 gpm and Well 2-2 pumps 320 gpm. There is also a 125,000 gallon storage tank at this site.
- **Well Site 3.** There are two wells at this site, and the total amount pumped is 1,000 gallons per minute (gpm). Well 3-1 pumps 500 gpm and Well 3-2 pumps 500 gpm. There is also a 300,000 gallon storage tank at this site.
- **Well Site 4.** There is one well at this site that pumps 1,000 gallons per minute (gpm). There is also a 400,000 gallon storage tank at this site.
- **Well Site 5.** This site consists of a 1 million gallon storage tank and booster pumps. There is no well at this site due to water quality issues.

- **Well Site 6.** This site consists of a 1 million gallon storage tank and two production wells, each capable of producing 1,100 gallons per minute (gpm).
- **Well Site 7.** This site consists of a 1 million gallon storage tank and two production wells, each capable of producing 1,100 gallons per minute (gpm). This site is not connected to the rest of the water system at this point. It will be connected to the rest of the system with a future 16" water line and will connect to Well Site 6. This connection will occur once the required right-of-way is obtained from the Bureau of Reclamation.

The firm capacity of the system equals the total capacity of the system minus the capacity of the largest well. For the system in San Luis, the largest well is in Well Site 6 with a capacity of 1,100 gpm. Therefore, the system's firm supply capacity is 6,485 gpm (9.34 mgd).

At all well sites, the distribution system pumps are controlled through the use of pressure switches. The pumps are generally in automatic mode, where the system pressure dictates the use of the pump. When pressure decreases below a certain threshold, the pumps go on-line to increase the system pressure. The pumps may be switched to manual mode where the switch is simply turned to the "on" position to pump continuously regardless of system pressure. This practice is to ensure that all wells are contributing to the supply and one or two wells are not dominating the system. This also decreases the possibility of stagnant water in the storage tanks and forces water to flow at each well site. Operation of the system in this way is under the operator's discretion.

Backup distribution systems pumps are located at each well site. Each pump at well sites 1 and 2 has one backup pump. Well site 3 has one extra distribution system pump that serves as the backup for both online pumps. Well site 4 also has one extra pump that acts as the backup for both of the on-line pumps.

Well sites 3 and 4 have on-site generators to allow operations during periods without power. These generators have the capability of providing emergency electricity, allowing the wells to continue to supply the water distribution system.

Existing Distribution System

The current water distribution system is composed of a complex pipe network consisting of 4, 6, 8, 10, and 12-inch mains. The majority of the system is composed of 6 and 8 inch mains. Many of the 4 inch mains will be replaced as part of a current project. The old distribution mains in the system are made of asbestos cement and the newer pipes are polyvinylchloride (PVC) pipe. All connections between new and existing pipes will be made at joints and not by tapping the existing pipes, which will limit health hazards.

Storage Tanks

San Luis has 4,025,000 gallons of ground storage capacity.

Future Water Use

The anticipated future water needs for San Luis is shown on Table 7.1. Future water use was determined by taking the average per capita consumptive water use of 140 gpcd and multiplying this value by the estimated population and the required peaking factors.

In summary, the anticipated maximum daily demand for 2015, 2020 and 2025 are shown below.

Table 7.1: Anticipated Water Use

Year	Anticipated Maximum Daily Demand
2015	5.26 MGD
2020	6.17 MGD
2025	7.01 MGD

5-Mile Zone

The 5-Mile Zone is a 5-mile wide strip of land along the U.S. and Mexican border that extends approximately 13 miles eastward from San Luis, Arizona. It consists of approximately 32,000 acres, comprised of lands acquired for a well field, reclamation-withdrawn lands, State of Arizona lands, and privately owned lands within the Hillander "C" Irrigation District. The Bureau of Reclamation (BOR) controls a significant amount of the agricultural and undeveloped land in the San Luis planning area. BOR land within five miles of the international border is protected from development in order to maintain the Treaty Water Rights. A series of wells was developed to supplement irrigation flows to Mexico when Colorado River flows do not meet international treaty flow rate requirements.

The 5-Mile Zone was established pursuant to Title I of the Colorado River Basin Salinity Control Act of 1974 (Act). It includes well fields capable of furnishing approximately 160,000 acre-feet (af) of water per year for use in the U.S. and for delivery to Mexico in partial satisfaction of the 1944 Mexican Water Treaty (Treaty). Minute No. 242 between the U.S. and Mexico, dated August 30, 1973, provides that each country shall limit pumping of groundwater in its territory within five miles of the Arizona-Sonora boundary near San Luis to 160,000 acre feet (af) annually. Minute No. 242 further provides for delivery of approximately 140,000 acre feet (af) per year at the Southerly International Boundary (SIB) in partial satisfaction of the Treaty. Additionally, P.L. 96-336, which amends the Act, states that no contract shall be entered into that will impair the ability of the U.S. to continue to deliver approximately 140,000 acre feet (af) annually to Mexico at the SIB consistent with the terms contained in Minute No. 242.

The Bureau of Reclamation's (BOR) policy in the 5-Mile Zone is based in part on the Treaty, Minute No. 242, and the Act, as amended. Therefore, any request for use of water from within the 5-Mile Zone is subject to the limitations contained herein as well as existing contracts in the area.

BOR is in the process of developing a Resource Management Plan (RMP) that will address BOR's management and resource responsibilities in the 5-Mile Zone. Of significant concern is the continued ability of the United States to meet the requirements of the Treaty, Minute No. 242, and the Act now and in the future, coupled with the rapidly growing and competing needs and BOR lands and facilities in the area. As such, BOR has decided to defer any further decisions on actions that impact the 5-Mile Zone until the comprehensive RMP is completed. The RMP should be completed in late 2002. Therefore, any request for use of federal lands within the 5-Mile Zone would not only be subject to the BOR's prior approval, but also subject to the RMP.

Existing Water Quality

Water quality data taken previously was used to determine potential constituents that may be harmful to public health. Currently, calcium hypochlorite is added to the water as a disinfecting agent after being pumped from the well. This aids in the protection of public health.

The water quality data provided by the City was compared with the maximum containment level (MCL) listings that will be used in the new Consumer Confidence Reports and be required for distribution to water users next year. The groundwater had no MCL violations, although it was found to have high concentrations of total Dissolved Solids, Total Hardness, Manganese, Iron, Chloride, Sodium, and Sulfate.

Water Quality Analysis

- **Alpha Emitters.** The radioactive test for alpha emitters was well below the allowable MCL. There was no test for combined radium, however, given the low value of alpha emitters, combined radium should not be a problem.

- **Inorganics.** The City has taken tests for lead and copper at points of entry as well as at residences. There were 4-5 out of 30 tests on lead and copper that were over the MCL from residences. Lead and copper test results are on file with the City and data indicates that the values were below the MCLs from the well sites.

- **PH.** All test values in the data are based on tests conducted in the laboratory. Wide variations are often found between laboratory and field values for pH in groundwater. Therefore, no conclusive determination on pH can be made.

- **Synthetic Organic Contaminants.** This category includes pesticides and herbicides, contaminants that should be tightly monitored in agricultural areas such as San Luis. All tests were below detection level. Tests were not conducted for Acrylamide or Epichlorohydrin but neither chemical 1 would be expected to be present in groundwater at this location.

Volatile Organic Contaminants

All tests were below contaminant levels.

Iron and Manganese

The groundwater is high in iron and manganese. The Secondary Contaminant Level for iron is 0.3 mg/L. There were two measurements for iron in the data provided. A concentration of .255 mg/L was detected at well site four and a concentration of 0.09 mg/L was measured for the composite sample collected for all other sites. Since iron is easily oxidized by air and forms a precipitate when oxidized, the composite sample is believed to be inaccurate. It is likely that the dissolved iron originally present in this sample precipitated and collected on the bottom of the sample container. Based on this, it is believed that the iron is actually greater than the 0.3 mg/L Secondary Contaminant Level, and treatment is necessary.

The Secondary Contaminant Level for manganese is 0.03 mg/L. The manganese level in both samples was 0.43-0.44 mg/L. Manganese is very slowly oxidized so the values obtained in the tests are probably valid. If chlorine is used for disinfection, and/or fabric whiteners are used in home laundry systems, manganese forms a brown/black precipitate.

Wastewater

The City of San Luis has two wastewater treatment plants. The first is located in the western portion of the City and has a rated average dry weather flow capacity of 1,500,000 gallons per day. The present average daily flow rate is such that this plant is nearly at maximum capacity. The second plant is in the eastern portion of the City and has a rated average dry weather flow capacity of 1,000,000 gallons per day. The present average daily flow is approximately 40,000 gpd.

The west wastewater treatment plant could be expanded in order to accommodate new growth and development in the San Luis. Or, wastewater flows that are currently directed to the west plant may be redirected to the east plant. This would be accomplished by the construction of a lift station and pressure main that would collect flows within existing developed area in San Luis and divert it to the east plant. As a result of this diversion, capacity would be created in the west plant without expansion and would facilitate development in the areas of San Luis that contain the infrastructure to support it.

8. ECONOMIC DEVELOPMENT ELEMENT

8.1 Element Statement

San Luis has a strong labor force, is development ready, and has an outstanding climate and two international ports of entry. The City is preparing for economic expansion. Economic development is a critical aspect of building a sustainable and balanced city. Jobs, revenue and financial stability contribute to a city's economic health. The Economic Development Element seeks to promote these attributes by planning for increased household incomes, attracting expanded retail, commercial and industrial facilities from larger urban markets.

San Luis's economy has literally 'grown' from strong agricultural roots, and is now expanding with service sector and government employment. The community envisions resumption of residential construction and the expansion of industrial and commercial development projects in support of a well-balanced city conscious of its cultural and bi-national heritage. Over the next two decades forecasts indicate continued population growth with increasing emphasis within the community on obtaining full-service status.

