NOTICE OF WORK SESSION

In accordance with §38-431.01 of the Arizona Revised Statutes of the State of Arizona, notice is hereby given to the Members of City Council and to the general public that the Mayor and Council of the City of San Luis, Arizona, will hold a Work Session meeting at 6:30 p.m., Wednesday, June 3, 2020. The Work Session will take place at the City Council Chambers, located at 1090 E. Union Street, San Luis, Arizona, 85349. Everyone from the public is invited to attend the open meeting.

In accordance with the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act of 1973, the City of San Luis does not discriminate on the basis of disability in the admission of or access to, or treatment of employment in its programs, activities, or services. For information regarding rights and provisions of the ADA or Section 504, or to request reasonable accommodations for participation in City programs, activities or services contact: ADA/Section 504 Coordinator, City of San Luis Human Resources Department, 1090 E. Union Street, San Luis, Arizona, 85349; (928) 341-8520.

Notice is hereby given that pursuant to A.R.S. §1-602.A.9, subject to certain specified statutory exceptions, parents have a right to consent before the State or any of its political subdivisions make a video or audio recording of a minor child. Meetings of the City Council are audio and/or video recorded, and, as a result, proceedings in which children are present may be subject to such recordings. Parents in order to exercise their rights may either file written consent with the City Clerk to such recordings, or take personal action to ensure that their child or children are not present when a recording may be made. If a child is present at the time a recording is made, the City will assume that the rights afforded parents pursuant to A.R.S. §1-602.A.9 have been waived.

THIS NOTICE IS GIVEN BY:

/s/ Sonia Cornelio, City Clerk

AVISO DE SESION DE TRABAJO

De acuerdo con los Estatutos del Estado de Arizona A.R.S. §38-431.01, se le informa a los miembros del Cabildo y al público en general que el Alcalde y el Cabildo, tendrán una Sesion de Trabajo a las 6:30 p.m., el día Miercoles, 3 de Junio del 2020. La junta se llevará a cabo en la Sala del Cabildo, ubicada en el 1090 E. Union Street, San Luis, Arizona, 85349. El público está cordialmente invitado a la junta.

De acuerdo con el Acta de Americanos con Discapacidades y la Sección 504 del Acta de Rehabilitación del 1973, la Ciudad de San Luis, Arizona no discrimina por causa de discapacidad la admisión y acceso a sus programas, actividades, servicios o en el trato en cuanto a empleo. Para más información referente a derechos y provisiones del Acta de Americanos con Discapacidades o Sección 504, o para solicitar adaptaciones qua sean razonables para la participación en programas, actividades o servicios de la Ciudad, contactar al: Coordinador del Acta de Americanos con Discapacidades/Sección 504, Departamento de Recursos Humanos de la Ciudad de San Luis, Arizona, ubicado en el 1090 E. Union Street, San Luis, Arizona, 85349; (928) 341-8520.

Por medio de este aviso y de acuerdo con los Estatutos del Estado de Arizona A.R.S §1-602.A.9, sujeto a ciertas excepciones reglamentarias, los padres de familia tienen el derecho de dar el consentimiento ante el Estado o cualquiera de sus subdivisiones políticas para hacer una grabación de audio o video de su hijo menor de edad. Las juntas del Cabildo se graban en audio y/o video y como resultado, el hecho de que haya menores presentes puede ser sujeto a que sean grabados. Para que los padres de familia puedan ejercer sus derechos pueden dar el consentimiento por escrito con la Secretaria de la Ciudad a tal grabación, o tomar acción personal para asegurarse que su hijo menor no esté presente cuando la grabación se lleve a cabo. Si un menor de edad está presente en el momento de la grabación, la Ciudad asumirá que los padres de familia están cediendo los derechos sobre una posible grabación de acuerdo con los Estatutos del Estado de Arizona A.R.S. §1-602.A.9.

ESTE AVISO ES DADO POR:

/f/ Sonia Cornelio, Actuaria de la Ciudad

AMENDED AGENDA
6/2/2020

AGENDA
Work Session
San Luis City Council
San Luis Council Chambers
1090 E. Union Street
San Luis, AZ 85349
June 3, 2020
6:30 p.m.

The June 3, 2020, work session will be closed to members of the public in-person attendance.

However, members of the public may listen to the meeting's live audio stream on the City of San Luis' website https://sanluisaz.gov/listenlive. Recordings of the meetings will be available on the City's website https://sanluisaz.gov/listenlive after the meeting.

Open meetings conducted remotely through technological means are permissible under the March 13, 2020, Arizona Attorney General opinion titled, "Re: Concerns Relating to Arizona's Open Meeting Law and COVID-19" and following the Mayor's March 18, 2020, Continued Declaration of Emergency and Amended Order-Coronavirus Disease-19 and City Council's Order 2020-7 which closed all city buildings and facilities (except the Municipal Court) to public access, to protect the public health and safety and reduce the transmission of the Coronavirus Disease 2019 (COVID-19). City Council Chambers will be closed to the public.

La sesion de trabajo del Cabildo del día 3 de Junio del 2020, estará cerrada al público.

Sin embargo, los miembros del público pueden escuchar el audio en vivo de la reunión transmitido en el sitio web de la Ciudad de San Luis https://sanluisaz.gov/listenlive . Las grabaciones de las reuniones estarán disponibles en el sitio web de la Ciudad https://sanluisaz.gov/listenlive después de la reunión.

Las reuniones abiertas realizadas de forma remota a través de medios tecnológicos están permitidas bajo la opinión del Fiscal General de Arizona del 13 de marzo de 2020 titulada "Re: Preocupaciones relacionadas con Open Meeting Law de Arizona y COVID-19" y después de la Declaración de Emergencia Continua del 18 de marzo de 2020 del alcalde y Orden modificada-Enfermedad de Coronavirus-19 y Orden del Ayuntamiento 2020-7 la cual cerró todos los edificios e instalaciones de la ciudad (excepto en la Corte Municipal) al acceso público, para proteger la salud y la seguridad pública y reducir la transmisión de la Enfermedad de Coronavirus 2019 (COVID- 19). Las Sala del Cabildo del Ayuntamiento estará cerrada al público.

PLEASE TAKE NOTICE THAT MEMBERS OF THE CITY COUNCIL WILL ATTEND EITHER IN PERSON, TELEPHONE, OR VIDEO CONFERENCE COMMUNICATION; THE MAYOR OR ACTING MAYOR FOR THIS MEETING MAY CHANGE THE ORDER OF THE ITEMS.

1. CALL TO ORDER/ROLL CALL

2. ITEMS FOR DISCUSSION ONLY

2. A. Discussion and possible directions to staff on any and all matters regarding the approval of Lighting and Retention Basin Assessment Districts Budget for Fiscal Year 2020-2021. **(Carlos Cortes, Assistant Director of Finance)**

2. B. Discussion and possible directions to staff on any and all matters regarding conceptual design options for Community Park on County 24th Street under the February 26, 2020, Development Agreement, Order No. 2020-3. **(Lizandro Galaviz, Director of Parks & Recreation)**

2. C. Update followed by discussion and possible directions to staff on any and all matters regarding the 4th of July Freedom Celebration that will be taking place on Saturday, July 4, 2020, at the Joe Orduno Park. **(Lizandro Galaviz, Director of Parks & Recreation)**

2. D. Discussion and possible directions to staff on any and all matters regarding a concept proposal to expand wastewater treatment capacity/capabilities for the City of San Luis. **(Eulogio Vera, Director of Public Works)**

2. E. Discussion and possible directions to staff on any and all matters regarding General Plan Case No. 2020-01, a city initiated request to adopt the San Luis 2040 General Plan. **(Jose A. Guzman, Director of Planning & Zoning)**

3. ADJOURNMENT

IN THE EVENT A MAJORITY OF THE COUNCIL IS NOT PRESENT, AN INFORMAL WORK SESSION MAY BE HELD.

AGENDA ITEM REVIEW FORM

Work Session **2. A.**

Meeting Date: 06/03/2020

Department Head: Monica Castro, Director of Finance, Finance Department

Submitted By: Carlos Cortes, Assistant Director of Finance, Finance Department

Action Requested: Discussion Item - No Action to be Taken

ITEM:

Discussion and possible directions to staff on any and all matters regarding the approval of Lighting and Retention Basin Assessment Districts Budget for Fiscal Year 2020-2021. **(Carlos Cortes, Assistant Director of Finance)**

SUMMARY:

These assessment districts were formed to provide street lighting and retention basin maintenance services in the developments. The County of Yuma requires City Council's approval for the budget in order to levy the assessments. The amounts are based on the estimated cost the city will incur to provide these services.

RECOMMENDATION / SUGGESTED MOTION:

Discussion and possible directions to staff only, no action.

N/A

Fiscal Impact

IS THERE FISCAL IMPACT ASSOCIATED WITH THIS ITEM:	YES
CITY/STATE/FEDERAL FUNDS:	CITY
TOTAL:	$520,056.00
BUDGETED AMOUNT:	$520,056.00
AVAILABLE AMOUNT TO TRANSFER:	N/A
ACCT NAME & GL#/REMAINING BALANCE BEFORE PURCHASE:	808-880-40600 Assessments Property Tax

FISCAL IMPACT STATEMENT (IF THIS IS A BUDGET TRANSFER, YOU MUST ATTACH THE BUDGET ADJUSTMENT FORM):

Revenue Account:
808-880-40600 Assessments Property Tax - $520,056.00

Attachments

Assessments FY2021

CITY OF SAN LUIS
FY 2021 IMPROVEMENT DISTRICT BUDGET SCHEDULE
ENHANCED MUNICIPAL SERVICES

DISTRICT NAME	ACRES	Maintenance	Street Lighting	Total Assessment
Bienestar 7A	1.00	$ 16,505	$ 2,429	$ 18,935
Bienestar 7B	1.50	11,311	3,605	$ 14,916
Las Quintas I - Ph I	1.00	9,516	2,226	$ 11,742
Las Quintas I - Ph II	1.50	19,332	1,418	$ 20,750
Las Quintas II	1.90	24,774	1,786	$ 26,560
Los Portales 4 - Ph 5	0.75	8,335	1,536	$ 9,871
Rancho los Oros	1.50	18,489	5,966	$ 24,455
Rio Sereno	0.75	60,944	2,226	$ 63,170
Los Olivos	1.75	22,073	4,806	$ 26,879
Bienestar 8A	1.65	21,019	3,442	$ 24,461
Bienestar 8B	1.65	26,628	5,161	$ 31,789
Las Brisas	1.00	8,737	2,482	$ 11,218
Frontera Estates II	1.00	15,844	3,745	$ 19,589
Bienestar 9A Ph I	3.25	35,880	7,109	$ 42,989
Bienestar 9A Ph II	1.00	18,342	1,489	$ 19,831
Bienestar 9B	5.20	56,733	16,496	$ 73,230
Industrial Park - Magrino	-	-	3,155	$ 3,155
Industrial Park - Sam Group	-	-	1,057	$ 1,057
Santa Cecilia I	1.10	24,806	2,905	$ 27,711
Santa Cecilia II	1.43	21,792	4,341	$ 26,133
Santa Cecilia III	1.00	17,899	3,716	$ 21,615
	30	438,960	$ 81,095	$ 520,056

CITY OF SAN LUIS
Retention Basin Assessments
Parks Department - Budget FY 2021
Estimated Amounts per Acre

	Requirement	Annual Rate per acre
Labor		
1 Maintenance Specialist for 26 acres a year		
Per Budget Salary Schedule	**$ 40,301**	
	Labor Allocation per acre	**$ 1,347**

Maintenance / Other		**Unit Cost**	**12 mo**	
Sprinklers (4 - 6 per month)		$ 50	**$ 600**	
Rye Seeds				
- Summer & Summer	3.48	$ 320	**$ 2,230**	
Fertilizer - 3 times a year				
Purchased by Tons/ cost per Lb				
43,560 SQF per acre	3.3	30.00	**$ 297**	
13,200 per 50 pounds	**al Maintenance/Other per Acre**			**$ 3,127**

Minor Tools & Equipment		
Maintenance/other	$ 900	
Tools & Equipment - Blower	1,100	
Tools & Equipment - Weedeater	1,100	
	$ 3,100	
Total minor Tools and Equipment per Acre		**$ 104**

Fuel & Diesel		
$ 70 Dlls per week (52)	$ 3,640	
Total Fuel & Diesel Rate per Acre		**$ 122**
Total Maintenance per Acre		**$ 3,352**