The current economy is highly linked with agriculture. The City of San Luis is very interested in diversifying its economic base to ensure long-term sustainability. In addition to its own economic development strategies and policies, the City of San Luis is a member of the Greater Yuma Economic Development Corporation (GYEDC), a public/private partnership focused on economic development. The vision of GYEDC is for "Greater Yuma to be recognized as a globally competitive region, one that embraces renewable energy and all advancing technologies, attracts and retains human capital and continues to develop and foster the amenities that make the Yuma Region, including the City of San Luis, a great place to live and work."

Experiences in other cities and regions demonstrate that citizens can make conscious choices to improve infrastructure, attract employers in growth industries, and promote tourism, shopping opportunities, recreation and hotel facilities.

The General Plan recognizes the importance of retaining local businesses and fostering expansion. The community is under-served in most service sectors particularly medical facilities. Continued infrastructure investment in the Planning Area, such as State Highway 195 - Area Service Highway (ASH) and the east side wastewater treatment plant, provides a catalyst for private sector enterprises.

The City can use public/private relationships and partnerships to build a successful economic development program. The City has successfully recruited an expansion of Arizona Western College and can work with developers and brokers to bring a hospital and additional businesses to the area.

San Luis citizens who participated in the General Plan update process strongly supported concepts favoring economic growth. Goals intend to encourage development that provide a positive financial return.

8.2 Goals and Objectives

Goal 1. Create a diverse and vibrant economy.

Objective A. Expand the employment base by attracting new employers.
Objective B. Support expansion of existing businesses.
Objective C. Support home-based businesses.
Objective D. Promote and support tourism.
Objective E. Develop programs to support existing and future local employers.

Goal 2. Increase capture of local retail sales tax revenues.

Objective A. Expand commercial services available in San Luis to reduce 'leakage' to other communities.
Objective B. Expand shopping facilities that are attractive to Mexican shoppers.
Objective C. Support local businesses to the greatest degree possible including purchasing decisions. Buy local.

Goal 3. Promote sustainable development of new industries, institutions, businesses and homes.

Objective A. Capitalize on highway infrastructure and the Ports of Entry for industrial and commercial growth.
Objective B. Market future employment centers and locations.
Objective C. Attract a hospital or medical center to serve emergency needs and support related medical uses.
Objective D. Encourage a variety of housing types and price points.

Goal 4. Promote tourism in and around San Luis.

Objective A. Cooperate and partner with San Luis Rio Colorado, Yuma and others to enhance promotional efforts.
Objective B. Improve international access to tourist destinations.

8.3 Existing Conditions

Climate, cultural richness, employment and access to Mexico make San Luis a desirable place to live and work. Nearby, agricultural lands and proximity to Mexico have supported rapid population growth over the last decade, in turn driving substantial demand for consumer goods.

U.S. 95 and State Route 195 - Area Service Highway (ASH), provide important access to San Luis from Yuma, Interstate 8 and Union Pacific Railroad systems to the north and Mexico to the

south. San Luis is an intervening opportunity for all traffic to or from the Mexican markets south of the border.

San Luis does not currently have an airport with scheduled service; however Yuma International Airport is only 20 minutes to the north.

Employment Structure and Demographics

The major employers in San Luis are the Arizona State Prison, Gadsden Unified School District, ACT Call Center, the City of San Luis and Wal-Mart. The major employers in the City of Yuma are the US Army Proving Grounds, Yuma Regional Medical Center, Yuma Elementary School District and the City of Yuma.

Table 8.1: Employment by Occupation

Occupation	City of San Luis	Yuma County	City of Yuma
Production, Transportation and Material Moving	1,212	7,662	3,343
Construction, Extraction and Maintenance	38	6,654	3,396
Farming, Fishing and Forestry	1,264	4,243	848
Sales and Office	1,147	16,185	9,666
Service	696	11,057	6,604
Professional and Related Occupations	410	10,516	7,005
Management, Business and Financial Operations	255	6,224	3,716
Total	**5,022**	**62,541**	**34,578**

Data from Greater Yuma Economic Development Corporation.

Table 8.2: Occupation Classifications

Classification	City of San Luis	City of Yuma
Service and Farm Industry	36%	22%
Blue Collar	33%	20%
White Collar	31%	58%

Data from Greater Yuma Economic Development Corporation.

Table 8.3: Labor Force Demographics

Occupation	City of San Luis	Yuma County	City of Yuma
Labor Force	5,226	86,719	46,525
Employed	3,384 (65%)	68,239 (79%)	38,820
Unemployed	1,842 (35%)	18,480 (21%)	7,705

Data from Greater Yuma Economic Development Corporation.

Household Income

According to data from the Greater Yuma Economic Development Corporation, the average household income in San Luis in 2009 was $35,584, the median household income was $29,653 and the per capita income was $8,038.

The mean annual income in Yuma County ranged from $26,730 to $77,470, depending on occupation.

According to data from the Greater Yuma Economic Development Corporation, the average household income in the City of Yuma in 2009 was $58,704, the median household income was $44,642 and the per capita income was $21,503.

8.4 Assets, Opportunities and Advantages

The City of San Luis offers many assets and opportunities for economic expansion. The discussion below reviews San Luis's assets and ties these assets to specific areas of comparative advantage.

Truck Traffic

Approximately 400 commercial trucks pass through San Luis every day. Truck traffic creates a significant opportunity to develop needed support services and hospitality uses. Services in demand include truck stops, fuel sales, convenience uses, lodging, vehicle service, storage and transfer, warehousing and recreational vehicle service and sales.

Labor Force

One of San Luis's primary resources is its labor force. Bolstered by thousands of Mexican Nationals who cross the border daily for work, the labor force is considerable. Training opportunities for the City's labor force is crucial. Arizona Western College provides a variety of work force training programs including adult basic education, general education development, developmental, occupational, and general education courses as well as an extensive English as a second language course of study. The Associate of Arts in General Studies and Associate of Applied Science in General Business degrees can be obtained at the college.

Winter Visitors and Tourism

San Luis is a convenient and relatively easy point of access into Mexico for tourists and winter visitors. Yuma County is home to an estimated 87,000 winter or seasonal residents and visitors. San Luis can capture a larger portion of area winter visitors as they visit Mexico for recreation, goods and services. An opportunity exists for capturing Yuma-based customers currently bound for Algodones, Mexico.

Tourists bound for Mexican beaches utilize the San Luis, AZ Port of Entry. There is improved access to El Golfo Santa Clara, Puerto Peñasco and other Mexican beach destinations and this will assist in significantly increasing tourism in San Luis, Arizona.

Market Demand from Mexico

Northbound border crossers are in search of jobs, goods and services in the United States. Presently most continue north to Yuma or other urban areas for shopping, medical and other services. An excellent opportunity exists for San Luis to capture a larger share of the market demand created by Mexico for clothing and other goods.

Arizona Western College

The location of Arizona Western College campus in San Luis is a major asset for labor force development. There is an opportunity to expand the college to add needed programs including training in nursing, business (finance, accounting), alternative energy and engineering. Additional training in trades such as electrical, plumbing and mechanical is in demand in San Luis.

Developable Land

Vacant property in San Luis is readily developable. A stable political environment, municipal water service, minimal slope and good soils contribute to the conduciveness of the area for new development. A variety of land disposition techniques, such as land swaps, purchase or lease, may be utilized in order to allow use of Bureau of Land Management (BLM) and Bureau of Reclamation (BOR) lands. Lands owned by the State of Arizona are available for purchase or lease through an application and auction process.

Solar Farm District

The major land resources that surround San Luis present an opportunity for alternative energy generation and the viability of this industry should be considered. Recent expansion in the industry, the demand for large land tracts, and over 320 days of sunshine may create opportunities for San Luis. Property owned by the Bureau of Reclamation and the Bureau of Land Management may be excellent locations for alternative energy generation, particularly solar power. BOR land holdings in the southern portion of the planning area may provide a logical location for expansive solar farm development.

Punta Colonet

The planned mega-port on the Pacific coast of Mexico has potential economic impact on San Luis. Transportation of goods bound for larger eastern markets may utilize rail and highway routes through San Luis as they connect to the existing Union Pacific rail network and the Interstate Highway System. An opportunity may exist to develop a new rail line through San Luis to Punta Colonet.

Advantages

San Luis offers many distinct assets and advantages as identified below:

Location Advantages
- San Luis has proximity to Mexico, California, and Yuma.
- Union Pacific Railroad main line and Interstate 8 are 25 miles away.

Climate Advantages
- Desert climate, mild winters.

Network Advantages
- Located on US 95.
- State Route 195 - Area Service Highway (ASH) provides excellent access from I-8 and Yuma with no congestion.
- Access to Union Pacific Railroad main line at Yuma.

Residential Advantages
- Low to moderate housing costs, attainable housing.
- Small-town ambiance, safety, quality of life.
- Access to nearby goods and services in Mexico and Yuma, Arizona.

Commercial Advantages
- Easy access to large labor market.
- Low to moderate site and operating costs.
- Land available for development; land zoned for industrial and commercial use.
- Convenient access to goods and services regionally and nationally.

8.5 Challenges/Issues

All communities and regions have obstacles to overcome and San Luis is no exception. Some of those challenges are clearly correctable; others will take more time and effort.

Under-Served Population and Market

Some of the biggest needs of San Luis are for expanded retail services and medical facilities. Presently, residents and Mexican visitors' demands for consumer goods and medical services are met outside San Luis, thereby 'leaking' revenues to other communities. City residents and visitors demand a wider variety of goods and services including finer restaurants and additional consumer goods including quality merchandise.

Improve Circulation

Vehicular circulation in the downtown area has been choked by commercial truck traffic lined up to cross the border. Delays at the port of entry into Mexico have a negative effect on circulation

in downtown. The newly opened San Luis II, Commercial Port of Entry is relieving much of the congestion associated with truck traffic and is improving circulation in the downtown area.

As a destination for tourists and winter visitors, Puerto Peñasco (Rocky Point) is a powerful draw. An improved highway between Puerto Peñasco and San Luis would have a substantial positive impact at the border.

State Route 195 - Area Service Highway (ASH) is currently not designed to support adjacent development. Access restrictions east of Avenue E will require parallel access routes be developed both south and north of the ASH. Future changes in the access restrictions may be possible, however, for now alternative access must be utilized.

Industrial Development

San Luis lacks significant industrial development. The international border creates a major opportunity for warehousing and manufacturing. Situated similarly to Nogales, Arizona, transportation and storage of vegetables and fruits demands facilities not currently available in San Luis.

Downtown Revitalization

Downtown San Luis is regularly congested with international truck traffic. Additionally, thousands of workers cross the border daily creating additional circulation challenges as people and vehicles closely interact. Needs exist for improved roadways, facilities for non-vehicular circulation including bike parking, sidewalks, crosswalks, and shade. Under-utilized and vacant properties represent a challenge and opportunity for development and redevelopment.

Proximity to Mexico

This is a two-edged sword. The fact that Mexico is adjacent to San Luis means that is in direct competition with Mexico's commercial services. On the other side, this key location creates greatly expanded market opportunities for San Luis's business and service sectors.

9. PUBLIC SERVICES AND FACILITIES/COST OF DEVELOPMENT ELEMENT

9.1 Element Statement

The Public Facilities and Services/Cost of Development Element supports a functional, efficient, cost-effective, and financially equitable system of public facilities and community services to serve an expanding population and employment base in a sustainable manner.

Since the development of public facilities and service provision are so interrelated to the cost of development, these two Elements have been combined. The Public Facilities and Services/Cost of Development Element of the San Luis General Plan provides an overview of the various public facilities and services provided by the City, outlines the role that the City will play in the development of facilities and services, and provides goals and objectives to ensure that the City is able to provide for the community as it develops. It is critical that San Luis has the necessary public facilities and services to support new growth and existing populations as well as having adequate policies in place to determine the roles the public sector and private sectors play in financing public services and facilities.

9.2 Goals and Objectives

Goal 1. Expand infrastructure to keep pace with growth.

Objective A. Identify future needs for new public facilities and services.
Objective B. Identify and complete needed stormwater drainage improvements.
Objective C. Pursue shared facility agreements with local school districts.

Goal 2. Expand healthcare and medical services in San Luis.

Objective A. Establish urgent care services and a hospital in San Luis.
Objective B. Encourage the location of medical services, including clinics, medical offices and supporting services.

Goal 3. Provide excellent educational facilities at all levels in San Luis.

Objective A. Establish vocational schools.
Objective B. Support fine arts education, events and opportunities.
Objective C. Provide education and training for special needs citizens.
Objective D. Partner with Arizona Western College, the University of Arizona and Arizona State University to offer advanced education at local campuses.

Goal 4. Provide reliable public facilities and services to residents and visitors.

Objective A. Ensure prompt, effective response of emergency services and prepare the community for improved public safety.

Objective B. Ensure the people of San Luis and surrounding areas access to adequate educational facilities and equipment.

Goal 5. Ensure that new development pays its fair share and does not place an undue burden on existing residents.

Objective A. Maximize the community's investment in infrastructure and services by encouraging development in areas already served by existing infrastructure or where extensions can be made without undue burden to the City of San Luis.

Objective B. Ensure that current rates and fees are adequate and evaluate alternative revenue generation techniques to finance development costs.

Objective C. Analyze costs to ensure additional service and infrastructure costs are covered.

Objective D. Ensure public and private fair share funding for new public facilities and services.

Objective E. Coordinate with new developments to ensure developers contribute adequate land/or resources toward providing and conserving open spaces, parks or trails.

9.3 Current Services in the Community

The following table identifies the major services that are provided in San Luis and the service provider.

Table 9.1: Major Service Providers

Service	Provider
Water	City of San Luis Public Works Department
Wastewater	City of San Luis Public Works Department
Police/Public Safety	City of San Luis Police Department
Fire Protection/EMS	City of San Luis Fire Department
Street Maintenance	City of San Luis Public Works Department
Solid Waste Collection	City of San Luis Public Works Department
Electricity	Private Utilities
Telecommunications	Private Utilities
Propane Gas	Private Utilities

Parks	City of San Luis Parks Department
Recreation	City of San Luis Recreation/Swimming Pool Dept.
Natural Gas	Southwest Gas Corporation

Police Protection

The City of San Luis Police Department is located at 1030 E. Union Street, adjacent to City Hall. The department employs 35 officers. The department generally has a response time of 2 to 3 minutes. Excellent police and fire protection enhance the quality of life for the residents of the City of San Luis.

Fire Protection

The City of San Luis Fire Department is located at 1165 N. McCain Avenue. There is one fire station in the City. The San Luis Fire Department was formed as a volunteer fire department on or about 1981. The department is comprised of 23 full-time employees, 6 part-time employees and 11 Fire Cadets (student firefighters). These employees are assigned as follows; Fire Administration: 2 full time and one part time; Fire Chief, Administrative Assistant and Office Support Specialist. Fire Suppression: 21 full-time and 4 part-time firefighters; consists of 13 Certified Emergency Paramedics (CEP), 12 Emergency Medical Technicians; 15 Hazardous Materials Technicians and 10 Hazardous Materials First Responders. Fire Suppression personnel are assigned to one of three crews (7 personnel each), each working an average of 53 hour per week, under FLSA guidelines. Part-time firefighters are used to augment daily staffing levels.

Emergency response services are provided utilizing a 1250 GPM pumper (Engine 1) and a 1250 GPM Tele-Squrt (Ladder 1). Daily minimum staffing for each apparatus is 3 persons, one of which is a CEP. There is also have a third fire truck that has been placed in reserve status, which can be used for civic duties, such as parades, school and fire prevention presentations, etc.

The City Haz-Mat Response Team is comprised of 15 Haz-Mat Technicians, utility truck with lighting and portable generator and a trailer with durable and disposable equipment and supplies. The department provides pre-hospital Advanced Life Support Services to the community with medical direction through the base hospital, Yuma Regional Medical Center (YRMC). Emergency transportation services are provided by a separate, private provider.

Also, the Arizona State Prison Complex - Yuma has a Wildland Fire Crew that consists of one sergeant, two correctional officers and twenty inmates that assists in fighting fires throughout Arizona.

9.4 Cost of Development Philosophy

It is the desire of the City to encourage development that requires little or no extension of services. Development that occurs within or directly adjacent to existing infrastructure or service areas is the most cost-effective since much of the investment in providing those services has already been made. Building outside of these existing service areas creates sprawl that is very expensive to the community unless the majority of costs are borne by the developer. These costs are not just the

basic infrastructure, but also for public safety services that must expand service areas to accommodate the new development.

9.5 Current Development Costs and Standards

In order to determine the burden that a particular development may place on a community, it is important to calculate the costs of providing services to the existing population. Industry standards can also be used to estimate the economic impacts of a specific development proposal. Utilizing these figures, additional costs of new development can be calculated and contemplated during the project review process.

The following figures have been developed using the City of San Luis Fiscal Year 2011 Annual Budget and estimates made by the engineering consultant on this project. A population of 25,505 (2010 population estimate) was used to calculate the per capita costs. Enterprise funds such as water, wastewater, and sanitation directly charge for services and are not included in this analysis.

Table 9.2: Per Capita Costs of Basic Municipal Services in San Luis

Function	Operating Budget	Per capita Annual Cost
Police Protection	$3,348,450	$131
Fire Protection/EMS	$2,282,440	$89
Street Maintenance	$1,819,020	$71
General Administration*	$6,042,141	$237
Parks and Recreation	$1,378,020	$54

*Includes City Council, Social Services, Senior Center, Magistrate, Outside Services, Planning and Inspection, Finance

Based on this analysis, annual revenues necessary to support these basic municipal services must reach $14,870,071. This translates to over $583 per year in costs incurred to serve each resident in San Luis. Based on an average household size of approximately six persons per home, it costs the City over $3,892 per year to serve each household.

Table 9.3: Estimated Costs of Water Infrastructure

Improvement	Estimated Cost	Estimated Cost/Mile
8” Water Line	$21 - $25 per linear foot	$110, 880 - $132,000
12” Water Line	$25 - $30 per linear foot	$132,000 - $158,400
16” Water Line	$33 - $38 per linear foot	$174,240 - $200,640

Table 9.4: Estimated Costs of Sewer Infrastructure

Improvement	Estimated Cost	Estimated Cost/Mile
8" Sewer Main	$23 - $28 per linear foot	$121,440 - $147,840
10" Sewer Main	$30 - $34 per linear foot	$158,400 - $179,520
12" Sewer Main	$35 - $38 per linear foot	$184,800 - $200,640
15" Sewer Main	$40 - $45 per linear foot	$211,200 - $237,600
18" Sewer Main	$55 - $60 per linear foot	$290,400 - $316,800
Manhole – 5' Diameter	$2,500 - $3,000	N/A

Table 9.5: Estimated Costs of Road Infrastructure

Improvement	Estimated Cost
Asphalt	$2.75 - $3.75 per SY
5' Concrete Sidewalk	$3.75 - $4.25 per SF
Concrete Roll Curb 2' with 6" Reveal	$8 - $10 per LF
15" Sewer Main	$40 - $45 per LF
18" Sewer Main	$55 - $60 per LF

9.6 Cost of Development Financing Options

When the City determines that it is responsible for making capital expenditures, there are several mechanisms that can be utilized. Of course, paying for improvements out of current revenues is almost always desirable but often not feasible. It is critical that the City explores all options when determining the appropriate financing vehicle or combination of methods.

Financing Mechanisms Available for Public Service Expansion:

Pay-As-You-Go Out of Current Revenues

This is the optimum way to pay for service expansion. Current revenues consist mostly of local sales and property taxes, state shared revenues, and grants. Unfortunately, revenues usually follow development, while most service expansions must occur prior to or simultaneously with development.