DISTRICT NAME	**Acres**	**Labor**	**Maintenance**	**Water Bill**	**Total Maintenance**	**Streetlights**	**Total**
Bienestar 7A	1.00	1,346.51	3,352	11,806	16,505	2,429	18,935
Bienestar 7B	1.50	2,019.76	5,029	4,263	11,311	3,605	14,916
Las Quintas I - Ph I	1.00	1,346.51	3,352	4,817	9,516	2,226	11,742
Las Quintas I - Ph II	1.50	2,019.76	5,029	12,284	19,332	1,418	20,750
Las Quintas II	1.90	2,558.37	6,370	15,846	24,774	1,786	26,560
Los Portales 4 - Ph 5	0.75	1,009.88	2,514	4,810	8,335	1,536	9,871
Rancho los Oros	1.50	2,019.76	5,029	11,441	18,489	5,966	24,455
Rio Sereno	0.75	1,009.88	2,514	57,420	60,944	2,226	63,170
Los Olivos	1.75	2,356.39	5,867	13,850	22,073	4,806	26,879
Bienestar 8A	1.65	2,221.74	5,532	13,266	21,019	3,442	24,461
Bienestar 8B	1.65	2,221.74	5,532	18,874	26,628	5,161	31,789
Las Brisas	1.00	1,346.51	3,352	4,038	8,737	2,482	11,218
Frontera Estates II	1.00	1,346.51	3,352	11,145	15,844	3,745	19,589
Bienestar 9A Ph I	3.25	4,376.15	10,896	20,608	35,880	7,109	42,989
Bienestar 9A Ph II	1.00	1,346.51	3,352	13,643	18,342	1,489	19,831
Bienestar 9B	5.20	7,001.84	17,433	32,299	56,733	16,496	73,230
Industrial Park - Magrino	-	-	-	-	-	3,155	3,155
Industrial Park - Sam Group	-	-	-	-	-	1,057	1,057
Santa Cecilia I	1.10	1,481.16	3,688	19,638	24,806	2,905	27,711
Santa Cecilia II	1.43	1,925.51	4,794	15,072	21,792	4,341	26,133
Santa Cecilia III	1.00	1,346.51	3,352	13,200	17,899	3,716	21,615
Totals	**29.93**	**40,301.00**	**$ 100,339**	**$ 298,320**	**$ 438,960**	**$ 81,095**	**$ 520,056**

SUMMARY	
Labor	**40,301**
Maintenance / Other	**93,599**
Tools & Equipment	**3,100**
Fuel & Diesel	**3,640**
Total Summary	**$ 140,640**

Tools	4,500
Direct Maint	24,500
Water	298,320
Allocation - Parks	111,640
Electricity	81,095
	$ 520,056

CITY OF SAN LUIS
PARKS DEPARTMENT
WATER BILLS / RETENTION BASIN ACCOUNTS

ASSESSMENT DISTRICTS			Estimation FY 2019											
No Cta	NAME	ADDRESS	JUL	AUG	SEP	OCT	NOV	DEC	JAN	Feb	Mar	est 3mo		Usage	Total Budget
130811-001	Rancho Los Oros	1341 LOS PORTALES AVE	362.29	462.35	404.51	317.14	228.01	256.04	305.93	311.24	252.21	966.57		3,866.29	3,866
131031-001	Rancho Los Oros	1383 LOS PORTALES AVE	328.65	364.96	341.64	341.35	375.28	244.53	265.50	263.42	236.27	920.53		3,682.13	3,682
131331-001	Rancho Los Oros	1425 LOS PORTALES AVE	335.14	376.77	346.36	367.32	443.76	274.64	269.04	267.56	238.63	973.07		3,892.29	3,892
15990-001	Rio Sereno	283 E VIRGINIA ST	517.85	450.84	436.08	342.82	389.15	375.28	332.49	367.61	295.30	1,169.14		4,676.56	4,677
15991-001	Rio Sereno	247 E NANCY ST	6,528.15	7,858.36	6,912.43	6,648.27	4,382.16	1,791.39	2,495.31	1,460.53	1,480.89	13,185.83		52,743.32	52,743
16991-001	Las Quintas I - PhI	1497 N 9 TH AVE	638.55	526.99	416.89	362.59	340.76	341.93	351.96	350.79	282.61	1,204.36		4,817.43	4,817
16992-001	Las Quintas I - Ph II	1569 N NYDIA AVE	962.03	711.45	968.82	635.01	4,525.81	392.70	326.00	364.66	326.28	3,070.92		12,283.68	12,284
17999-001	Bienestar 7A	1429 N 9TH AVE	1,571.51	1,070.05	1,024.01	1,124.65	985.05	720.30	859.61	975.31	524.33	2,951.61		11,806.43	11,806
65332-001	Los Portales	285 RIO SONORA ST	488.62	558.87	489.80	443.17	398.89	233.03	302.39	427.83	265.20	1,202.60		4,810.40	4,810
90008-001	Bienestar 7B	1245 N CABELLO AVE	512.82	452.61	418.09	288.81	318.03	342.82	343.99	312.12	207.63	1,065.64		4,262.56	4,263
90014-001	Los Olivos	1544 E LOS OLIVOS DR	2,023.95	1,888.18	1,704.91	928.97	1,170.70	697.28	748.05	754.55	470.62	3,462.40		13,849.61	13,850
90022-001	Bienestar 8A	331 N FIGUEROA DR	1,024.01	1,477.35	1,534.62	1,626.99	1,333.61	1,017.82	945.50	684.00	305.63	3,316.51		13,266.04	13,266
90043-001	Bienestar 8B	1735 SAN PEDRO ST	1,312.37	1,294.36	965.86	1,021.66	1,071.83	315.37	344.89	402.14	327.77	2,352.08		9,408.33	9,408
90044-001	Bienestar 8B	2029 E SN PEDRO ST	1,062.68	947.86	1,011.61	1,036.11	1,214.97	672.20	353.73	367.02	433.43	2,366.54		9,466.15	9,466
90050-001	Frontera States	928 E WASHINGTON LN	1,463.78	1,747.40	1,295.84	923.67	897.39	553.85	465.59	559.45	451.72	2,786.23		11,144.92	11,145
90052-001	Bienestar 9A	3751 E UDALL LN	3,965.71	2,365.74	1,598.66	1,489.16	1,387.92	1,076.84	1,180.14	1,384.38	1,007.79	5,152.11		20,608.45	20,608
90057-001	Las Brisas	1422 N SOL AVE	463.25	370.86	426.34	407.75	325.11	217.38	288.81	292.93	235.99	1,009.47		4,037.89	4,038
90065-001	CITY OF SAN LUIS - 9B	216 N FRANK SANDOVAL CT	382.37	357.58	515.48	207.63	764.58	942.55	800.58	753.35	531.72	1,751.95		7,007.79	7,008
90066-001	CITY OF SAN LUIS - 9B	3415 E JANET NAPOLITANO BLVD	3,417.63	2,973.14	2,011.86	2,093.32	1,669.19	2,033.69	1,943.39	1,835.66	990.37	6,322.75		25,291.00	25,291
24342-002	Bienestar 9A Ph2	4015 E Los Olivos	2,334.75	1,307.05	971.77	956.42	1,257.77	1,338.04	766.64	728.27	571.55	3,410.75		13,643.01	13,643
90080-002	Sta Cecilia I	3809 Ortega	2,524.53	2,060.84	2,132.87	1,787.25	1,518.38	1,590.98	1,162.44	1,158.60	792.33	4,909.41		19,637.63	19,638
90082-002	Sta Cecilia II	4027 Ortega	3,681.18	1,306.16	1,056.18	916.28	1,300.56	1,426.29	603.13	539.09	475.33	3,768.07		15,072.27	15,072
90075-002	Las Quintas II	1530 N QUINTERO AVE	1,313.55	2,062.33	1,179.55	1,224.41	872.89	593.98	873.19	995.98	673.08	3,262.99		13,051.95	13,052
90076-002	Las Quintas II	1690 N QUINTERO AVE	253.98	258.71	231.56	215.32	218.28	228.60	228.01	232.43	228.60	698.50		2,793.99	2,794
	Santa Cecilia #3		**Estimation based on retention basin with the same size.**												**13,200**
		TOTAL Utility Exps	**37,469.35**	**33,250.81**	**28,395.74**	**25,706.07**	**27,390.08**	**17,677.53**	**16,556.31**	**########**	**11,605.28**	**71,280.03**		**285,120.12**	**298,320**
	Retention Basin / Improv. Distrits - Assessment		37,469.35	33,250.81	28,395.74	25,706.07	27,390.08	17,677.53	16,556.31	15,788.92	11,605.28	71,280.03		285,120.12	298,320
	Total (-) Assessment (=) Parks Water Expenses		-	-	-	-	-	-	-	-				-	

CITY OF SAN LUIS

Assessment Districts - Budget 2019 -2020

Street Lighting

DISTRICT	Light Type	Maintenanc	Cost / Unit	Monthly Cost	Surcharge	Total Annual Cost
BIENESTAR 7A	100 W	18	$6.320	$113.76	10.99	$1,497
	150 W	2	$8.820	$17.64	1.70	$232
	POLES	20	$2.660	$53.20	5.14	$700
						$2,429
BIENESTAR 7B	100 W	25	$6.320	$158.00	15.26	$2,079
	150 W	5	$8.820	$44.10	4.26	$580
	POLES	27	$2.660	$71.82	6.94	$945
						$3,605
LAS QUINTAS I - Ph1	100 W	15	$6.320	$94.80	9.16	$1,247
	150 W	3	$8.820	$26.46	2.56	$348
	POLES	18	$2.660	$47.88	4.63	$630
						$2,226
LAS QUINTAS I - Ph2	100 W	12	$6.320	$75.84	7.33	$998
	POLES	12	$2.660	$31.92	3.08	$420
						$1,418
***** LAS QUINTAS II**	**41 W**	**25**	**$2.790**	**$69.75**	**6.74**	**$918**
Type/Leds	**POLES**	**23**	**$2.870**	**$66.01**	**6.38**	**$869**
						$1,786
LOS PORTALES 4& 5	100 W	13	$6.320	$82.16	7.94	$1,081
	POLES	13	$2.660	$34.58	3.34	$455
						$1,536
RANCHO LOS OROS	100 W	44	$6.320	$278.08	26.86	$3,659
	150 W	6	$8.820	$52.92	5.11	$696
	POLES	46	$2.660	$122.36	11.82	$1,610
						$5,966
RIO SERENO	100 W	15	$6.320	$94.80	9.16	$1,247
	150 W	3	$8.820	$26.46	2.56	$348
	POLES	18	$2.660	$47.88	4.63	$630
						$2,226
LOS OLIVOS	100 W	34	$6.320	$214.88	20.76	$2,828
	250 W	5	$11.460	$57.30	5.54	$754
	POLES	35	$2.660	$93.10	8.99	$1,224
						$4,806
BIENESTAR 8A	100 W	25	$6.320	$158.00	15.26	$2,079
	250 W	3	$11.460	$34.38	3.32	$452
	POLES	26	$2.660	$69.16	6.68	$910
						$3,442
BIENESTAR 8B	100 W	37	$6.320	$233.84	22.59	$3,077
	250 W	5	$11.460	$57.30	5.54	$754
	POLES	38	$2.660	$101.08	9.76	$1,330
						$5,161

CITY OF SAN LUIS
Assessment Districts - Budget 2019 -2020
Street Lighting

	LAS BRISAS	100 W	21	$6.320	$132.72	12.82	$1,746
		250 W	0	$11.460	$0.00	-	$0
		POLES	21	$2.660	$55.86	5.40	$735
							$2,482
	FRONT. ESTATES 2	100 W	20	$6.320	$126.40	12.21	$1,663
		250 W	8	$11.460	$91.68	8.86	$1,206
		POLES	25	$2.660	$66.50	6.42	$875
							$3,745
	BIENESTAR 9A PH 1	100 W	35	$6.320	$221.20	21.37	$2,911
		250 W	16	$11.460	$183.36	17.71	$2,413
		POLES	51	$2.660	$135.66	13.10	$1,785
							$7,109
***	**BIENESTAR 9A Ph II**	**41 W**	**21**	**$2.790**	**$58.59**	**5.66**	**$771**
	Type/Leds	**POLES**	**19**	**$2.870**	**$54.53**	**5.27**	**$718**
							$1,489
	BIENESTAR 9B	100 W	94	$6.320	$594.08	57.39	$7,818
		250 W	29	$11.460	$332.34	32.10	$4,373
		POLES	94	$2.660	$250.04	24.15	$3,290
		POLES	29	$ 2.66	$77.14	7.45	$1,015
							$16,496
	Industrial Park - Magrino	150 W	21	$8.820	$185.22	17.89	$2,437
		POLES	19	$2.870	$54.53	5.27	$718
							$3,155
	Industrial Park - Sam Group	150 W	7	$8.820	$61.74	5.96	$812
		POLES	7	$2.660	$18.62	1.80	$245
							$1,057
	Santa Cecilia I	**100 W**	**39**	**$2.790**	**$108.81**	**10.51**	**$1,432**
	Type/Leds	**POLES**	**39**	**$2.870**	**$111.93**	**10.81**	**$1,473**
							$2,905
	Santa Cecilia II						
	41W Led	**LIGHTs**	**29**	**$2.790**	**$80.91**	**7.82**	**$1,065**
	108W Led	**LIGHTs**	**5**	**$4.940**	**$24.70**	**2.39**	**$325**
	174W Led	**LIGHTs**	**10**	**$10.270**	**$102.70**	**9.92**	**$1,351**
	30 ft Steel	**POLES**	**27**	**$2.870**	**$77.49**	**7.49**	**$1,020**
	38 ft Steel	**POLES**	**15**	**$2.940**	**$44.10**	**4.26**	**$580**
							$4,341
	Santa Cecilia III						
	41W Led	**LIGHTs**	**26**	**$3.130**	**$81.38**	**7.86**	**$1,071**
	108W Led	**LIGHTs**	**14**	**$6.040**	**$84.56**	**8.17**	**$1,113**
	174W Led	**LIGHTs**	**1**	**$9.220**	**$9.22**	**0.89**	**$121**
	30 ft Steel	**POLES**	**22**	**$2.870**	**$63.14**	**6.10**	**$831**
	38 ft Steel	**POLES**	**15**	**$2.940**	**$44.10**	**4.26**	**$580**
					$282.40	**27.28**	**$3,716**

GRAND TOTAL:	**$81,095**

AGENDA ITEM REVIEW FORM

Work Session **2. B.**

Meeting Date: 06/03/2020

Department Head: Lizandro Galaviz, Director of Parks & Recreation, Parks & Recreation Department

Submitted By: Crystal Fragozo, Administrative Assistant, Parks & Recreation Department

Action Requested: Discussion Item - No Action to be Taken

ITEM:

Discussion and possible directions to staff on any and all matters regarding conceptual design options for Community Park on County 24th Street under the February 26, 2020, Development Agreement, Order No. 2020-3. **(Lizandro Galaviz, Director of Parks & Recreation)**

SUMMARY:

Background

On February 26, 2020, by Order No. 2020-3, City Council approved a development agreement with the Comite de Bien Estar, Inc. (Comite). Comite wishes to exercise its option on 40 acres in the East Mesa, on the south side of County 24th Street between Avenue E and Avenue F. The 40 acres currently belong to Border Ranches, L.L.C. under Joshua J. Meyer's management. The City Council agreed to purchase 20 of those 40 acres at Comite's actual, discounted option price of $34,000 per acre for a community park.