Grants and Low-Interest Loan Programs

There are numerous grants and low-interest loan programs available to San Luis from Federal, state, and regional agencies. San Luis has actively pursued and received funding from, among others, Community Development Block Grants, the State of Arizona Heritage Fund, ACTION Zone, and the Governor's Office.

Revenue Bonds

Revenue bonds are a method of borrowing to finance service expansions. The bonds are paid back through future revenues that are legally pledged to the bond issuer. Revenues generally utilized for

debt service are privilege taxes (sales tax), Highway User Revenues Funds (payments made to municipalities from state fuel taxes), and user fees. Bonding must be approved by a public vote. Revenue bonds are typically more costly to the municipality since future revenues, which can be uncertain, are the method of security and repayment.

General Obligation Bonds

General Obligation Bonds (G.O.) are a method of borrowing to finance service expansion. These bonds are based on the municipality's full taxing authority and are generally paid back through property taxes. The municipality may bond for up to 20 percent of its secondary assessed valuation with an additional 6 percent available for special projects. Bonding must be approved by a public vote. G.O. Bonds are the most cost-effective for the municipality since their security and repayment are based on property and the municipality's ability to levy against it to meet obligations.

Certificates of Participation (COP)/Municipal Property Corporations (MPC)/ Civic Improvement Corporation (ClC)/Industrial Development Authority (IDA)

These are methods of borrowing that are paid back by municipal revenues. They are usually not legally tied to a specific revenue stream such as revenue bonds. These methods can be utilized by action of the City Council and are not subject to public vote.

Development Impact Fees

These fees are established by the municipality based on the cost of expanding services to accommodate new development. These fees are then passed on to the project developer as part of the cost of the development. Development impact fees can be fairly narrow in scope (impact of development on the wastewater treatment facility) to very broad in scope (covering all utilities, public safety, municipal operations, parks/recreation/open space, library services, etc.).

User Fees

These fees are charged for services such as water and sewer fees or park and recreation venue admissions. The fee structure can be developed to not only cover operating costs but to service the debt for financing expanded services as well.

Special Tax Districts

Commonly called Tax Increment Financing in other states, this funding mechanism is typically utilized for redevelopment and revitalization purposes.

9.7 Issues

Water System Deficiencies

The rapid population growth of San Luis has placed strain on the water system. High concentrations of iron and manganese have been detected. Aggressive upgrade and expansion of the water system

must be implemented to ensure adequate, high-quality water is delivered to current and future residents and businesses.

Strained Infrastructure

Some of the infrastructure in the community is strained due to the exponential growth experienced in the last decade. Planning done just a few years ago has become dated and needs to be upgraded. The west wastewater treatment plant is at capacity and needs to be expanded.

Public Safety Facilities and Services

Current facilities for police and fire protection need to be evaluated as the community's population has quadrupled in the last decade.

Recreation Facilities, Programs, and Social Services

San Luis has placed an emphasis on the development and maintenance of recreation facilities, programs, and social services. In fact, the community has budgeted funding for these services similar to the fire departments. However, additional facilities, programs, and services are needed to accommodate the growing population.

Regional Partnerships

The City has been very involved in regional planning with Yuma County, the Greater Yuma Economic Development Corporation and the Yuma Metropolitan Planning Organization, and through the ACTION Zone process. This regional cooperation must continue to provide financing and efficient provision of public facilities and services. Partnering with other utility providers (e.g., Qwest, APS) will also be critical to ensure that the community has advanced telecommunications capabilities and reliable power.

Infrastructure Development Policy

The City must put in place policies and procedures to systematically plan for infrastructure needs and ensure that future growth pays for itself.

10. HOUSING ELEMENT

10.1 Element Statement

The Housing Element addresses the provision of adequate housing for all economic segments of the community, including elimination of substandard housing, improvement of housing quality within the community and provision of adequate sites for the development of housing. The City has experienced significant residential subdivision expansion over the last 15 years. Most growth in San Luis has been housing driven. Employment and commerce are now becoming growth priorities.

The City of San Luis housing stock includes single family housing, multi-family housing and manufactured homes.

This Element is closely related to the Land Use, Energy and Conservation, Rehabilitation and Redevelopment Elements. Citizen preferences identified during the General Plan update are for a wide variety of housing choice at affordable prices.

10.2 Goals and Objectives

Goal 1. Provide a variety of housing for all socio-economic groups.

Objective A. Develop single family residential units on a variety of lot sizes.
Objective B. Provide urban, multi-family housing in locations supported by adequate roadway and utility infrastructure.
Objective C. Ensure that housing remains affordable.

Goal 2. Work closely with home builders to provide housing units demanded by the community.

Objective A. Guide residential development within the residentially designated areas on the Future Land Use Plan.
Objective B. Seek out infill opportunities to add housing.
Objective C. Support increased residential densities in appropriate areas.

Goal 3. Focus on high quality and sustainable residential construction techniques.

Objective A. Encourage home builders to construct energy efficient, “green” homes.
Objective B. Design or retrofit neighborhoods to emphasize outdoor enjoyment, traffic reduction and water conservation.

Goal 4. Provide for a variety of housing types available to residents of all ages and income levels within the community.

Objective A. Encourage green building techniques that utilize sustainable and energy efficient materials and methods in the design and construction of buildings.
Objective B. Encourage a variety of housing types within specific neighborhoods to allow for a variety of age groups and to provide the opportunity for move-up housing.
Objective C. Encourage higher density housing where appropriate.
Objective D. Create and maintain opportunities for quality housing.
Objective E. Encourage adaptive and intelligent reuse of buildings, where appropriate.

10.3 Existing Conditions

The following information describes housing costs and housing units in San Luis.

- Median price asked for vacant for-sale houses and condos in 2008 in Arizona: $291,551
- Median contract rent in 2008: $434 (lower quartile is $326, upper quartile is $543)
- Median rent asked for vacant for-rent units in 2008: $488
- Median gross rent in San Luis, AZ in 2008: $546
- Housing units in San Luis with a mortgage: 1,173 (50 second mortgage, 71 home equity loan, 4 both second mortgage and home equity loan)
- Houses without a mortgage: 483

Estimated median house or condo value in 2008: $136,693 ($64,500 in 2000)
San Luis: $136,693
Arizona: $229,200
Lower value quartile – upper value quartile: $66,241 - $155,297

Table 10.1: Housing Prices

Estimated Mean Price in 2008		
Housing	**San Luis**	**Arizona**
Detached House	$141,728	$323,661
Townhouse or other Attached Unit	$96,988	$231,545
2-Unit Structures	$68,526	$244,995
3-4 Unit Structures	$119,504	$181,041
Mobile Homes	$37,673	$51,746
Occupied Boats, RVs, Vans, etc.	$23,750	$39,763

Information obtained from www.city-data.com

Household Type by Relationship (13,029 households)

- In group quarters: 2,313 (2,309 institutionalized population).
- Size of family households: 388 2-persons, 471 3-persons, 747 4-persons, 660 5-persons, 362 6-persons, 290 7-or-more-persons.
- Size of nonfamily households: 77 1-person, 15 2-persons, 8 3-persons.

Table 10.2: Median Number of Rooms in Housing Units

Median Number of Rooms		
Rooms In	**San Luis**	**Arizona**
Houses and Condos	4.6	5.7
Apartments	3.6	3.7

Information obtained from www.city-data.com

11. CONSERVATION, REHABILITATION AND REDEVELOPMENT ELEMENT

11.1 Element Statement

This Element addresses plans and programs for the elimination of blighted areas; community redevelopment, including housing sites, business and industrial sites, and public buildings sites; and neighborhood preservation and revitalization (this is primarily addressed in the Neighborhood Preservation and Revitalization Element of this General Plan).

Important redevelopment opportunities for San Luis exist in the downtown area. Neighborhood preservation and redevelopment are also addressed in the Neighborhood Preservation and Revitalization Element.

11.2 Goals and Objectives

Goal 1. Promote preservation, maintenance and improvement of property.

Objective A. Improve architectural features, building facades and aesthetics of structures along Main Street.
Objective B. Enhance the appearance of the downtown area and Main Street.
Objective C. Prepare a plan for the preservation of historic and cultural assets.
Objective D. Develop community awareness of the historical and cultural significance of the City of San Luis.

Goal 2. Encourage and support rehabilitation and redevelopment efforts in San Luis.

Objective A. Encourage re-use of obsolete development.
Objective B. Repair or replace obsolete, faulty or missing infrastructure.

Goal 3. Provide shady public places and community gathering areas.

Objective A. Include shade structures in public improvement projects.
Objective B. Identify locations and options for creating shaded areas.
Objective C. Retrofit parks and public facilities to provide shade.

Goal 4. Improve appearance and functionality of Juan Sanchez Boulevard.

Objective A. Include landscaping, pedestrian and bicycle facilities in conjunction with roadway improvements.
Objective B. Establish access control and stormwater facilities.

Goal 5. Remediate deteriorated and blighted conditions.

Objective A. Redevelop underutilized and blighted properties.
Objective B. Address safety concerns with vacant properties.

11.3 Existing Conditions

The City of San Luis is a generally a clean and well kept city. Some structures within the city were built a number of decades ago and may be in need of repair. Many of the neighborhoods in San Luis are in good condition, and proper maintenance must be performed to keep them in this condition. Once deterioration occurs, it can intensify quickly and spread to surrounding areas.

11.4 Assets

As growth and development continues, San Luis must be ready to address the issues of community redevelopment and revitalization. Organization and progressive leadership will be vital to redevelopment planning efforts. A strong economic and employment base, and active involvement by the community residents, will assist in addressing the challenges of renewing the City and preventing deterioration.

11.5 Challenges/Issues

After rapid growth during the last few decades, some areas of San Luis are showing signs of deterioration. The City must revitalize and improve these areas while protecting stable neighborhoods.

San Luis takes pride in being a well-maintained city, and this emphasizes the importance of taking action steps to improve deteriorated or declining areas.

12. NEIGHBORHOOD PRESERVATION AND REVITALIZATION ELEMENT

12.1 Element Statement

The strength of the San Luis community lies in its neighborhoods. Citizens desire clean, safe and convenient places to live.

This Element provides a framework for the preservation and continued development of strong neighborhoods. The community of San Luis values its neighborhoods and desires to preserve and enhance them for all citizens who live, work, and visit here. The residents of San Luis take pride in their homes and neighborhoods and look to make them safe and enjoyable for their families and friends.

12.2 Goals and Objectives

Goal 1. Promote ongoing and diligent maintenance of neighborhoods.

Objective A. Maintain the graffiti removal program.
Objective B. Establish assistance programs for property clean up and maintenance.

Goal 2. Preserve and revitalize older neighborhoods.

Objective A. Discourage inappropriate businesses from locating within neighborhoods.
Objective B. Focus on improvements in older neighborhoods, such as repair or replacement of obsolete infrastructure.
Objective C. Respect the individual character of each neighborhood.
Objective D. Introduce retrofitted amenities, such as parks, trails or drainage improvements into mature residential areas.

Goal 3. Maintain and enhance a sense of cohesion in the community through a focus on neighborhoods.

Objective A. Recognize and maintain the emphasis on residential neighborhoods as the community grows and matures.
Objective B. Prevent decline of aging residential neighborhoods.
Objective C. Preserve the historic and cultural heritage of the residential community in San Luis.
Objective D. Preserve the special physical characteristics that define the residential neighborhoods and the greater community of San Luis.

Objective E. Use redevelopment and revitalization tools and techniques to maintain or create environments that positively influence tourists, community members and business operators.

Objective F. Improve the landscape, sign and design standards in the community.

Objective G. Create convenient pedestrian links between neighborhoods and neighborhood-supporting uses.

Goal 4. Apply neighborhood design principles to reduce crime and improve liveability.

Objective A. Provide appropriate buffers between residential areas and commercial areas.

Objective B. Provide safe and attractive landscape design.

Objective C. Provide neighborhood scale recreation facilities and parks.

Goal 5. Improve appearance of highly visible vacant property, including State owned property along Juan Sanchez Boulevard.

Objective A. Adopt a clean-up program to remove litter and weeds.

Objective B. Require posting of vacant property to reduce dumping and trespassing.

Objective C. Consider adopting property maintenance standards.

12.3 Existing Conditions

Sustaining the attractiveness of San Luis as a place to call home in part depends on the continued strength of its neighborhoods. There are a variety of neighborhoods within San Luis, with the older ones being located near Main Street. These older neighborhoods are the Escondido and International Plaza 1 and 2 neighborhoods. West of US 95 are the Los Portalis and Los Jardenas neighborhoods. The neighborhoods known as Bienestar 1 through 7 are located in the central portions of the City both north and south of Juan Sanchez Boulevard. The newest residential neighborhoods are Bienestar 9A and 9b, located on the eastern side of the City, and Los Alamos, located at the north end of 10th Avenue. All of these neighborhoods are unique and contribute to what makes the City of San Luis a special place to live.

12.4 Assets

There is great pride among the residents of San Luis in maintaining their neighborhoods. They are generally well kept, and detention basins/parks located within communities are well used during the day and evenings when people are done working or going to school.

12.5 Challenges/Issues

- Property maintenance in residential neighborhoods.

- Commercial encroachment on residential areas, and ensuring that this encroachment does not impact the residential areas in a negative manner.

- Missing or obsolete infrastructure that is needed to improve neighborhoods.

- The addition of parks and open space within neighborhoods to provide adequate play areas for children of all ages.

- The provision of neighborhood linkages to parks, linear parks, schools and retail service areas.

- Safety issues related to the safe passage of children between their homes and school.

13. ENERGY ELEMENT

13.1 Element Statement

San Luis supports energy conservation and renewable energy applications. Utilizing available energy resources in the most efficient manner possible, while supporting the development of new and renewable energy sources, provides a long-term benefit to every member of the San Luis community. Responsible use and development of energy works to support City goals of improved living quality and economic expansion.

The State of Arizona has adopted expanded general plan requirements for municipalities recognizing the importance of energy resources and long-range planning. The existing and future livability of our desert cities will be enhanced through the conservation of energy and the development and application of alternative, non-polluting energy sources.

The required General Plan Energy Element addresses the efficient use of energy and the expanded use of renewable energy as required by State law. San Luis can host solar power generation facilities and be a community where alternative energy components are developed and manufactured.

13.2 Goals and Objectives

Goal 1. Encourage the efficient use of energy resources.

Objective A. Improve the energy efficiency of municipal facilities.
Objective B. Utilize fuel efficient vehicles in meeting the needs of San Luis.
Objective C. Promote energy conservation through public education.

Goal 2. Promote the application of renewable energy sources.

Objective A. Encourage energy efficient retrofitting for private development.
Objective B. Provide leadership in energy conservation through City projects and purchases.
Objective C. Utilize energy efficient retrofits for existing public facilities.

Goal 3. Encourage the development of clean energy technologies.

Objective A. Actively pursue businesses specializing in "green energy."
Objective B. Encourage new energy technologies in public and private project designs.

Goal 4. Promote green building technologies and sustainable development practices.

Objective A. Establish an incentivized Green Building Program.
Objective B. Modify development standards to encourage energy efficiency.
Objective C. Promote land uses that result in increased pedestrian and bicycle transportation opportunities.
Objective D. Demonstrate municipal leadership by developing or aiding in the development of an alternative energy project such as large-scale, solar energy generation or similar project.

13.3 Current Programs and Practices

Organizations including the United States Green Building Council (USGBC) have taken the lead in promoting energy conservation through design enhancements. USGBC is a non-profit agency composed of organizations representing a broad spectrum of the building industry committed to construction that is environmentally responsible, profitable and healthy to occupy.

The Leadership in Energy and Environmental Design (LEED) Green Building Rating System is a key program of the USGBC. Local adoption of a LEED Green Building Program is becoming common in Arizona.

The City of San Luis does not currently have any programs in place to promote energy efficiency but should look to adopt programs in the future.

13.4 Assets

Adequate electrical energy supplies are currently available to all city users. Electrical energy distribution infrastructure has been constructed in advance of increasing demands. Industrial and institutional demands continue to be readily met in support of expected economic growth.

Arizona Public Service (APS) is the provider of electrical power to San Luis. APS business customers in the Southwest Division have benefited from a number of system investments, which include: additional generation at the Yucca Power Plant; enhancements of the sub-transmission system; and plans for additional high-voltage transmission lines by 2014. Through the APS renewable energy and demand side management incentive programs, customers can reduce their carbon footprint and reduce their energy costs.

13.5 Challenges and Issues

Conservation and improved efficiency remain significant challenges for all Arizona communities including San Luis. Post recession projections and development policy indicate continued residential construction, accompanied with increases in commercial and employment development. The type of energy demands change with more commercial and industrial users.

Emphasizing sustainable energy sources, such as renewable energy (solar power, biomass, biofuels and geothermal), is essential in meeting global goals of reduced environmental degradation.

In preparing this General Plan update, planning workshop participants supported energy-conserving building practices for new construction in San Luis. Alternative energy sources such as solar programs received support.

13.6 Opportunities

Improved efficiency in energy consumption can be supported by San Luis in several ways including program establishment, incentive creation and updated development requirements. A Green Building Program will provide clear direction and criteria to assure improved energy efficiency. Incorporating incentives to encourage LEED certification will expand the program's use and effectiveness. Additionally, reviewing the city's development standards could identify opportunities for new development or redevelopment projects to meet minimum efficiency values.

Primary opportunities to employ energy conscious designs and establish a leadership role for the City exist in the design of public facilities and in the selection of capital items such as vehicles and equipment. Significant federal programs are in place to provide grants and other assistance for energy efficiency upgrades. The City could demonstrate renewable energy leadership by having solar panels installed on City buildings.

Increased utilization of alternative energy sources can be supported by public and private commitments to renewable energy and public-private partnerships supporting recycling and innovative energy programs.

14. PUBLIC BUILDINGS ELEMENT

14.1 Element Statement

This Element addresses the locations in the City of San Luis that have civic and community centers, public schools, libraries, police and fire stations and other public buildings. The City of San Luis maintains an excellent education system that serves the community. As San Luis grows, education will remain important in developing and educating the "human capital" of the community and is an essential component of a balanced community that supports continued employment expansion and diversification. Residents would like public buildings to be energy efficient and economical to maintain.

This element is closely related to the Public Services and Facilities/Cost of Development and Energy Elements.

14.2 Goals and Objectives

Goal 1. Support the evolving role of schools.

Objective A. Maximize opportunities for shared-use facilities that serve citizens.
Objective B. Communicate with school districts regarding development proposals that impact school services and facilities.
Objective C. Support most-needed curriculums for secondary schools.

Goal 2. Ensure public buildings are accessible, safe and environmentally responsible.

Objective A. Assess general public and employee safety conditions at all City buildings.
Objective B. Implement public building preparedness in accordance with appropriate emergency response plans and information.
Objective C. Provide full ADA accessibility to all city facilities.
Objective D. Design, when feasible, new public buildings to meet USGBC Green Building standards, attaining when possible LEED Certification.
Objective E. Assess and implement energy efficient retrofits for existing buildings.

Goal 3. Provide public buildings that adequately serve community needs.

Objective A. Assure consistency between public building use and the needs of the surrounding neighborhoods and service areas.

Objective B. Create a wide distribution of public buildings to maximize service to residents and visitors.
Objective C. Include public architecture, site design and public art that are complementary to and consistent with neighborhood character.

Goal 4. Provide a progressive, diverse library system.

Objective A. Utilize libraries as focal points for community activities.
Objective B. Improve access to computing technologies and digital information for all community residents and visitors.
Objective C. Provide literacy, informational and lifelong learning programs at all library facilities.