Comite's Proposed Change to the Development Agreement

Comite has requested a change to allow for more housing, which would help with the building of San Antonio Street across the north side of the proposed park, which would reduce the city's obligation under the Development Agreement to 16.4 acres. To maximize the number of lots in the subdivision, Comite needs a road on the south side of the land proposed for a park. Comite proposes to name this road, San Antonio Street. The development agreement provides that Comite is to bear the full cost of this road. Comite has approached the city, saying that it cannot afford to build a full road unless it has houses on both sides of San Antonio. Comite proposes that the city receive about 16 acres, and they will construct a block wall to separate the homes from the park. Comite is willing to provide a south side entrance to the park from San Antonio. Because City Council approved the park development agreement, Comite's proposed change is a decision for City Council.

Options

There are several options. Finance Director Monica Castro has reviewed Comite's proposal. As long as the city can decide when it is to build half of San Antonio Street (***if*** the Council chooses an option that incudes building ½ of San Antonio Street), then all options are financially feasible. The options are:

- Keep the understanding contained in the current park development agreement as approved by Order No. 2020-3, no changes.
- Accommodate the request of Comite de Bienestar, Inc. ("Comite") and reduce the amount of land for the park to allow Comite to build on both sides of the street known as San Antonio Street as proposed for a subdivision to be known as Bienestar 11. The proposed city park is to be located on land north of Bienestar 11. Comite has offered to create a design that allows a south entrance to

the park. Separating the houses from the park would be a block wall. But Parks & Rec Director Louie Galaviz has some concerns about the separation of homes from activities in the park and believes some buffering is needed. Without houses on the north side of San Antonio, the street and retention/grass area on the south side of the park provide some of this buffer. With houses, other buffering would be needed inside the park reducing the area available for activities. Accommodating Comite reduces park size to about 16 acres. When one considers two acres for a police/fire substation, this reduces the park to about 14 acres, making this no longer a community park but a neighborhood park.

- Keep park size at 19 acres and pay for half of San Antonio. Cost about $130,000 according to Eulogio Vera. (Again police/fire substation would reduce park to 17 acres.)
- Keep park size at 19 acres and agree that the City will be responsible to develop north half of San Antonio, but delay when the City will do this so that the City does not have to do it during fiscal year 2020-2021.
- Keep park size at 19 acres and agree that the City will be responsible to develop north half of San Antonio, but delay when the City will do this so that it does not have to pay $130,000 during fiscal year 2020-2021, however pay for or pave 6 feet of the road. This would allow parking in front of houses on the south side of San Antonio, and would cost only about $35,000.

Conceptual Design Options

Staff has various design options for 20-acres and the reduced acreage to present. Staff is open to any recommendation about the design options.

Staff respectfully requests the input of Council on how it wishes to proceed.

RECOMMENDATION / SUGGESTED MOTION:

Discussion and possible directions to staff only, no action.

N/A

Fiscal Impact

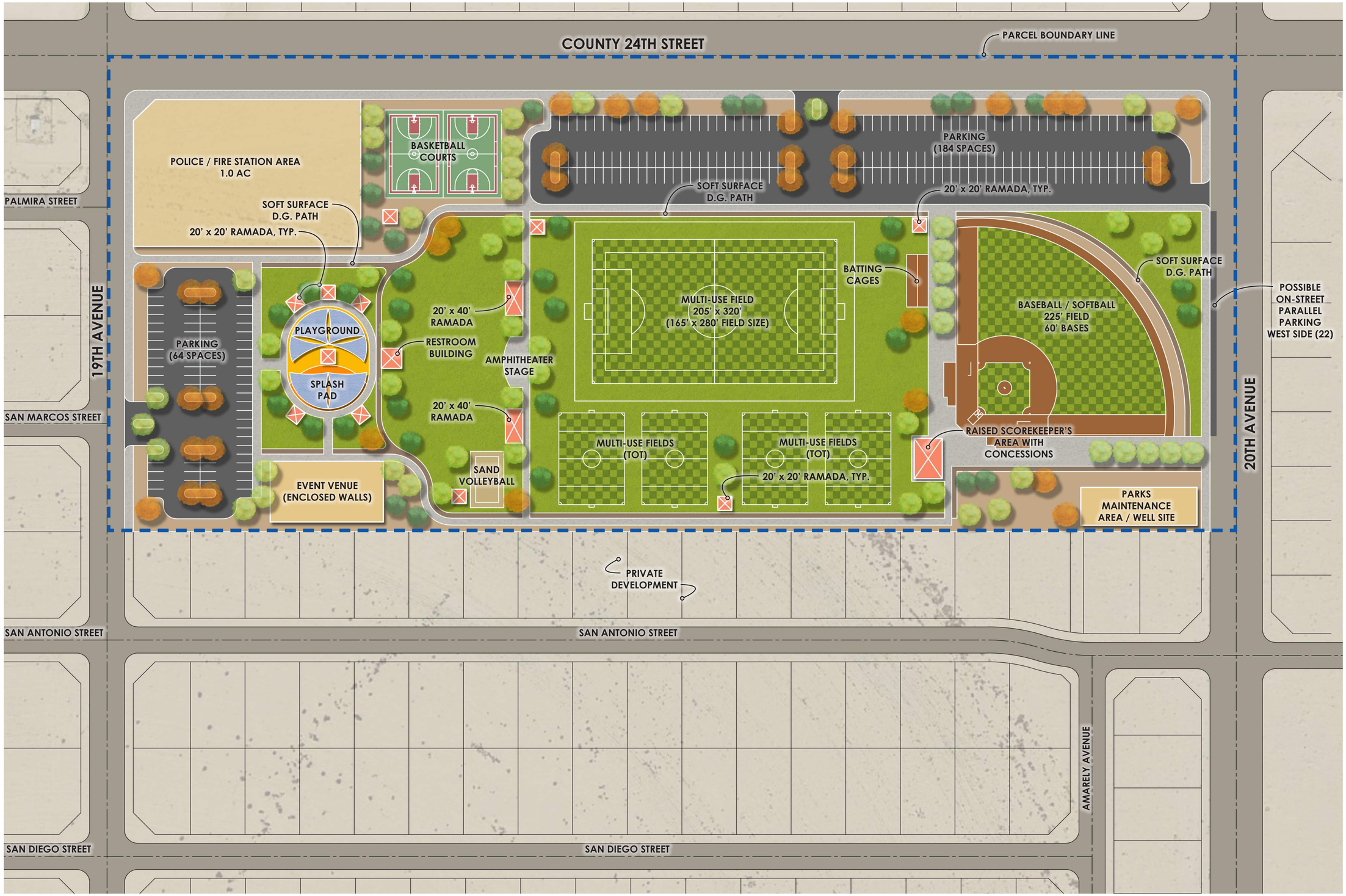
IS THERE FISCAL IMPACT ASSOCIATED WITH THIS ITEM:	YES
CITY/STATE/FEDERAL FUNDS:	CITY
TOTAL:	N/A
BUDGETED AMOUNT:	$1,000,000
AVAILABLE AMOUNT TO TRANSFER:	N/A
ACCT NAME & GL#/REMAINING BALANCE BEFORE PURCHASE:	IMPACT FEES

FISCAL IMPACT STATEMENT (IF THIS IS A BUDGET TRANSFER, YOU MUST ATTACH THE BUDGET ADJUSTMENT FORM):

Budgeted funds included in Budget for FY 2020-21

Attachments

Concept Drawing 1
Concept Drawing 2
Concept Drawing 3
Concept Drawing 4



SAN LUIS COMMUNITY PARK

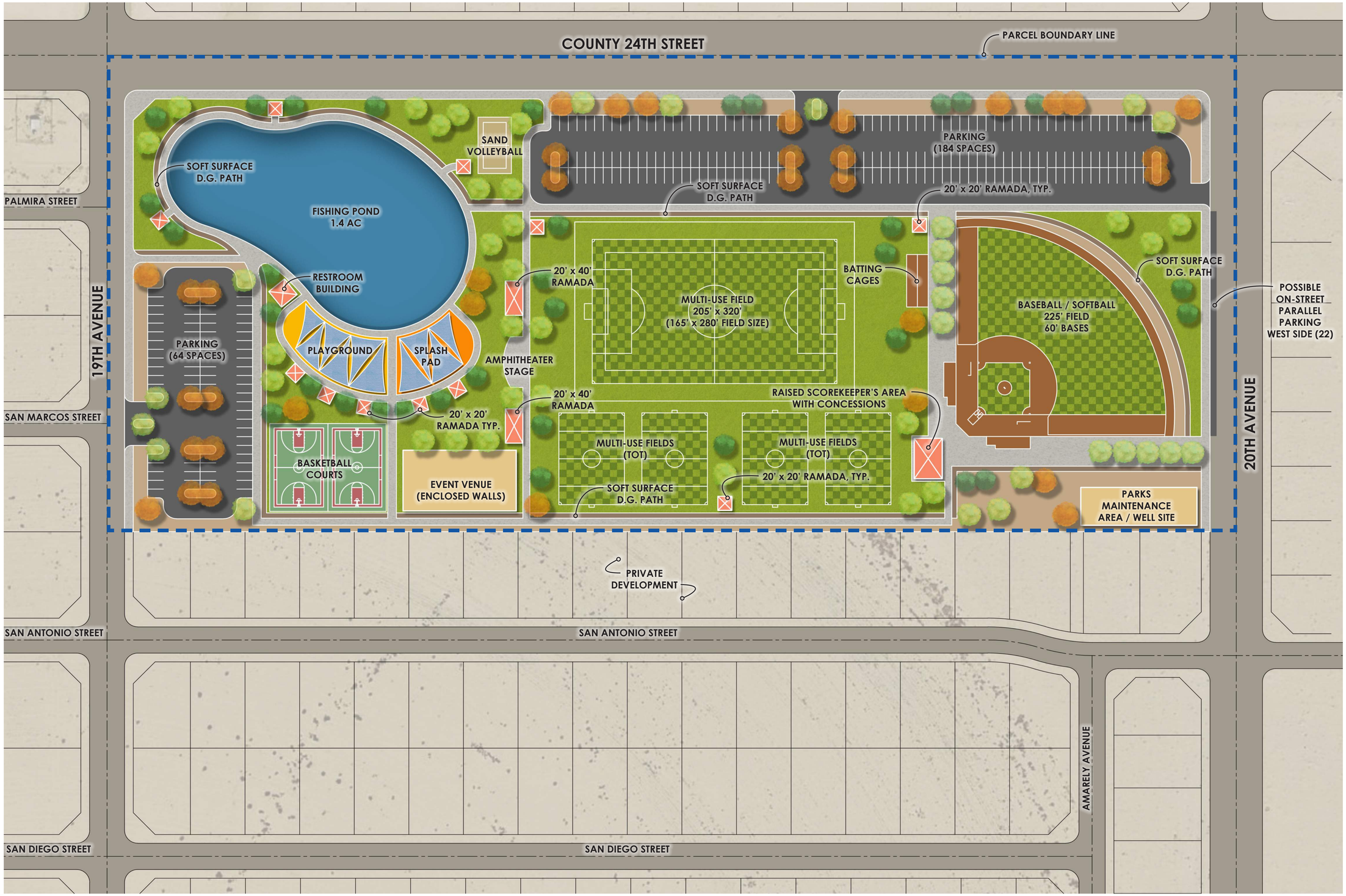
CONCEPTUAL MASTER PLAN - A (16.19 ACRES)

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SCALE: 1"=50'

CITY OF SAN LUIS AZ INC. 1979

J2 engineering and environmental design

MAY 27, 2020

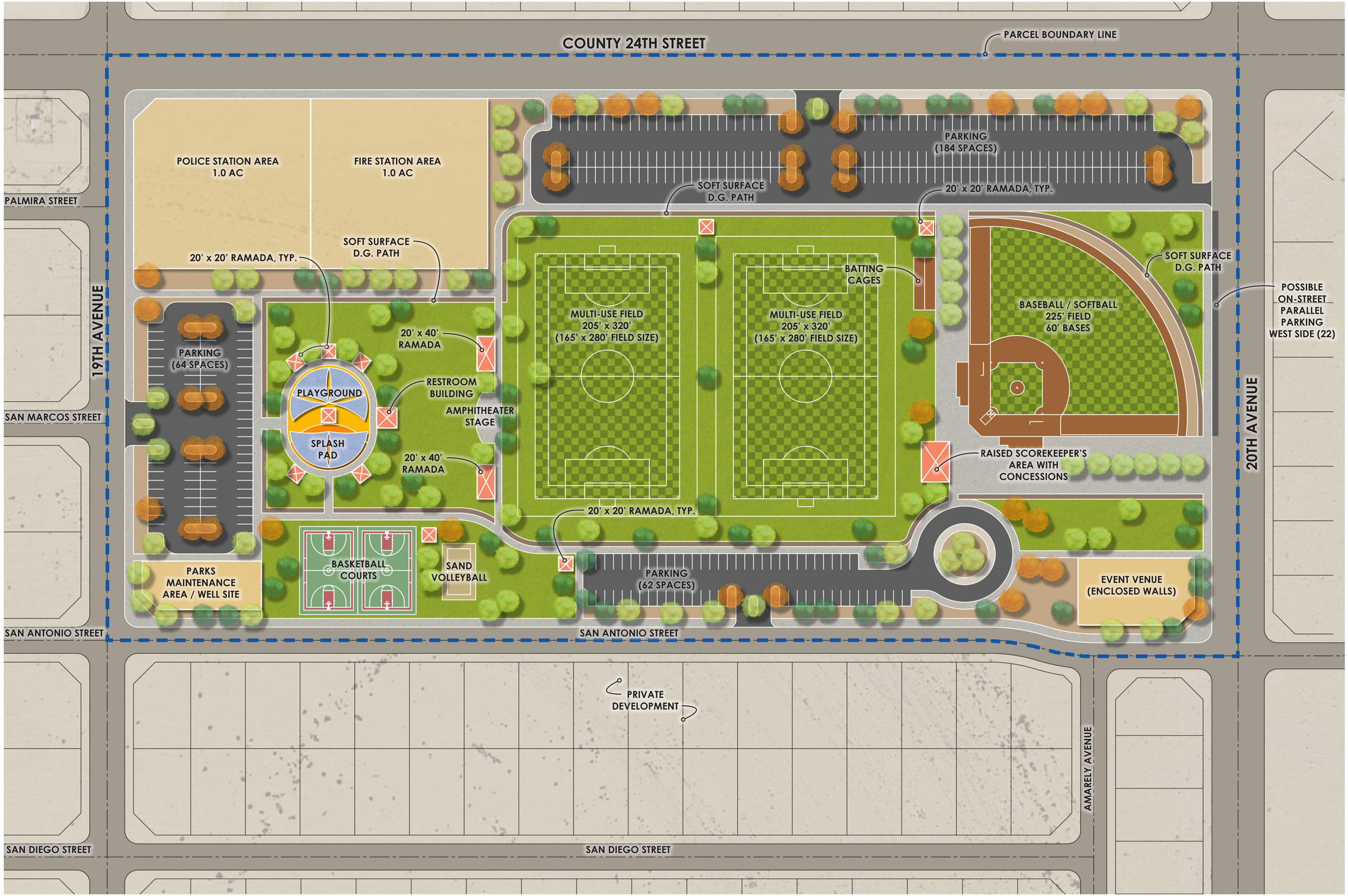


SAN LUIS COMMUNITY PARK

CONCEPTUAL MASTER PLAN - B (16.19 ACRES)

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SCALE: 1"=50'

MAY 27, 2020

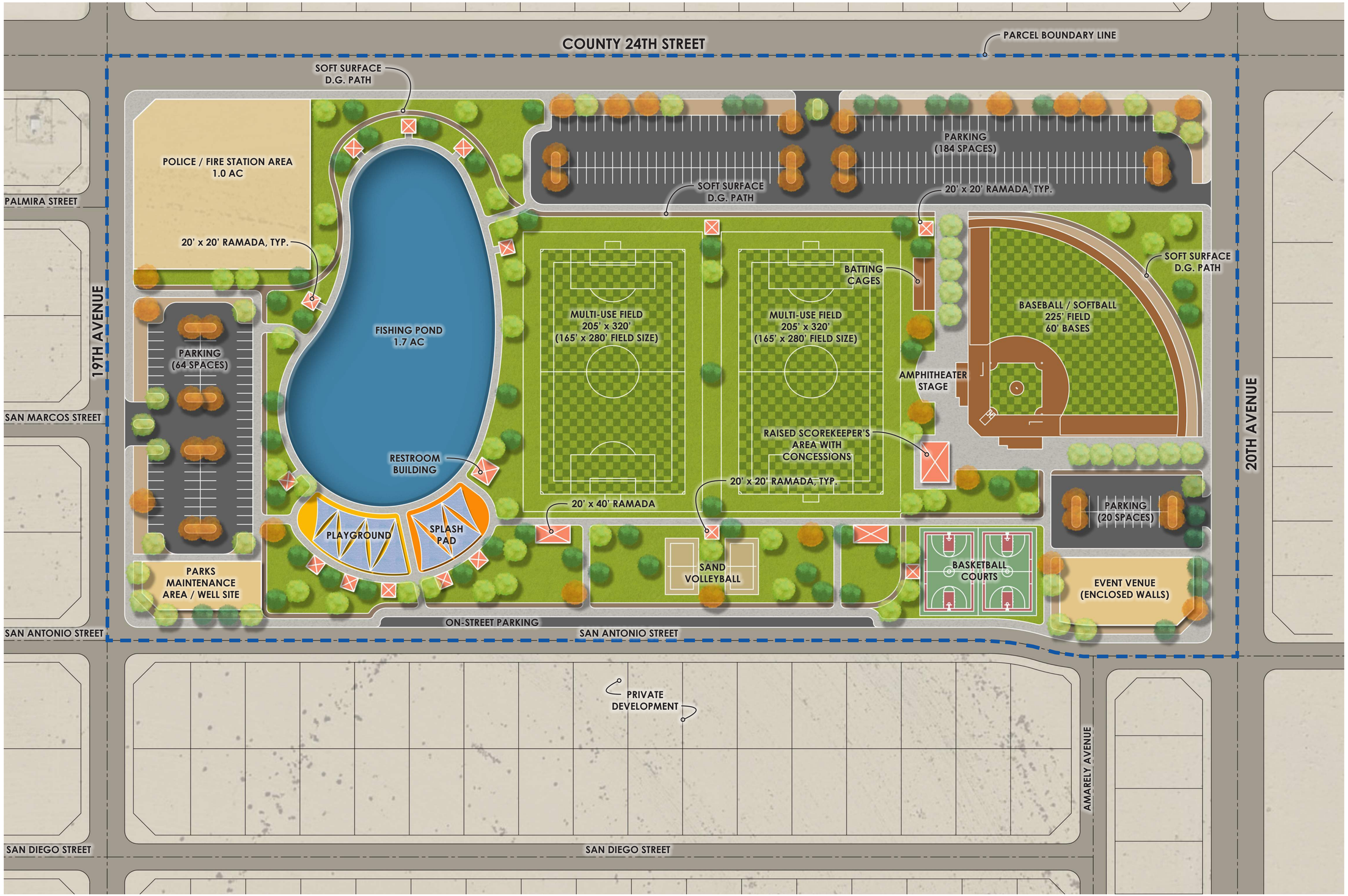


SAN LUIS COMMUNITY PARK

CONCEPTUAL MASTER PLAN - C (19.96 ACRES)

0 50' 100'
SCALE: 1"=50'

MAY 27, 2020



SAN LUIS COMMUNITY PARK

CONCEPTUAL MASTER PLAN - D (19.96 ACRES)

0 50' 100'
SCALE: 1"=50'

CITY OF SAN LUIS, AZ INC. 1979

J2 engineering and environmental design

MAY 27, 2020

AGENDA ITEM REVIEW FORM

Work Session **2. C.**

Meeting Date: 06/03/2020

Department Head: Lizandro Galaviz, Director of Parks & Recreation, Parks & Recreation Department

Submitted By: Crystal Fragozo, Administrative Assistant, Parks & Recreation Department

Action Requested: Discussion Item - No Action to be Taken

ITEM:

Update followed by discussion and possible directions to staff on any and all matters regarding the 4th of July Freedom Celebration that will be taking place on Saturday, July 4, 2020, at the Joe Orduno Park. **(Lizandro Galaviz, Director of Parks & Recreation)**

SUMMARY:

The Parks & Recreation Department have been discussing different ways of making this year's 4th of July Freedom Celebration memorable for the City of San Luis community. Currently, the world is going through a pandemic in which social distancing, cleanliness and safety precautions are extremely important. The Parks & Recreation staff would like to provide City Council with updates of what staff believes would encourage our community to enjoy and celebrate the 4th of July Freedom Celebration from the comfort and security of their homes. Staff is also open to any recommendations & directions from City Council in making this year's 4th of July Freedom Celebration a spectacular experience for the community.

RECOMMENDATION / SUGGESTED MOTION:

Discussion and possible directions to staff only, no action.

N/A

Fiscal Impact

IS THERE FISCAL IMPACT ASSOCIATED WITH THIS ITEM:	N/A
CITY/STATE/FEDERAL FUNDS:	N/A
TOTAL:	N/A
BUDGETED AMOUNT:	N/A
AVAILABLE AMOUNT TO TRANSFER:	N/A
ACCT NAME & GL#/REMAINING BALANCE BEFORE PURCHASE:	N/A

FISCAL IMPACT STATEMENT (IF THIS IS A BUDGET TRANSFER, YOU MUST ATTACH THE BUDGET ADJUSTMENT FORM):

N/A

AGENDA ITEM REVIEW FORM

Work Session **2. D.**

Meeting Date: 06/03/2020

Department Head: James Einwaechter, Assistant Director of Public Works, Public Works Department

Submitted By: James Einwaechter, Assistant Director of Public Works, Public Works Department

Action Requested: Discussion Item - No Action to be Taken

ITEM:

Discussion and possible directions to staff on any and all matters regarding a concept proposal to expand wastewater treatment capacity/capabilities for the City of San Luis. **(Eulogio Vera, Director of Public Works)**

SUMMARY:

The Public Works Department has retained a professional consultant (Pace Advanced Water Engineering) to complete a conceptual analysis of our wastewater capacity and capabilities, in response to the dramatic population growth in the City of San Luis and the resultant need for the city to appropriately plan for additional wastewater treatment capacity. The conceptual analysis will result in recommendations as to what can/should be done to the plants to increase capacity. Since we need to design wastewater treatment plant expansion soon, we need expert recommendations as to which plant should be expanded first and the most cost-effective manner of doing so. The agenda will include a briefing of Pace's initial conclusion and recommendations for the City Council's information and potential direction.

RECOMMENDATION / SUGGESTED MOTION:

Discussion and possible directions to staff only, no action.

N/A

Fiscal Impact

IS THERE FISCAL IMPACT ASSOCIATED WITH THIS ITEM:	No
CITY/STATE/FEDERAL FUNDS:	N/A
TOTAL:	0
BUDGETED AMOUNT:	N/A
AVAILABLE AMOUNT TO TRANSFER:	N/A
ACCT NAME & GL#/REMAINING BALANCE BEFORE PURCHASE:	N/A

FISCAL IMPACT STATEMENT (IF THIS IS A BUDGET TRANSFER, YOU MUST ATTACH THE BUDGET ADJUSTMENT FORM):

There will be no fiscal impact at the current time.

AGENDA ITEM REVIEW FORM

Work Session **2. E.**

Meeting Date: 06/03/2020

Department Head: Jose A. Guzman, Director of Planning & Zoning, Planning & Zoning Department

Submitted By: Jose A. Guzman, Director of Planning & Zoning, Planning & Zoning Department

Action Requested: Discussion Item - No Action to be Taken

ITEM:

Discussion and possible directions to staff on any and all matters regarding General Plan Case No. 2020-01, a city initiated request to adopt the San Luis 2040 General Plan. **(Jose A. Guzman, Director of Planning & Zoning)**

SUMMARY:

Arizona Revised Statute (A.R.S.) §9-461.05 requires all municipalities to adopt a general plan and to update it every ten (10) years, with voter ratification. Upon voter ratification, a general plan is effective for ten (10) years. After ten (10) years, a municipality may either re-adopt the existing general plan or develop and adopt a new general plan.

The last General Plan for San Luis (San Luis General Plan 2020) was ratified in June 2011. The San Luis 2040 General Plan (the "Plan") serves as the required ten-year update under state law and is intended to be used as a guide in making immediate and future decisions related to future growth, development, community improvements, services, and use of resources within the City of San Luis. The Plan addresses areas within city limits as well as within the larger municipal planning area, which is the city's area of influence.

Work on the Plan began in March 2019 and involved extensive community engagement including stakeholder interviews, three (3) community workshops, a community open house, and on-line comments/surveys. The state-mandated 60-day public review period occurred from February 19 to April 19, 2020. A Draft General Plan was made available on the project website for public review and comment and submitted to neighboring jurisdictions and local agencies. We received comments from the following agencies:

- Greater Yuma Economic Development Corporation
- Yuma Metropolitan Planning Organization
- Arizona Game and Fish
- Somerton School District #1
- Yuma Region Bicycle Coalition

It is anticipated that the Plan will be considered for action by the San Luis City Council in June 2020. Following City Council's approval, the San Luis 2040 General Plan will be submitted for ratification by the City of San Luis registered voters in November 2020.