14.3 Existing Conditions

The City of San Luis operates an array of public buildings that serve the needs of its citizens. These buildings include City Hall complex, the Cesar Chavez Cultural Center, the San Luis Aquatic Center, the San Luis Youth Center, the Senior Center, and the San Luis Branch Library.

The San Luis Fire Department is headquartered in a facility that is located next to City Hall.

The City of San Luis is served by the Gadsden Elementary School District #32. Schools in this district include the following: Arizona Desert Elementary School, Cesar Chavez Elementary School, Desert View Elementary School, Ed Pastor Elementary School, Rio Colorado Elementary School and San Luis Middle School and Southwest Junior High School. The San Luis High School is located within San Luis and is part of the Yuma Union High School District #70. Harvest Preparatory Academy is a new addition to San Luis, which opened its doors in August 2009 and consists of the Harvest Preschool and Childcare and the Harvest Preparatory Academy Elementary School. Arizona Western College (AWC) has a branch location in San Luis that offers Adult Basic Education, General Education Development, developmental, occupational, and General Education courses as well as an extensive English as a Second Language course of study. The Associate of Arts in General Studies and Associate of Applied Science in General Business degrees can be obtained at AWC.

14.4 Challenges/Issues

Maintaining adequate public buildings requires continued commitment of capital resources for energy-efficient facilities that supply needed public services. Proposed satellite facilities that provide convenient service and timely responses but tend to increase operating costs should be evaluated on a range of criteria including cost-benefit and critical needs of the community.

14.5 Opportunities

General Plan strategies provide direction for decision-making related to existing and future public buildings. As the City develops and grows, it will be important to ensure that the existing public buildings may be expanded, or new ones built, to handle the new growth.

15. SAFETY ELEMENT

15.1 Element Statement

This Element focuses on strategies that the City of San Luis should employ in order to protect the safety of the public in the event of natural and human-caused threats. As San Luis grows, increased urban intensities and residential densities demand attention to public safety. Population, density and the international border require specific responses to public safety threats.

Citizens ask that safety planning, staffing and preparedness keep pace with the changing conditions of community growth. Although State statutes emphasize planning to combat disastrous events, this element also addresses day-to-day safety concerns.

15.2 Goals and Objectives

Goal 1. Protect citizens and visitors from safety and security threats.

Objective A. Maintain high quality of police, fire and ambulance services.
Objective B. Improve emergency response preparedness.
Objective C. Improve pedestrian, bicycle and roadway safety.
Objective D. Provide security lighting at all public facilities.
Objective E. Partner with Department of Homeland Security and the military to improve community security.
Objective F. Start community watch programs.

Goal 2. Improve traffic safety.

Objective A. Ensure direct, safe routes for emergency response vehicles.
Objective B. Reduce traffic congestion and other driving hazards.
Objective C. Strictly enforce regulations for yielding to emergency vehicles and evaluate policies for safe police, fire, emergency operations.
Objective D. Maintain adequate visibility/lighting for pedestrian, bicycle and vehicular safety.

Goal 3. Enhance student safety.

Objective A. Complete sidewalk and crosswalk improvements linking neighborhoods and schools.
Objective B. Add bike lanes and separate bike paths to provide safe riding opportunities for students.
Objective C. Evaluate locations and feasibility for pedestrian overpasses or underpasses along Juan Sanchez Boulevard.

Goal 4. Strengthen public safety response.

Objective A. Provide adequate public safety personnel based on population ratios.
Objective B. Conduct aggressive observation/prevention programs keyed to public events and spaces, older neighborhoods, hazardous areas (airport, industrial).
Objective C. Strive for improved emergency response times.
Objective D. Support personnel training to ensure prompt, effective response of emergency services.

Goal 5. Update Emergency Operations Plan (current plan effective May 31, 2006)

Objective A. Revisit existing Emergency Operations Plan in greater detail.
Objective B. Conduct regular preparedness exercises pertaining to evacuation, triage and crisis containment.
Objective C. Coordinate state-of-the-art telecommunications with other jurisdictions.
Objective D. Prevent physical threats to human health and safety, as well as flooding, fire, geological instability, and air-borne and water contamination.

15.3 Existing Conditions

Arizona Revised Statutes require preparation and annual review of an emergency response plan. The plan addresses emergencies as a result of natural, technological or national security disasters. The Emergency Operations Plan for the City of San Luis was effective on May 31, 2006. The purpose of this plan is to provide direction and guidance to City of San Luis departments and supporting agencies. It constitutes a directive to City departments to prepare for and execute assigned emergency tasks to ensure maximum survival of the population and property in the event of a natural or man-made disaster. This plan has been prepared in accordance with the Arizona Revised Statutes, Title 26, Chapter 2. The focal point for emergency response is the Fire Department, with the assistance from the Police Department. The location of San Luis at the international border and its potential for rapid growth highlights the need for emergency response refinements.

San Luis's Emergency Operations Plan includes:

- Identification of key officials who will make decisions involving the execution of the plan.
- Provision of an inventory of trained personnel, facilities, equipment, and organizations that are needed to carry out the plan.
- Agreements with other agencies and communities to exchange aid in time of crisis.

15.4 Assets

The City has formulated an effective, basic Emergency Operations Plan. It is fully coordinated with the Yuma County Emergency Operations Plan and the State of Arizona Emergency Response and Recovery Plan. Development standards required by the City of San Luis generally assure sufficient right-of-way widths/improvements, building setbacks, drainage control and related engineering criteria to maintain safe conditions. Preventative measures advocated in this Element are supported by planning principles in other General Plan components such as: Circulation, Land Use, Public Buildings, Public Facilities and Services.

San Luis's public safety departments are well-trained and well-equipped. Performance statistics, especially emergency response times, compare favorably with other jurisdictions in the region.

15.5 Challenges and Issues

Maintaining adequate safety responsiveness entails committing resources for emergency service. Satellite locations for quick personnel and equipment deployment should be evaluated.

International border crossers and associated Federal enforcement agency responses make an impact in San Luis. Coordination and protocols for community awareness and response plans serve to improve public safety.

New development forms, such as larger buildings or more dense mixed uses, will require special emergency precautions pertaining to ingress-egress, security and evacuation procedures. Preparedness plans for individual sites or structures should conform to the City's Emergency Operations Plan.

15.6 Opportunities

General Plan principles can provide direction for San Luis's public safety departments in dealing with emergency situations. Growth Area planning, for instance, could literally "build-in" physical features (containment perimeters, emergency only access, dedicated substation space) as part of site plan or structure design.

Citizen involvement represents a major safety opportunity. Parent/teacher organizations could mobilize significant human resources support, if properly trained, to serve in auxiliary capacities (e.g., traffic control, public communications, first aid, food/shelter services) during natural or human-caused disasters.

16. IMPLEMENTATION

16.1 Introduction

Measuring the success of any plan or planning effort is dependent upon the effective implementation of action strategies and recommendations. The San Luis General Plan serves as the blueprint or guide for the City's future development. However, it is critical that the plan is put into action through a comprehensive strategic implementation program. The City's role in implementing the plan is to provide direction to private and public sector development and investment. The plan may be changed in the future. It is anticipated that as changes occur within the City of San Luis, amendments to the General Plan may be required from time to time. This chapter discusses the specific strategies for implementing, reviewing, updating and amending the San Luis General Plan.

16.2 General Plan Policies and Recommendations

The San Luis General Plan includes goals and objectives for each of the Plan's fourteen Elements. More specific policies and recommendations related to each of the Plan Elements are included in this implementation plan. These policies and recommendations provide continuity between agreed-upon goals and objectives and the day to day activities and decision-making effecting the growth and development of the City. Policies and recommendations are not meant to be static and should be updated to respond to changing priorities and needs of the City.

Land Use

The following recommendations address specific land use actions to be taken by the City of San Luis.

Recommendations

1. Preserve and continue to farm agricultural lands, particularly in the northern portions of the Planning Area.

2. Develop a set of design guidelines to regulate the type of development anticipated to occur along Avenue E north of San Luis II Commercial Port of Entry.

3. Update off-street parking requirements for the downtown area.

4. Permit neighborhood-serving commercial development.

5. Consider the construction of a parking structure near San Luis, AZ Port of Entry to facilitate pedestrian border crossings.

6. Find a new use for the vacant industrial building located on the east side of US 95.

7. Emphasize conservation, enhancement and restoration of the City's open spaces, ecological connectivity and other natural resources.

Circulation

Providing safe and efficient circulation in San Luis allows easy movement for those living within the community and those visiting.

Recommendations

1. Make improvements to the Juan Sanchez Boulevard corridor.

2. Promote the construction of new sidewalks, pedestrian overpasses, pedestrian signals at major intersections, improved curb cuts at cross walk locations, bulb outs or pedestrian refuge areas in appropriate locations. Juan Sanchez Boulevard would benefit highly from such improvements.

3. Bicycling should be encouraged to reduce some of the negative aspects of urban growth.

4. Provide on-road bicycle facilities on all new roadway construction with a functional classification of a collector or greater.

5. Provide safe bicycle routes.

6. When possible, located and design roadways to minimize direct wildlife mortality and minimize wildlife population and habitat fragmentation.

Growth Areas

Proactively directing growth is essential to efficiently using available infrastructure and promoting a sustainable community. *Exhibit 3.1: Growth Areas* identifies areas best suited to near term growth. Growth Area Policies and Recommendations reflect actions to implement agreed-upon goals and objectives contained in the Growth Area Element.

Specific Policies

1. Encourage short-term development in locations where infrastructure capacity is in place.

2. Evaluate development proposals on a cost-benefit basis.

3. Use selectivity regarding proposed intensive land uses such as high density housing and major commercial and industrial projects.