Community Engagement

To guide community engagement, the city developed a Public Participation Plan to engage stakeholders, including residents, property owners, business owners, the development community, and others interested in San Luis' growth. The input gathered from this engagement guided the development of the

2040 General Plan through various efforts during the planning process, including community workshops and stakeholder interviews. The methods of community engagement for the San Luis 2040 General Plan included:

Community Meetings. The primary method of gathering public input for the plan was through community workshops. San Luis hosted three (3) community workshops and a community open house throughout the planning process. These community workshops and community open house helped inform community members of the General Plan and its role in guiding the future of the city. Each workshop covered a broad range of topics to collect individuals' insight and feedback. During these community workshops, attendees helped develop the Vision Statement, identify issues and opportunities, prioritize transportation improvements, create land use alternatives, and review goals and policies. The three (3) community workshops and community open house are summarized as follows:

- *Community Workshop #1.* May 15, 2019, City Hall Community Room. The workshop utilized exercises to gather community input to help guide the General Plan update create the plan's Vision Statement.
- *Community Workshop #2.* June 4, 2019, City Hall Community Room. This workshop included exercises focused on transportation infrastructure and future development.
- *Community Workshop #3.* September 18, 2019, City Hall Community Room. This workshop included exercises to determine preferred priorities in a series of policies covering five (5) broad General Plan topics, ranging from growth and public services to economy and cross-border issues.
- *Community Open House.* January 14, 2020, City Hall Community Room. This open house was held in order to provide an update on the General Plan process and themes, present the results from the three (3) community workshops, and to receive feedback on the draft goals and policies.

Stakeholder Interviews. A key component in the community engagement process was stakeholder interviews with face-to-face discussions with City Departments, key businesses, and community leaders to gain a clear understanding of the issues and expectations for the General Plan update. A total of 28 interviews were conducted as part of the engagement process.

Steering Committee Meetings. The Steering Committee for the San Luis 2040 General Plan comprised community stakeholders, including members of the Planning and Zoning Commission, City Council, and various community agencies. The committee provided guidance and direction for the planning process and completed technical reviews of draft documents related to the General Plan. In total, there were three (3) Steering Committee meetings held throughout the planning process.

Project Website. The city hosted and maintained an interactive project website (www.SanLuis2040.com) dedicated to the General Plan as an extension of the city's webpage. This website was the primary source of information on workshops and open houses and provided the public with a method review documents and to submit comments and suggestions related to the plan development and formation.

Informational Brochures. The city prepared a series of informational brochures during the General Plan process with relevant information regarding the Plan. These brochures were distributed at all General Plan workshops and open house and were made available through the city's project website.

Online Surveys. The city conducted online surveys during the planning process to provide the community with an opportunity to provide input on the General Plan. This helped gather input and gain an understanding of key issues and opportunities that should be addressed in the General Plan. The results from the survey are incorporated into the General Plan.

General Plan Organization

State law requires municipalities with a population of over 50,000 to address 17 elements in their general plan. An element is a section of the general plan that discusses a specific planning topic. Although San Luis' population does not yet exceed 50,000, it is projected that the City will exceed this threshold within the next ten years; therefore, the City opted to include all 17 required elements, as well as two optional elements in the 2040 General Plan. Some of these elements were combined where there was a

significant overlap. The General Plan organizes like elements into one of four themes for readability. These themes are Growth, Economy, Public Service, and Environment. Although the General Plan organizes elements into themes, all themes and elements are interrelated and should be considered concurrently during the decision-making processes.

The San Luis 2040 General Plan consists of seven chapters, which include this Introduction Chapter, the four theme chapters, an Implementation Chapter, and a Glossary. The Introduction chapter provides an overview of the General Plan, the community's vision for San Luis in 2040, the context for San Luis, the community engagement process, and General Plan compliance. The next four chapters are the four themes, which highlight the elements they cover, describe the existing conditions related to the elements, and provide goals and policies that guide future decision-making related to the theme. The Implementation Chapter includes the actions that will help accomplish the goals and policies in each theme. Finally, the Glossary provides definitions of key terms throughout the General Plan document.

Vision Statement
The Vision Statement was drafted through community input at public workshops, and refined by the project team, City staff, and the General Plan Steering Committee. The 2040 San Luis General Plan Vision Statement describes the ideal future state of the community in 2040 and beyond. This Vision Statement is the guiding source for the General Plan, including the goals, policies, and implementation strategies that will help realize this envisioned future.

In 2040, San Luis is a welcoming binational city that is built on agriculture, distinct history, and collaboration. We pride ourselves on having quality neighborhoods, significant cultural resources, and outstanding schools while offering an innovative and forward-thinking community to live, work, and play, which will develop in a manner that ensures that new growth improves our community and retains our shared values.

GENERAL PLAN SUMMARY AND ANALYSIS:
The San Luis 2040 General Plan is comprised of four (4) theme chapters, Growth, Economy, Public Services, and Environment. This section provides a detailed summary and analysis of each of the four theme chapters of the plan. Key community topics and components for the 19 elements of the plan are identified, including key implementation steps to achieve the plan vision.

Growth Theme
The Growth Theme explores community topics related to land use and future growth of San Luis with high quality and safe neighborhoods, vibrant shopping areas, and supporting employment uses. The Growth Theme addresses the Land Use, Growth, Cost of Development, and Housing Elements of the General Plan.

<u>Land Use Element</u>
The Land Use Element explores the primary influences within the local, regional and international context of San Luis that shape future land use within the city and define the desired future community attributes of the envisioned future for San Luis. Key components and community topics addressed by goals and policies within the Land Use Element include:

- *Land Use Categories.* The Land Use Element establishes nine (9) land use categories with associated descriptions that define the type, design, character, and density/intensity intended for each of the land use categories.
- *Future Land Use Map.* The land-use categories are depicted on the Future Land Use Map (FLUM) and establish the desired distribution of land use densities and intensities and is a representation of the projected build-out condition for San Luis.
- *Employment Areas.* The Plan broadly defines the City's target industry sectors: agri-business, agriculture production storage and processing, manufacturing, and transportation, logistics, and distribution. The plan establishes policy guidance to preserve and retain future employment areas to serve the community.

- *Downtown San Luis.* The Plan provides policy guidance to preserve and enhance the desirable components of this important community area through future detailed planning and other tools to promote enhancement of the downtown as a vibrant, walkable mixed-use community focus area.
- *Binational Influences.* The binational effects associated with San Luis' proximity to the international border are reflected in the Future Land Use Plan and accompanying goals and policies which strive to accommodate, capitalize, and leverage these unique international influences.
- *Land Use Concentration.* The Plan concentrates higher density and intensity land uses and activity centers at primary intersections within the community and supports nodes of activity versus linear commercial uses along entire road frontages.
- *Land Use Balance.* The Plan establishes goals and policies designed to create an appropriate balance of land uses to serve the community including residential, commerce, employment, parks, and civic uses.
- *Public Land Ownership.* The Plan provides policy-level guidance and recommends future cooperative planning partnerships regarding lands under state or federal ownership.

Growth Element

The Growth Element coordinates and advances the land use, infrastructure, and economic development policies of the plan, guiding and focusing development in strategic growth areas in proximity to existing infrastructure and supporting land uses. The Growth Areas element provides goals and policies to guide future decision-making regarding the extension of infrastructure and services as the city grows and develops. This policy guidance is intended to ensure that San Luis grows in an economically sustainable manner through the prioritization of city resources, infrastructure, and public services in areas where growth is most likely and appropriate to advance the broader vision of the plan.

Three primary areas are identified on the Growth Areas Map based on existing and projected attributes of the areas. All three Growth Areas are in areas where development can be accommodated by existing or future planned infrastructure and services. A summary of each Growth Area is provided below.

- *Downtown Growth Area.* The overall growth objective for this area is to support revitalization and redevelopment of the area and infill development in a manner that advances the land use, economic development, and growth policies of the plan. The Downtown Growth Area is intended to be a unique blend of housing, shopping, entertainment, employment, civic and open space uses serving as the cultural center of the city.
- *Central Growth Area.* The Central Growth area covers the future activity center on SR-195 and the planned commercial and employment node at San Luis II – Commercial Port of Entry. The overall growth objective of this area is to serve as the future primary growth area for San Luis and include higher density residential, shopping, entertainment, gathering areas, office, and employment land uses.
- *West Growth Area.* The West Growth Area is in the western portion of the planning area, north of the Downtown Growth Area, and along the SR 95 highway corridor. The West Growth Area is intended to serve as a future growth area supporting the downtown area and the emerging activity center in the northwest quadrant of the planning area.

Cost of Development Element

The Cost of Development Element provides goals and policies to ensure that growth and development is not subsidized over the long-term by current residents and businesses within San Luis. The element identifies tools and strategies to equitably assess and balance the costs associated with development to support a financially sustainable approach to future infrastructure planning and development in the City. These tools and strategies include:

- *Principals of Sound Financial Management.* The element summarizes broad best practice fiscal principles relative to the planning and management of public funds for the expansion of infrastructure and public services to serve future growth.
- *Developer Constructed Infrastructure.* The element establishes policies to ensure residential and non-residential development provide land dedications and improvements necessary to support proposed development including streets, water, wastewater, and open space.

- *Infrastructure Improvement Plan (IIP) and Development Fees.* Policy guidance is included to ensure timely and regular updates to the IIP and adopted development fees to define an equitable developer cost burden with necessary infrastructure to support development.
- *Capital Improvement Program (CIP) and Annual Operating Budget.* The element contains goals and policies to ensure operation and maintenance needs are provided in conjunction with capital improvements and the complete impact of growth is considered and to ensure current residents and businesses are not subsidizing future growth.
- *Community Facilities District (CFD).* The Plan identifies policies to support CFDs as a potential future funding source for infrastructure construction in certain areas to support the City's land use, growth, and economic development objectives.
- *Utility Funds.* The Plan provides policy guidance to ensure water, wastewater, and solid waste user fees are regularly reviewed and updated by the city to ensure full cost recovery for services provided and to ensure an appropriate and fiscally sustainable cost allocation for the municipal service provided.

Housing Element

The Housing Element explores housing needs, affordability, and supply within the city and establishes goals and policies promoting housing availability and choice to support future growth and development. Key community topics relative to housing in San Luis include:

- *Housing Diversity.* Housing goals and policies established by this element include support for higher density residential housing types including apartments, condominiums, townhouses, and attached single-family courtyard homes to support employment, mixed-use, and activity centers. Additional housing policies include strategies to increase multi-generational housing options that support residents' ability to age in place such as accessory dwelling units and continuum of care facilities.
- *Binational Housing Influences.* The Plan advances goals and policies to reflect these unique aspects of San Luis related to binational influences and includes housing goals and policies intended to diversify the available housing choices in San Luis to accommodate all housing needs.
- *Residential Property Maintenance.* The Plan addresses policies to encourage infill residential development and ensure residential areas are maintained in an attractive manner.

Economy Theme

The Economy Theme covers three elements that provide a foundation for growing and sustaining a strong economy in San Luis: Economic Development, Community Revitalization, and Arts & Culture.

Economic Development Element

The Economic Development Element identifies targeted and proactive economic development initiatives customized for San Luis to ensure the growth and sustainment of a healthy local economy that benefits all community members. This element establishes goals and policies addressing the following key community topics:

- *Capitalizing on Ports of Entry.* The goals and policies of this element focus on capturing the market of people and goods flowing through the border. This element includes guidance to capture the economic impact of border crossings, facilitate enhanced border crossings, strengthening partnerships to advance border planning, and improving placemaking to attract and retain more people crossing the border.
- *Growing and Expanding Businesses and Industries.* This element provides policies that support the preservation of future employment areas and the retention and expansion of businesses and industries providing jobs, goods, and services to the community.
- *Rolle Field.* The element supports the protection and expansion of operations at Rolle Airfield through future planning initiatives to support a future commercial and employment growth area in San Luis and provide new opportunities in aerospace, aviation, and defense systems development.
- *Marketing Foreign Trade Zones (FTZ).* This element provides policy guidance on marketing the benefits and use of Foreign trade Zones to foster business development and expansion within the San Luis planning area. This element focuses on capitalizing on the maquiladora industry and

economic advantages provided by the FTZ.
- *Economic Development Partnerships.* This element identifies local and regional economic development partnerships which should be leveraged to achieve mutual goals including the Arizona Commerce Authority, 4FronTED, and the Greater Yuma Economic Development Corporation.

Community Preservation, Revitalization, and Redevelopment

This element of the General Plan identifies proactive community revitalization tools and efforts to help reduce or reverse the effects of aging through adaptive reuse and other strategies to maintain San Luis as an active, relevant, and thriving place. This element provides policy guidance to focus revitalization efforts in Downtown San Luis as well as some revitalization opportunities through infill development throughout the city. Key topics addressed by this element include:

- *Enhancing Downtown San Luis.* The element provides guidance for targeted funding and redevelopment strategies for implementation including federal Opportunity Zones, state redevelopment area designations, and various grants and funding opportunities.
- *Encouraging Infill Development.* The element encourages infill development in the downtown area and other areas of the city to maximize the use of existing infrastructure and provide productive, revenue-producing uses and stable residential areas to enhance existing areas within the community.
- *Strengthening Community Identity.* The element includes policies intended to enhance the character of a place through public art installations, distinctive design standards, and gathering spaces. This element also identifies policies that reinforce community identity and lead to stronger neighborhood and community pride.

Arts and Culture Element

This element supports the display of public art and community festivals and events, both of which provide opportunities to celebrate the City's heritage and history. Key community topics addressed in the Arts and Culture Element include:

- *Creating Sense of Place through Art.* The arts are a way to illustrate the shared culture and heritage of San Luis, creating a sense of identity in the community. This element provides policy guidance to support the inclusion of art within the built environment through a percent for arts program and a formal Arts and Culture Plan.
- *Strengthening Arts and Cultural Events.* Cultural programs in San Luis create an opportunity to celebrate the city's heritage and traditions as a community. The element identifies cultural programs and events that should be continued and enhanced to contribute to the sense of place in San Luis.
- *Preserving Historically Significant Places.* The element provides policy guidance to inform future decision-making concerning protection of historic buildings and cultural resources for future generations.

Public Services Theme

The Public Services Theme establishes goals and policies to ensure public services to serve existing and future growth are provided in a reliable, efficient, cost-effective, and strategic manner. This theme supports future well-planned, quality municipal services, resulting in the enhancement of the quality of life of residents and businesses in San Luis. The Public Services Element is comprised of the following elements: Public Services, Buildings and Facilities, Water Resources, Safety, Parks and Recreation, Education, and Transportation.

Public Services, Buildings, and Facilities Element

This element summarizes primary municipal buildings, facilities, and uses serving the community including public works, planning, building safety, police, fire, economic development, administration, and court services. The City maintains municipal buildings, facilities, and uses that support and enhance the quality of life including City Hall, fleet, and facility maintenance services. The City also operates and maintains police stations, fire stations, public utilities, numerous parks and community recreational facilities throughout the community Key community topics addressed within this element include:

- *Facilities Master Plan.* This element provides a recommendation to update the Facilities Master Plan to anticipate and accommodate future buildout needs for public buildings and facilities providing service to residents and businesses. This element provides for evaluation to identify underserved areas in need of public facilities and services and establishes policies to address deficits and needed enhancements annually through the CIP program.
- *Partnerships.* This element identifies partnerships with public agencies and private interests to provide joint-use facilities for community gathering, recreational, and other public services provided to the community. This element also provides policies to explore and assess the possible implementation of providing additional municipal library services in conjunction with the Yuma County Library District.
- *LEED Design.* The Plan establishes policies that support leadership in the area of site design and architecture for City buildings and facilities by utilizing Leadership in Energy and Environmental Design (LEED) principles in facility planning and design where appropriate.

Public Utilities

The portion of the element summarizes relevant information to the City's core public services for water, wastewater, and solid waste utilities and provides guidance to ensure clean water, efficient trash service, and effective wastewater management serving the day-to-day needs of residents and contributing to the quality of life within San Luis. These core public services and related implementation steps are summarized as follows:

- *Integrated Utility Master Plan.* This element supports the development of an Integrated Utility Master Plan to identify near-, mid-, and long-term related capital improvements for water and wastewater infrastructure and facilities to support the future build-out population contemplated by the FLUM of the San Luis 2040 General Plan.
- *Water Resources and Treatment.* The Water Resources Element provides policy guidance to ensure the availability of water resources to serve future growth and development within the City. The goals and policies of this element advance strategies and recommendations to plan for future potable water treatment facility needs through an integrated utility master plan.
- *Water Storage and Distribution.* The goals and policies of the San Luis 2040 General Plan recommend a future update to the Water System Master Plan to reflect the Future Land Use Plan and define future water storage and distribution facilities needed to support future growth and development of the city.
- *Wastewater Treatment and Collection.* The goals and policies of this plan establish strategies and recommendations to plan for future wastewater treatment facility needs to support build-out of the community.
- *Solid Waste Services.* The Plan contains policies to continue and enhance solid waste services through the implementation of residential and non-residential recycling services and medical/hazardous waste disposal.
- *Stormwater and Floodplain Management.* The goals and policies of the Plan are intended to reduce damage and minimize the risk associated with flood conditions and include a recommendation for a floodplain management program to identify strategies, projects and measures to reduce flood hazard impacts in San Luis. This element recommends a future Drainage Master Plan and Stormwater Management Plan to address stormwater and floodplain management in San Luis.

Safety Element

The Safety Element provides a survey of police, fire, and emergency management services for the City of San Luis and establishes policy guidance to ensure a safe future for residents, businesses, and visitors. The key components and community topics of the Safety Element include:

- *Police - Public Safety Master Plan.* The Safety Element provides recommendations for the adoption of a Public Safety Master Plan to ensure San Luis maintains superior public safety resources and response times as the City grows. The master plan will provide recommendations for future staffing, facilities, equipment and technology needed to serve existing and future residents, including potential funding mechanisms.
- *Community Policing.* The element provides for the implementation of community policing strategies

and supporting community partnerships aimed at solving local issues, building trust, and proactively addressing public safety issues.

- *Community Resources.* The Safety Element provides that the City, in conjunction with school districts, will support programs for at-risk youth and teens to promote positive activities to deter children and young adults from criminal activities and promote civic engagement in youth. This element also identifies policies that support the efforts of neighborhoods and businesses to reduce crime and improve safety through new programs and services.
- *Fire Department Master Plan.* The Safety Element supports the adoption of a Fire Department Master Plan that ensures San Luis maintains superior fire protection, fire suppression, and emergency medical resources and response times as the City grows. The Fire Department Master Plan will provide recommendations for future staffing, facilities, equipment, and technology needed to protect existing and future residents, including potential funding mechanisms.
- *Emergency Preparedness and Response.* This element supports emergency preparedness and response through the formation and/or participation in mutual-aid agreements with other agencies to ensure adequate and appropriate resources, facilities, and other support for emergency and disaster assistance response.

Parks and Recreation Element

The Parks and Recreation Element builds on the existing park system and establishes a solid foundation for a comprehensive and integrated network of parks and recreation facilities to serve existing and future development. The goals and policies of this element support a vibrant, well-designed, and active parks and recreation system to strengthen neighborhoods and provide valuable opportunities for social interaction and contributing to the overall health of San Luis and its residents. The Parks and Recreation Element is comprised of the following components and key community topics:

- *Parks and Recreation Master Plan.* The goals and policies of this element provide recommendations for a future Parks and Recreation Master Plan addressing comprehensive park development, park management, and recreation programming to serve the build-out population contemplated by the FLUM of the San Luis 2040 General Plan. The Plan (Transportation Element) also includes a recommendation for a future Active Transportation Plan to further refine the paths and trails concepts outlined by the Parks and Recreation Element.
- *Strengthening Existing Parks and Recreation Facilities.* The City maintains diverse parks and recreation facilities including pocket parks, neighborhood parks, municipal pools, youth, and senior centers, and a community park. This element establishes policy guidance to build and enhance the existing parks and recreation system within San Luis.
- *Park Classifications.* The element establishes four broad park classifications and characteristics for the range of active and passive parks and recreational facilities to serve future growth and development in San Luis. These classifications include Pocket Parks, Neighborhood Parks. Community Parks, and Special Use Parks.
- *Parks Funding.* This element provides guidance to implement the findings funding strategy and feasibility analysis to improve and expand public services relative to parks, libraries, community education, and recreation programs for San Luis.
- *Partnerships.* The goals and policies of this element provide for the enhancement and maintenance of parks, trails, and open spaces through public-public and public-private partnerships, volunteer programs, and other agencies or entities as appropriate.

Education

Quality educational opportunities in the community are a contributing factor in improving quality of life. The education system can attract families and new businesses to San Luis as students of all ages begin preparing to enter the workforce. Education opportunities in San Luis are provided from kindergarten through high school (K-12) ages by public school districts, as well as post-secondary education opportunities. The key community topics addressed by the plan relative to education include:

- *Development Coordination*. The Plan supports continued coordination of upcoming development proposals, including new schools and school expansions, with school districts and other school entities.

- *Safe Routes.* The Plan supports Improved safety through the development and implementation of safe routes to school program in conjunction with the Active Transportation Plan recommended by the Plan. The Plan also includes guidance to minimize pedestrian crossings of major streets by encouraging connectivity between the school and residential development through sidewalks, bike lanes, multi-use paths, or open space areas.
- *Alignment of Education with Employment.* This element provides guidance to work with post-secondary educational institutions to provide skills training, such as career and technical education, that is supportive of existing and future targeted employment industries in San Luis. The element recommends an education needs assessment to determine needs and strategies to encourage undergraduate, graduate, and professional certification programs aligned with the City's targeted industries.
- *Community Education.* The element addresses community education in coordination with school districts and other organizations in literacy programs, language learning programs, and computer technology programs.
- *Access to Technology.* This element provides recommendations to expand and upgrade fiber optic infrastructure in conjunction with public infrastructure development in the community to support residents, businesses, industries, institutions, and public agencies.

Transportation Element

Designing, funding, and constructing an efficient and connected transportation system is vital and essential to provide for the orderly growth and development of the city. This element explores existing and projected transportation facilities and conditions in San Luis and provides the framework and guidance to deliver needed facilities supporting travel in the future. The Transportation Element is comprised of the following components and key community topics:

- *Functional Classification of Roads.* This element defines the Functional Classification of Roads comprised of six classifications: Interstate and National Highways, Principal Arterials, Minor Arterials, Major Collectors, and Local Roadways. This element establishes minimum right-of-way widths, travel lanes, median widths, and sidewalks for all six classifications.
- *Circulation Plan*. The Circulation Plan establishes the framework for coordinating the construction of the roadway and street network, pedestrian and bicycle facilities, and public transit services with development actions anticipated by the Land Use Plan. The Circulation Plan identifies existing and proposed major roadways anticipated to be required to support forecasted travel demand in the MPA.
- *Transportation Master Plan.* The element provides policy guidance supporting the development of a Transportation Master Plan to establish the basis for creating new linkages between the City of San Luis neighborhoods and regional destinations relieving pressure on U.S. Highway 95 (US 95) and Cesar Chavez Boulevard/State Route (SR) 195-Area Service Highway (ASH).
- *Active Transportation Plan.* This element supports the development of an Active Transportation Plan to provide a framework for guiding inclusion of bicycle, pedestrian, and trail infrastructure improvements to make the City of San Luis a safer and more comfortable place to walk, hike or bicycle for recreation as well as transportation to employment and schools. It is intended that this Plan will be coordinated with the safe routes to school initiative.
- *Access Management Plan.* The element recommends adopting an Access Management Plan that incorporates current best practices and addresses changes to the transportation network. The Plan recommends the City of San Luis should strive to achieve logical access control that provides permanent protection for all major and minor arterial roadways while maintaining property access rights.
- *Public Transportation.* The element provides policy guidance to coordinate closely with the Yuma County Intergovernmental Public Transportation Authority (YCIPTA) and continue to support YCAT to ensure maintenance and improvement of effective and efficient public transit service for City of San Luis and area residents providing local and regional access
- *Rails.* The transportation element includes policy guidance to support planning efforts relative to a potential rail line connecting Union Pacific Railroad (UPRR) to the north with Mexico to the south, possibly integrated with, or near, Port of Entry II.
- *Complete Streets Policy.* The element recommends adoption of a Complete Streets Policy that

considers a variety of transportation modes – automobile, cycling, walking, public transit, etc. – and promotes safe access and efficient mobility for all users of the City's publicly-supported and privately-paid transportation infrastructure elements, regardless of age or ability.
- *Regional Partnerships.* The Transportation Element supports engaging in the cooperative, continuing, and comprehensive planning process with neighboring communities and the Yuma Metropolitan Planning Organization (YMPO) to ensure adequate and appropriate regional transportation improvements and connections to San Luis.

Environment Theme

The Environment Theme provides policy guidance supporting a balance between the built and natural environments ensuring protection of the natural resources that contribute to the quality of life in San Luis. The Environment Theme covers four elements that integrate environmental protection with community growth: Environmental Planning, Conservation, Open Space, and Energy.

Environmental Planning Element

Environmental planning seeks to create compatibility between the built and natural environments. This element addresses primary community topics related to environmental planning include air quality, floodplains, and natural hazards.

- Air Quality. This element provides guidance supporting continued participation in ADEQ's Air Quality Flag Program to support a more informed community. This element also recommends participation in the development of the State Implementation Plan and continued to work towards improved air quality to meet or exceed the federal and state air quality standards.
- Floodplains. The Plan provides guidance to carefully consider future development within the 100-year floodplain to prevent loss of life and property during large storm events, as well as to protect water quality.
- Multi-jurisdictional Hazard Mitigation Plan. This element recommends participation in the updated Multi-jurisdictional Hazard Mitigation Plan to identify strategies for mitigating the community's exposure to the risks imposed by natural hazards. The element establishes additional policies intended to reduce potential threats to life and property.

Conservation Element

Protecting and conserving limited resources becomes increasingly important for growing communities. Such limited resources can become irreversibly impacted by encroaching development, affecting the city's economy, quality of life, and its ability to grow. The Conservation Element addresses these resources including water, land, soils related to agriculture, and aggregates.

- Water Conservation. The Plan recommends a water conservation programs to include structured water conservation regulations addressing drought-tolerant irrigation standards, rainwater harvesting, irrigation system water budgeting and reduction, and public programs that encourage water conservation practices.
- Drought Management Plan. The element includes guidance for a Drought Management Plan, consistent with the Arizona Drought Preparedness Plan, to prepare for potential long-term water shortages during drought conditions.
- Land Conservation. There are three Flat-Tailed Horned Lizard conservation areas that are designated within the San Luis planning area, all of which are located on federally owned land through the U.S. Bureau of Reclamation. The Plan supports continued coordination with the U.S. Bureau of Reclamation, the U.S. Fish and Wildlife Service, and other agencies as appropriate to support the protection of the conservation area for the Flat-Tailed Horned Lizard. A conservation area is also established for the natural Colorado River corridor.
- Agricultural Preservation. This element contains policy guidance to consider the impacts that future surrounding development can have on agriculture. This element recommends that San Luis should work to mitigate the fragmentation of agricultural land due to urbanization and to limit incompatible development surrounding agricultural land that can impact the fertility of the soils.
- Aggregates. The element recommends that the City should ensure that aggregate mining operations do not impact incompatible land uses and are consistent with the Arizona Geological

Survey.