4. Use growth areas to achieve full utilization of infrastructure capacity.

5. Encourage work force housing in growth areas and growth nodes.

6. Require annexation in order to obtain city water and wastewater services.

7. Focus on ecologically designed open spaces and the conservation of agricultural areas.

Recommendations

1. The downtown area is well suited to the application of form-based development that promotes the pedestrian function of urban streets favoring convenient pedestrian access to buildings and accessory uses.

2. All new development and redevelopment projects should provide convenient pedestrian and bicycle connections to the street, sidewalks, adjacent properties and transit stops.

3. Prioritize wastewater treatment capacity expansion to ensure new development in the western portions of the planning area is not limited.

4. Encourage form-based development to improve efficiency and access in growth areas, particularly along major corridors and in activity centers. Promote build-to lines and require most parking to be located to the sides and rear in activity centers and along major corridors.

5. Carefully assess development proposals to ensure compatibility with existing and planned neighborhood areas. Require the use of landscape buffering and architectural screening as appropriate.

6. Support entertainment activities and install pedestrian amenities in the downtown area. Public investment is typically followed by private investment. Amenities including benches and shade structures encourage business growth. The downtown area represents a short-term growth opportunity that can be enhanced by additional cultural events and entertainment activities.

Economic Development

The following recommendations highlight anticipated economic development activities for San Luis. A specific economic development strategy should be developed by the City in coordination with Yuma County and regional efforts.

It is important for commercial development to keep pace with residential expansion in the San Luis planning areas. As retail demand increases, it is vital that the community's purchasing power support local establishments and reduce economic 'leakage' to other communities and markets.

Businesses in San Luis should recognize the purchasing power of north-bound shoppers and offer the goods and services Mexican visitors are seeking.

Recommendations

1. The City is working on economic development and should commit additional efforts by creating an economic development program. City focus is on five basic principles supporting the economic development process.

    - Product Development: The 'Product' is San Luis and the Competitive Advantages it Offers. Economic development efforts work to build on San Luis strengths by embarking on informational, educational and other programs that support and improve San Luis's competitive advantages.

    - Retention and Expansion of Existing Industry. Supporting the health of existing businesses and employers is important in maintaining current service levels, quality of life and job opportunities. Retention of existing businesses and employers is a priority.

    - Tourism Development. San Luis enjoys an outstanding climate and strategic location. Both southbound and northbound travel contributes significantly to economic development opportunities.

    - Recruitment of New Industry. Economic expansion in San Luis can be impacted in the short term with the recruitment and location of new businesses and industries.

    - Support for Business Startup and Growth. San Luis can act as an incubator for new and small businesses. Economic Development efforts should include emphasis on this important aspect of a balanced industrial base.

2. Target expansion of specific institutions and industries:

    - Higher Education.
    - Alternative Energy Equipment Manufacturing and Generating Facilities.
    - Maquiladores.
    - Warehousing.
    - Auto Service and Parts.
    - Destination Shopping.

3. Support development of highway and tourist services and hospitality uses including truck serving facilities, fuel services, lodging, restaurants and more.

4. Actively support improved access to El Golfo Santa Clara, Puerto Peñasco and other Mexican beach destinations.

5. Establish training, educational and other programs to support local businesses. The expansion and health of local businesses is a priority for economic development efforts.

6. Recruit 'best-fit" retailers and services that provide the most frequently demanded goods and services. Capture additional retail sales that currently pass through to Yuma.

7. Support local businesses through City procurement decisions. The City is one of the area's largest purchasers of goods and services. Adopt a policy of 'Buy Local.'

Conservation and Environmental Planning

Excellence and vigilance are the watchwords for the Conservation and Environmental Planning Element. General Plan policies promote continued leadership and a conscious effort to not only meet, but also exceed environmental standards. The Goals and Objectives of the Conservation and Environmental Planning Element translate into specific polices and recommendations.

Policies

1. Provide proactive leadership on environmental issues.
2. Participate in regional efforts to protect air quality.
3. Promote conservation and stewardship of water resources.
4. Emphasize environmental responsibility for businesses and industries.
5. Recognize and support green industries.
6. Expand recycling programs.
7. Encourage xeriscape landscape applications.

Recommendations

Attention to environmental planning and resource conservation issues is key to improving sustainability of the community. Goals, Objectives and Policies have been refined during the General Plan process. The following implementation actions are suggested as logical next steps toward goal achievement.

1. Maintenance above and beyond mandated minimums should continue to be the hallmark of San Luis air quality and environmental programs. Community focus on innovative opportunities to maintain good air quality and reduce energy consumption is recommended.

2. Compatibility between adjacent land uses should be emphasized as continued urbanization occurs in San Luis. Where spatial separation is not practical, alternative buffering and mitigation measures may be necessary to protect excellent living quality enjoyed in the community.

3. Study, minimize and mitigate when necessary, land use incompatibilities related to noise, odor and other environmental concerns. Seek ways to integrate desirable land uses without losses to quality of life or property values. Work with neighboring jurisdictions when negative impacts cross municipal boundaries.

4. Providing 'green living' educational opportunities for San Luis residents is an important step toward achieving higher levels of resource conservation. Offering lecture series, providing educational centers and promoting events are potential educational strategies.

5. Offer environmental education programs that encourage the reduction, reuse and recycling of non-renewable resources, green building strategies for existing homes and new buildings, and energy and water conservation strategies.

6. As development occurs near Rolle Airfield consider potential increasing noise impacts as airfield activity increases.

7. Promote hiring city residents for local jobs to support reduction in both travel demand and air quality impacts.

8. Promote the implementation of wildlife friendly planning guidelines to help conserve local fish and wildlife populations, habitats and associated recreation opportunities.

Energy

San Luis's energy policies and recommendations must be consistent with strategic planning efforts and growth expectations. Proposed activities and policies to consider: 1) enhanced conservation, in the form of both voluntary and required changes; 2) improved access to alternative energy sources; and 3) the relationship of technological advancement to San Luis's economic future. Policies to support energy goals and objectives were identified during the General Plan update process by citizen participants:

Policies

1. The City will be a role model in energy conservation and related issues.

2. Implement green building practices for public facilities.

3. Encourage compliance with regionally accepted Green Building practices for residential and commercial construction.

4. Attract energy-related industrial development.

5. Assure that energy use policies are practical and cost effective.

6. Explore financial incentives for homeowners and businesses to employ solar energy.

7. Encourage vehicle trip reduction.

8. Support the compatible, retro-fit of solar equipment on existing homes.

Recommendations

Conserving energy relates to many General Plan Elements: Public Buildings, Housing, Public Services and Facilities/Cost of Development, Conservation, Rehabilitation and Redevelopment, Neighborhood Preservation and Revitalization, Land Use and Environmental Planning. Arizona Statutes require greater municipal responsibility for encouraging efficient use of energy. Conservation can be achieved through improved design of our built environment including our homes, workplaces and public spaces. As identified by community Goals, Objectives and Policies relating to Energy Resources, the following recommendations frame specific implementing actions.

1. Establish and maintain a Green Building Program that utilizes recognized criteria and standards, appropriate for the desert environment, in achieving improved energy efficiency. Incorporate incentives to improve the program's appeal to all potential users. Monitor program utilization and effectiveness in order to fine tune to meet San Luis's needs.

2. Demonstrate City leadership and commitment to energy conservation through city projects that are LEED certified. The City should target existing public facilities and services for energy audits.

3. Although voluntary, the benefits of green building are appealing to an ever expanding market. The establishment of a Green Building Program in San Luis is essential to meeting energy conservation goals. A newly emerging, companion program, LEED-ND, focuses on sustainable neighborhood design and should be considered as a possible expansion point once initial Green Building policies are in place.

4. The City may choose to participate in Energy Savings Performance Contracting (ESPCs) facilitating efficiency upgrades to city facilities without large, upfront costs.

5. Explore feasible incentives, whether locally, state or federally-based, private or public, that effectively increase Green Building certification and utilization of renewable energy sources. Development incentives related to site utilization, residential density, or development intensity should be considered when significant energy efficiencies are available.

6. The perception of energy-conserving building practices as too expensive or impractical must be addressed by public information and education that demonstrates the short, mid and long-term benefits of green building.

7. Partner with APS and other organizations in promoting existing programs and establishing educational resources that emphasize energy efficient choices available to all citizens whether at work, school or play.

8. Use innovative energy projects such as Solar System Service Agreements, to support the expanded use of alternative energy sources. Consider partnering with utilities and industry to accelerate or expand innovative, renewable energy projects.

9. A city Green Building coordinator could have responsibility to lead energy conservation programs and multi-partner projects. Effectively promoting energy conservation, green building and renewable energy is key.

10. Promote San Luis as a viable location for research and development of solar energy technologies. Promote existing infrastructure and accessibility to international markets and accelerate new infrastructure that supports specific industry needs.

11. Provide appropriate sites, both large and small, for new industry locations and expansion of existing energy-based companies.

12. Support energy developments located and designed to avoid, minimize and mitigate impacts to wildlife and their habitats

Safety

The following policies and recommendations serve to implement the goals and objectives contained in the Safety Element. Joint public-private initiatives are called for to achieve higher levels of emergency preparedness. Some basic policies in this regard include:

Policies

1. Provide training for natural disaster and terrorist attack response.

2. The City's emergency planning considers potential impacts at multiple levels: site, neighborhood, community-wide, regional and international.

3. Property owners have responsibility for hazard mitigation.

4. Evacuation management priority must be reflected in proposals for increased urban density.

5. Share appropriate Emergency Plan information with businesses, institutions and neighborhood associations.

Recommendations

1. General Plan updating should trigger a comprehensive assessment of San Luis's emergency procedures. Fine-tuning and other revisions may be desirable for planning consistency.

2. Conduct annual practice/training exercises prior to the yearly emergency response plan review to identify needs for improvement. Complete and maintain background information regarding: geologic, water, fire separation distances and related physical conditions.

3. Reevaluate, prioritize and secure, as practical, designated routes for evacuation and emergency vehicle response.

4. Continue policies that assure adequate staffing and cross-training of emergency personnel. Consider augmenting Fire, Police and EMT operations with citizens prepared to provide support in times of crisis.