Open Space Element

As San Luis continues to grow, it will be increasingly important to balance the built environment with open spaces to ensure that is sufficient to support the needs of the community and the environment. The Open Space Element identifies natural open space areas, such as the Colorado River, that should be protected and conserved and established policies relative to natural open space area protection and conservation. The following community topics are addressed by this element:

- Colorado River. One of the most iconic and most sensitive environmental features in the San Luis planning area is the Colorado River, which supports a robust ecosystem. The element provides policy guidance for continued partnership between the City of San Luis and the U.S. Bureau of Reclamation to ensure that the Colorado River corridor remains natural open space long-term for the mutual benefit of the community and the natural ecosystem.
- Open Space and Development. The element provides strategies to ensure that there is a continual integration of open spaces with the regional open space network as development occurs in San Luis, supporting wildlife movement and biodiversity along with continual vistas of the desert landscape. The element also provides policy guidance to ensure that development adjacent to open space is compatible with the natural environment.
- Open Space and Wildlife Conservation Plan. The element recommends the development and implementation of an Open Space and Wildlife Conservation Plan assessing natural open space areas, sensitive habitats, and wildlife corridors within the City's planning area.

Energy Element

Electrical energy is an essential resource that powers most aspects of our daily lives. At present, San Luis has the opportunity to grow with consideration towards energy conservation. This element promotes the efficient use of energy as well as alternative energies to support San Luis while contributing to economic development opportunities. The following key community topics are addressed within this element:

- Energy Efficiency. The element recommends new municipal facility construction integrate energy efficiency measures and existing municipal buildings and facilities should be retrofitted to incorporate energy efficiencies when appropriate. Additionally, the element provides policy guidance to Incentivize utilization of best practices for incorporating energy conservation methods in the design of new development, such as building orientation, window design, and the use of native vegetation for shade around buildings to reduce the energy needed for cooling.
- Alternative Energy. The landscape and climate of San Luis provides a potential opportunity for attracting renewable energy businesses in conjunction with the City’s Strategic Plan. The element identifies the opportunity to incorporate alternative energy in the local economy, including large alternative energy projects, such as solar, wind, and natural gas.
- Sustainable Design. The element supports sustainable design principles in new development, such as LEED-certified buildings, renewable energy systems, and green building materials.

Implementation

The Implementation Chapter includes 202 action items to achieve the goals and policies of the General Plan. This set of actions will be carried out over the next 20 years to help accomplish the vision, goals, and policies adopted in the City of San Luis 2040 General Plan. The Implementation Plan is organized by the four themes of the plan (Growth, Economy, Environment, and Public Services), as well as by the 19 elements, as found within each theme. The key implementation actions have been identified under each element in this report.

The San Luis 2040 General Plan (the Plan) serves as the required ten-year update under Arizona Revised Statutes (A.R.S.) §9-461.05 and is intended to be used to guide and inform future decisions relative to land use, public services, infrastructure, and resource management. The plan addresses key community issues and opportunities and defines a program for implementation to achieve the shared community vision for the City of San Luis. This report provides an overview, analysis, and recommendation relative to the San Luis 2040 General Plan.

Community work on the San Luis 2040 General Plan began in March 2019 with the planning consulting services of Matrix Design Group and involved extensive engagement with the San Luis community to guide development and formation of the plan. The state-mandated 60-day public review period concluded April 19th and this agenda item is the first of two Planning and Zoning Commission public hearings on the plan. This first public hearing includes public comments and Commission discussion with no action, with a formal recommendation occurring at the second public hearing. Following City Council consideration and adoption, the San Luis 2040 General Plan will be submitted for ratification by the City of San Luis registered voters in November 2020.

Development of the plan was guided and informed by an extensive community engagement plan including three community workshops, a community open house, stakeholder interviews, project website, informational brochures, and online surveys. These community engagement opportunities resulted in a clear understanding of key community issues and opportunities that should be addressed within the plan. A steering committee comprised of community stakeholders, including members of the Planning and Zoning Commission, City Council, and various community agencies provided overall project guidance and direction throughout the process.

The San Luis 2040 General Plan is comprised of four (4) theme chapters, Growth, Economy, Public Services, and Environment. These four theme chapters are comprised of 19 elements exploring the complete range of community topics including land use, transportation, growth, economic development, cost of development, parks, and recreation, public safety, public services, water resources, safety, housing, community preservation, open space, arts and culture, education, conservation, energy, and environmental planning. This report provides a detailed summary of each theme and element of the plan and identifies key community topics addressed within the goals, policies, and implementation steps of the plan. Major themes from the San Luis 2040 General Plan include downtown enhancement and revitalization, planning for future activity centers and employment areas, enhancing housing diversity, and sound fiscal public facilities and infrastructure planning, funding, and development.

The plan defines 202 action items to move toward implementation of the San Luis 2040 General Plan, intended to be completed over the 20-year plan horizon to accomplish the plan vision. These next steps are studies and plans addressing the key community topics including a Downtown Specific Plan and Urban Design Study, Parks and Recreation Master Plan, Active Transportation Plan (bicycle and pedestrian), and numerous amendments to the Zoning Ordinance to implement plan goals and elements.

The San Luis 2040 General Plan reflects the aspirational vision and community goals for San Luis and builds on, celebrates, and advances the positive aspects of San Luis. The resulting plan establishes a positive, comprehensive, and long-range vision of San Luis's future encompassing the economy, community, growth, and the environment.

RECOMMENDATION / SUGGESTED MOTION:

Discussion and possible directions to staff only, no action.

N/A

Fiscal Impact

IS THERE FISCAL IMPACT ASSOCIATED WITH THIS ITEM:	N/A
CITY/STATE/FEDERAL FUNDS:	N/A
TOTAL:	N/A
BUDGETED AMOUNT:	N/A
AVAILABLE AMOUNT TO TRANSFER:	N/A

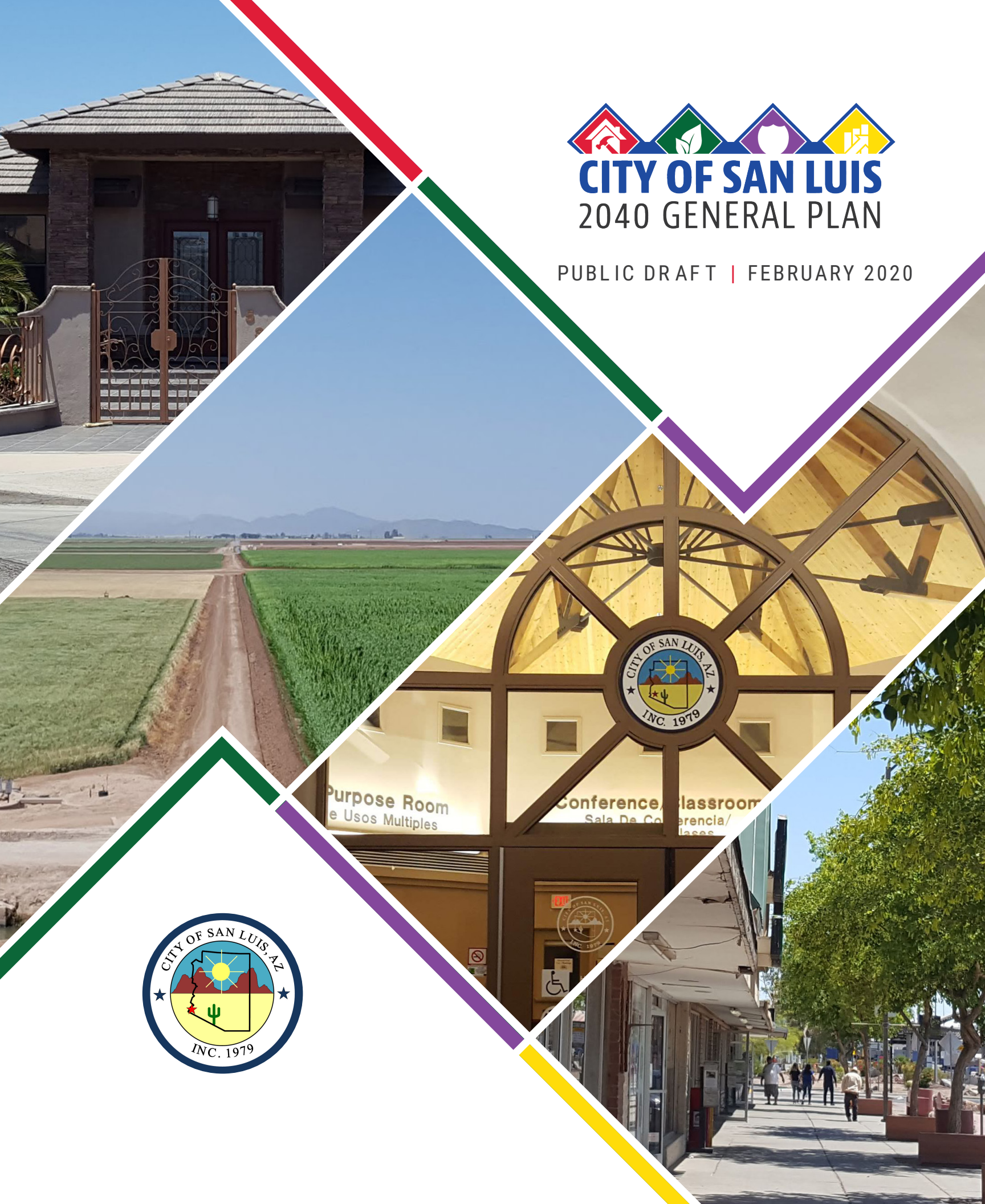
ACCT NAME & GL#/REMAINING BALANCE BEFORE PURCHASE: N/A

FISCAL IMPACT STATEMENT (IF THIS IS A BUDGET TRANSFER, YOU MUST ATTACH THE BUDGET ADJUSTMENT FORM):

N/A

Attachments

General Plan Draft



CITY OF SAN LUIS
2040 GENERAL PLAN

PUBLIC DRAFT | FEBRUARY 2020

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CITY OF SAN LUIS
2040 GENERAL PLAN

1. Introduction

The City of San Luis was established in 1930 with the opening of the international border crossing, San Luis I Arizona Port of Entry. Since incorporating in 1979, the City has grown to be one of the fastest-growing communities in Yuma County, Arizona. San Luis is a diverse community, with cultural and economic ties to San Luis Rio Colorado in Sonora, Mexico. There are two ports of entry to and from Mexico, which visitors cross between both cities daily. The fluidity between the two cities creates a binational feel that impacts all aspects of the community, including culture, the economy, language, and the environment, offering a unique sense of place for those residing in and visiting San Luis while providing opportunities for economic growth.

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As San Luis continue to grow, the city will be faced with new opportunities and challenges, creating a need for a shared vision for the future. The San Luis 2040 General Plan builds upon the positive aspects of the city while developing a framework that will lead to a desired future.

What is the General Plan?

A general plan is a State mandated planning policy document that is designed to help guide decisions related to future growth, development, and use of resources within a city. Pursuant to Arizona Revised Statutes (A.R.S.) §9-461.05, the State of Arizona requires all municipalities to adopt a general plan and update it every ten years. The General Plan addresses the areas within the City limits as well as the municipal planning area, which is the City's area of influence.

A general plan IS…

- A general guide to direct public and private future land use and resource decisions.
- A comprehensive plan covering a wide range of social, economic, infrastructure, and natural resource topics.
- A long-range plan for reaching goals envisioned 20 or more years in the future through City policy.
- An expression of citizen preferences.
- A blueprint to improve quality of life.

A general plan is NOT…

- A zoning map.
- A tool to promote special interests.
- An unchangeable document.
- A detailed policy for specific properties or areas.
- A capital improvement program.

A general plan has three features:

- **General.** As the name implies, a general plan provides general guidance to direct future land use and resource decisions.
- **Comprehensive.** A general plan covers a wide range of social, economic, infrastructure, and natural resource topics. These include land use, housing, circulation, utilities, public services, recreation, agriculture, biological resources, and many others.
- **Long-Range.** A general plan provides guidance on reaching long-range goals, envisioned 20 or more years in the future.

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General Plan Organization

The State of Arizona requires municipalities with a population of over 50,000 to address 17 elements in their general plan. An element is a section of the general plan that discusses a specific planning topic. Although San Luis' population does not yet exceed 50,000, it is projected that the City will exceed this threshold within the next ten years; therefore, the City opted to include all 17 required elements, as well as two optional elements in the 2040 General Plan. Some of these elements were combined where there was significant overlap. The General Plan organizes like elements into one of four themes for readability. These themes are: Economy, Growth, Environment, and Public Services. Although the General Plan organizes elements into themes, all themes and elements are interrelated and should be considered concurrently during the decision-making processes.

The San Luis 2040 General Plan consists of seven chapters, which include this Introduction Chapter, the four theme chapters, an Implementation Chapter, and a Glossary. The Introduction chapter provides an overview of the General Plan, the community's vision for San Luis in 2040, the context for San Luis, the community engagement process, and General Plan compliance. The next four chapters are the four themes, which highlight the elements they cover, describe the existing conditions related to the elements, and provide goals and policies that guide future decision-making related to the theme. The Implementation Chapter includes the actions that will help accomplish the goals and policies in each theme. Finally, the Glossary provides definitions of key terms throughout the General Plan document.

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The following is a list of the San Luis 2040 General Plan elements organized into each theme. The elements required under A.R.S. §9-461.05 are marked with an asterisk (*) and the optional elements are marked with a plus sign (+). Combined elements are identified in parentheses.