16.3 Monitoring the General Plan

The City of San Luis Department of Development Services (or similarly named department in the instance where the department name may change) staff will be responsible for the regular monitoring of the Plan's implementation. At least quarterly, staff will provide a written status report to the Planning and Zoning Commission and City Council on development activity, the implementation program, and evaluation of the City's position in relationship to key performance indicators (e.g., jobs-to-population ratio, public safety response time) in the General Plan. The quarterly reports will also assist in determining if any major or minor amendments should be initiated by the City. The potential City-initiated major amendments must occur before October of every year (i.e., major amendment review period begins June 15th and must be resolved by the end of the calendar year).

16.4 General Plan Amendment

At the time of adoption, the San Luis General Plan provided a vision of development into the future based on the development in place, the needs of the community and the desire of property owners. Over time, visions may change and new opportunities arise. Amendments have been made and will need to occur. Amendments to the San Luis General Plan are required in any situation where a proposed rezoning ordinance is not in conformance to the adopted general plan. Arizona law requires conformance with the general plan, which is to be in agreement and harmony with the Land Use Element. These amendments may be initiated by either the City of San Luis or by a land owner.

The Arizona Revised Statutes define Conformance as (Section 9-462.01 Sub Section F):

> *A rezoning ordinance conforms with the land use element to the general plan if it proposes land uses, densities or intensities within the range of identified uses, and densities and intensities of the land use element of the general plan.*

Amendments to the San Luis General Plan will be reviewed in light of their effect on the City's ability to provide a balance of land uses to meet the community's needs and the effect on the mix of land uses in relation to each other and to their location within the geographic area. In situations where the respective public agencies are familiar 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. They are measured by the loss or increase of acreage or developable dwelling units.

Types of General Plan Amendments

Major Amendments

The Arizona Revised Statues define Major Amendments as (Section 9-461.06 Sub Section C & Section 11-824 Subsection C):

> *A substantial alteration of the municipality's/county's land use mixture or balance as established in the agency's general/comprehensive plan land use element. The agency's general/comprehensive plan shall define the criteria to determine if a proposed amendment to the plan effects a substantial alteration.*

By State law, Major Amendments may only occur once per calendar year.

The following criteria are to be used to determine whether a proposed amendment to the Land Use Element of the City of San Luis General Plan substantially alters the mixture or balance of land uses. A Major Amendment is any proposal that meets any one of these criteria:

1. Any change in a residential land use categories of 40 or more contiguous acres within the Planning Area to either another residential land use category or a non-residential land use category.
2. Any change in a non-residential land use category of 20 or more contiguous acres to a residential land use category.
3. Any proposal that would amend the land use category of more than 80 acres within the Planning Area.
4. A General Plan text amendment, or modification or elimination or one or more of the goals or objectives contained in the Land Use Element of this General Plan that changes any goal or objective regarding residential densities, intensities or major roadway locations.

Per Arizona state statutes, the City of San Luis will consider Major Amendments to the General Plan once each year. June 15th of every year will be the deadline to submit applications for Major Amendments to the General Plan. This will allow adequate time for review and public hearings to consider Major Amendments to the General Plan. The Major Amendment applications must be

submitted within the same year they are heard and a 2/3-majority vote of the City Council is needed to approve them. In addition, all Major Amendments must meet the public involvement criteria outlined in the state statutes that reads, *"effective, early, and continuous public participation in the development and major amendment of the general plan from all geographic, ethnic, and economic areas of the municipality."* An application for a Major Amendment must first be reviewed by staff.

Minor Amendments

Minor amendments to the San Luis General Plan are considered as minor text changes and corrections that do not impact the substantive portions of the land use plan's mixture or balance. Minor amendments will involve a standard public review period with adoption by the City of San Luis Council. They may be processed at any time throughout the year. This process involves a public hearing by the City of San Luis Planning and Zoning Commission and one public hearing by the City Council. Minor amendments can be requested and heard at any time during the calendar year.

16.5 General Plan Update

State law requires that a comprehensive update of the General Plan be conducted and ratified by the citizens once every ten years if a community has a population over 10,000 population or if it is between 2,500 and 10,000 and has 2 percent per year growth rate for a ten-year period. The City of San Luis meets these requirements. With regular monitoring of the implementation program, the Department of Development Services, the Planning and Zoning Commission, and the City Council will determine when comprehensive updates will be needed. Substantial population shifts, socio-economic changes, technological changes, and expansion of the planning area might indicate a need to update the plan sooner than the ten-year period.

Appendix A – Public Participation Program

The following is the public participation program that was adopted by the City Council.

In order to assure early and continuous public participation in the preparation of its 10-Year General Plan Update and subsequent amendments thereto, San Luis adopts the following procedures in accordance with the provisions of A.R.S. 9-461.06.

A. Public Participation Goals

1. Prior to any public hearing on General Plan adoption or major amendment, a Public Participation Program (PPP) shall be conducted. The minimum public participation procedures to be utilized in the adoption or re-adoption of the General Plan, as well as any subsequent major amendment to the plan are outlined herein. The City seeks to meet the following goals in its public participation efforts:

    a. Be a professional resource and facilitator for all City residents,
    b. Create opportunities for meaningful citizen participation,
    c. Provide public input opportunities in Spanish-speaking settings,
    d. Ensure early and continuous citizen participation in the process of reviewing current and formulating new City development goals and in the preparation and implementation of the General Plan,
    e. Maximize collaborative efforts with representatives of appropriate agencies.

B. Core Group Contact List

1. The City shall create and maintain a core group contact list who shall receive, either through the mail or electronically, all notices of public workshops or hearings, newsletters or other communications about the plan or the planning process. The core group contact list shall include, but not be limited to, the following entities:

    a. Elected City Officials,
    b. Planning and Zoning Commission,
    c. Yuma County, City of Somerton, City of Yuma,
    d. Western Arizona Council of Governments (WACOG),
    e. San Luis High School District, Gadsden Elementary School District and the Yuma Unified School District,
    f. Key appointed public officials at Federal, State, regional and local levels (i.e. Arizona Department of Commerce, State Land Department, US Homeland Security, Arizona Department of Transportation),
    g. Local homeowner and developer interests,
    h. Real estate and business interests,

i. Large scale property owners,
j. Service organizations and places of worship,
k. Individuals and groups who indicate an interest in the City's planning activities,
l. Any state or federal agencies that have property within the City limits,
m. Any person or entity that requests, in writing, a copy of the plan. (There will be a reproduction and/or shipping charge only for the actual costs of providing a print copy of the document.)

2. At any time during the planning process, any interested party can request to be added to or deleted from the list.

C. Public Workshops

1. The purpose of public workshops is to develop working relationships, establish meaningful lines of communication, spur education, fulfill the community's will to design its own future, and to foster a means to implement the General Plan.

2. Public workshops shall be held during the planning process to disseminate information and gather public comment on the plan. One workshop will take place in the early phases of plan development to identify shared issues and goals, discuss border concerns and update the vision for the community. The second workshop will focus on land use and existing conditions, and the third public workshop will review economic conditions and present draft plan materials for public comment.

3. Public workshops shall be conducted in a manner that maximizes the opportunity for meaningful public comment and dialogue including Spanish-speaking facilitators. Each one may be conducted differently depending on the type of information desired from the public. An opportunity will be made at each public workshop for citizens to provide written comment to the City as well as verbal remarks.

4. Summary notes from each public workshop shall be made available to the core contact list and will be available at the General Plan Update Office in the Community Center for public review.

5. Notice of public workshops may be through a combination of press releases, newspaper ads, public service announcements, flyers posted and distributed in gathering places, inserts provided to community groups for their newsletters and publications, and other means as may be appropriate. All notices shall be published as required by Arizona Revised Statutes. All public notices of workshops shall contain a provision in Spanish for whom to contact if there is need for an interpreter at a public workshop. Every effort shall be made to accommodate the requests of Spanish speaking citizens if notice is provided to the City prior to the workshop.

6. Public workshops will generally be held in locations that meet the requirements of the Americans with Disabilities Act.

D. 60-Day Review Period

1. At least sixty days before the General Plan is noticed for public hearing, the City staff shall transmit the proposed General Plan to the City Council and:

   a. Yuma County Planning Department,
   b. Western Arizona Council of Governments (WACOG),
   c. Arizona Department of Commerce,
   d. Arizona State Land Department,
   e. Arizona Department of Transportation,
   f. U.S. Bureau of Land Management,
   g. City of Somerton,
   h. Any State or Federal agencies that have property within the City limits,
   i. Any person or entity that requests, in writing, a copy of the plan. (There will be a reproduction and/or shipping charge only for the actual costs of providing a print copy of the document.)

2. Any review comments received from the reviewing agencies shall be summarized for Planning Commission and City Council consideration at the required public hearing.

E. Public Hearings

1. At least one public hearing will be held by the Planning & Zoning Commission prior to making a recommendation on the adoption or major amendment of the General Plan to the City Council. The City Council, prior to adoption or major amendment of the plan, shall also hold at least one public hearing meeting all State and City requirements.

2. Public notice of each hearing shall include information about the location where the public can review all plan documents and how the public may acquire a copy of the draft plan. Notice of each hearing shall include time and place and be published at least 15 and not more than 30 calendar days prior to the hearing. Notice shall be published at least once in a newspaper of general circulation in the City, mailed or electronically sent to the core group contact list, and posted in the same manner as other agendas of the Planning & Zoning Commission and City Council.

3. After the hearing, the Commission shall render its decision in the form of a written recommendation to the Council. The recommendation shall include the reasons for the recommendation and be transmitted to the Council in a form and manner as may be specified by the Council.

4. Prior to rendering a recommendation or a decision respectively, the Planning & Zoning Commission and the City Council will give due consideration to the testimony of all individuals at the public hearings, as well as the record of all public input received throughout the planning process.