Economy

- Economic Development Element +
- Community Preservation, Revitalization, and Redevelopment (Conservation, Rehabilitation, and Redevelopment * & Neighborhood Preservation and Revitalization Elements *)
- Arts and Culture Element +

Public Services

- Public Services, Buildings, and Facilities (Public Services and Facilities* and Public Buildings* elements)
- Water Resources Element*
- Safety Element*
- Parks and Recreation Element*
- Education Element*
- Transportation (Circulation* & Bicycling* Elements)

Environment

- Environmental Planning Element *
- Conservation Element *
- Energy Element *
- Open Space Element*

Growth

- Land Use Element *
- Growth Element *
- Cost of Development Element *
- Housing Element *

Vision Statement

The 2040 San Luis General Plan Vision Statement describes the ideal future state of the community in 2040 and beyond. This Vision Statement is the guiding source for the General Plan, including the goals, policies, and implementation strategies that will help realize this envisioned future.

The Vision Statement was drafted through community input at public workshops, and refined by the project team, City staff, and the General Plan Steering Committee.

In 2040, San Luis is a welcoming binational city that is built on agriculture, distinct history, and collaboration. We pride ourselves on having quality neighborhoods, significant cultural resources, and outstanding schools while offering an innovative and forward-thinking community to live, work, and play, which will develop in a manner that ensures that new growth improves our community and retains our shared values.

Local, Regional, and Binational Context

The City of San Luis is uniquely influenced by its local, regional, and binational context due to its location along the Colorado River in the southwest corner of Arizona and at the International border with Mexico. The following sections describe the context for San Luis.

Local Context

The City of San Luis is located in the southwest corner of Arizona, bordered by the international U.S. – Mexico border to the south and the Colorado River to the west. The incorporated City comprises 33 square miles of land in Yuma County, as shown on Figure 1-1.



Municipal Planning Area

The General Plan covers a larger area of influence, beyond the incorporated jurisdictional boundary of the City, called the Municipal Planning Area (MPA). The San Luis MPA contains a total of 92 square miles, which includes the incorporated city limits as well as land in unincorporated areas of Yuma County that has the potential to be annexed in the future. The general extent of the planning area boundary is shown on Figure 1-2. The MPA is bounded by the following:

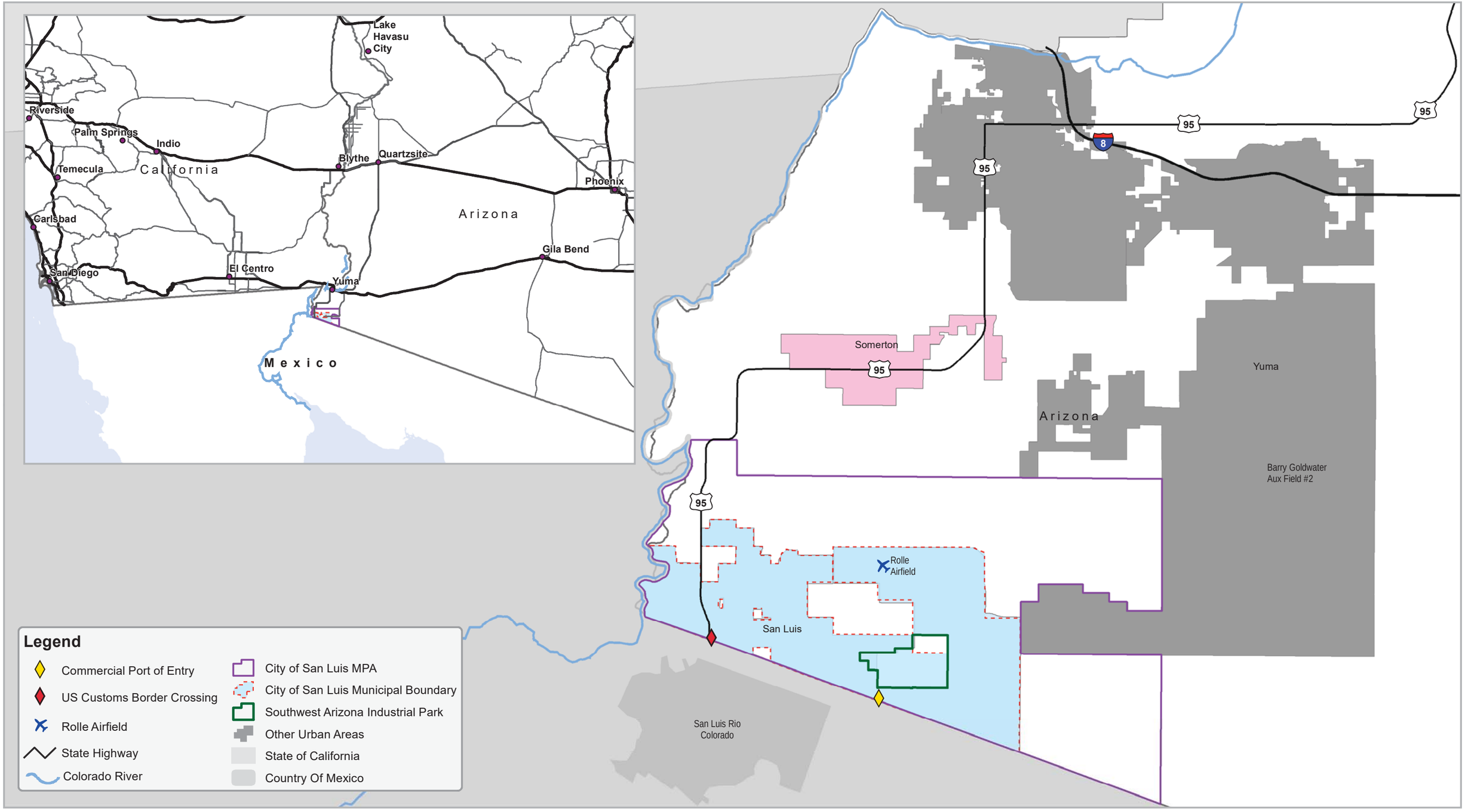
- **West.** Western Arizona state line and the Colorado River Valley
- **North.** City of Somerton and the City of Yuma planning areas
- **East.** City of Yuma planning area and the Barry M. Goldwater Air Force Range
- **South.** International border between the United States and Mexico and the City of San Luis Rio Colorado, Sonora, Mexico

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CITY OF SAN LUIS 2040 GENERAL PLAN

0 ½ 1 2 Miles

Matrix

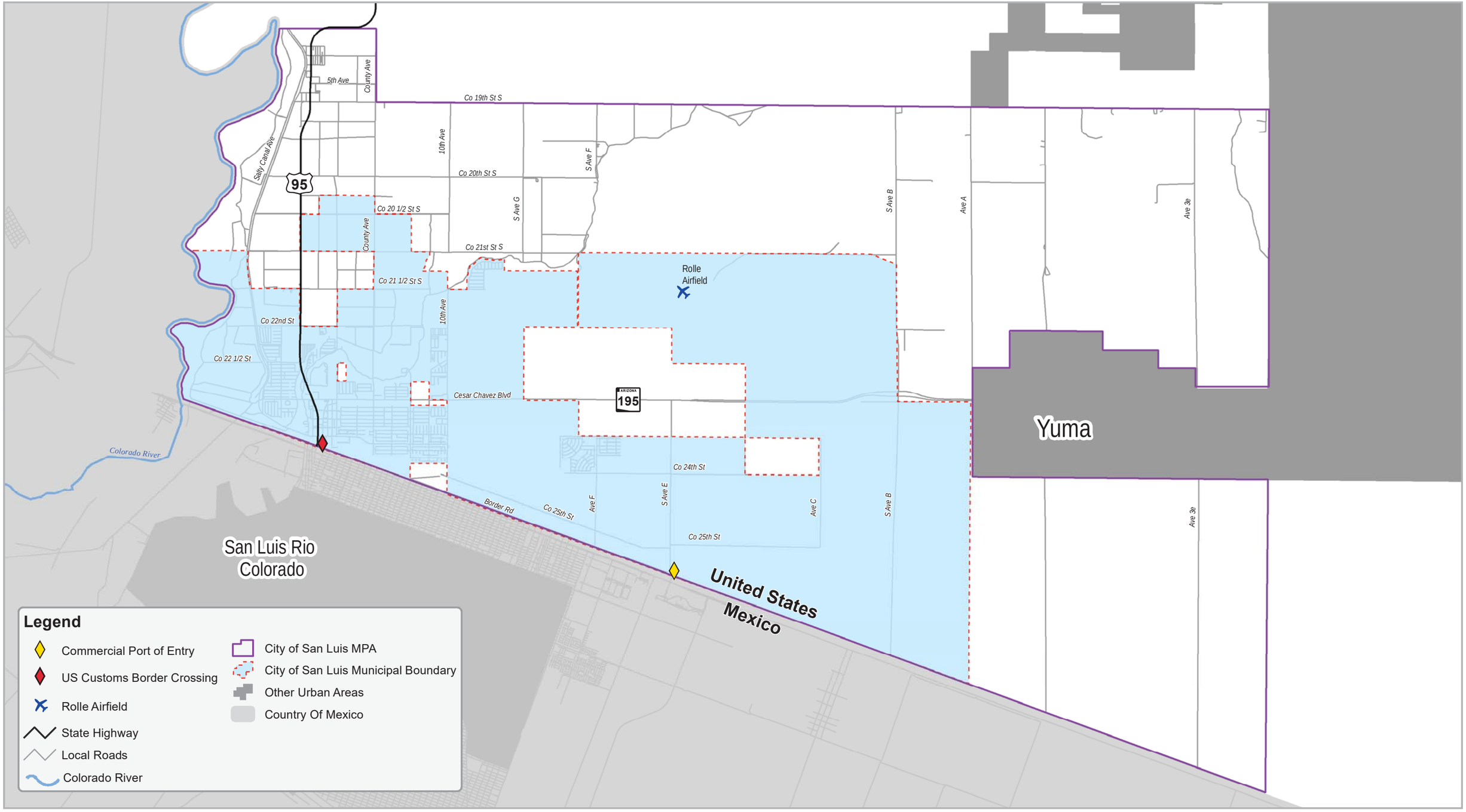
Source: Carlos Efraín Porto Tapiquén, Orogénesis Soluciones Geográficas, USGS, U.S. Census, OpenStreetMaps, geofabrik.de

Figure 1-1

Vicinity Map



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CITY OF SAN LUIS 2040 GENERAL PLAN

0 ½ 1 2 Miles

Matrix

Source: Carlos Efraín Porto Tapiquén, Orogénesis Soluciones Geográficas, USGS, U.S. Census, OpenStreetMaps, geofabrik.de

Figure 1-2

Municipal Planning Area



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Population Characteristics

The local context influencing this General Plan is the City's demographics, which describe the population characteristics. Population and other socioeconomic information contained in the General Plan were derived from statistical data provided by the 2000 and 2010 Census, the 2017 American Community Survey, and the Arizona Office of Economic Opportunity. This data includes snapshots of San Luis, as well as nearby Somerton and Yuma County as a way to compare trends in San Luis with other communities.

Population Growth

Since 2000, San Luis has been experiencing an increase in population growth. As listed in Table 1-1, in 2017, the population in San Luis grew by 24% to a total of 31,509. Compared to Somerton and Yuma County, San Luis had the greatest growth in population between 2010 and 2017. With its current incorporated land area, the population density (persons per square mile) is less than Somerton, but greater than Yuma County overall. If the city limits remain the same, an increase of people in San Luis will increase the overall population density, allowing for more efficient distribution of public services.



Table 1-1 Population and Population Density

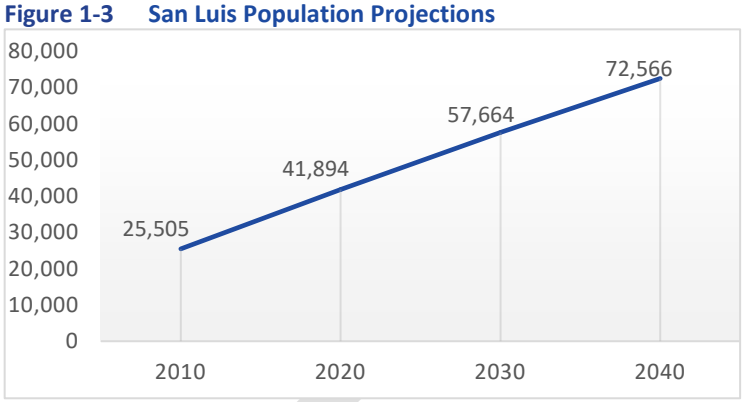
Community	2000	2010	% Change from 2000 to 2010	2017	% Change from 2010 to 2017	Incorporated Square Miles	Average Persons Per Square Mile
San Luis	15,322	25,505	66%	31,509	24%	32.03	983.8
Somerton	7,266	14,287	97%	15,508	9%	7.29	2,127.3
Yuma County	160,026	195,751	22%	204,281	4%	5,514.03	37.0

Source: 2000 Census, 2010 Census, 2017 American Community Survey 5-Year Estimates



By 2040, the population of San Luis is projected to be 72,566, which is more than double its current population. Although population growth may vary from these projections due to various factors, these projections should be used to plan for future needs that would result from the increase in population. Population projections for San Luis are shown on Figure 1-3.

Figure 1-3 San Luis Population Projections



Source: 2010 Census, AZ Office of Economic Opportunity, Yuma County 2016-2050 Population Projections

Age

The overall age of the community's population may be influential to how it develops and the kinds of services that will be required to meet the needs of the future population. San Luis is a relatively young community with a median age of 27.9. This is lower than the median age of Yuma County (34.1). Although the median age in San Luis is relatively low, it has increased since 2010, when it was 25.5. Figures 1-4 and 1-5 show the distribution of the population in San Luis and Yuma County between age groups and gender.

Figure 1-4 San Luis Population Pyramid, 2017

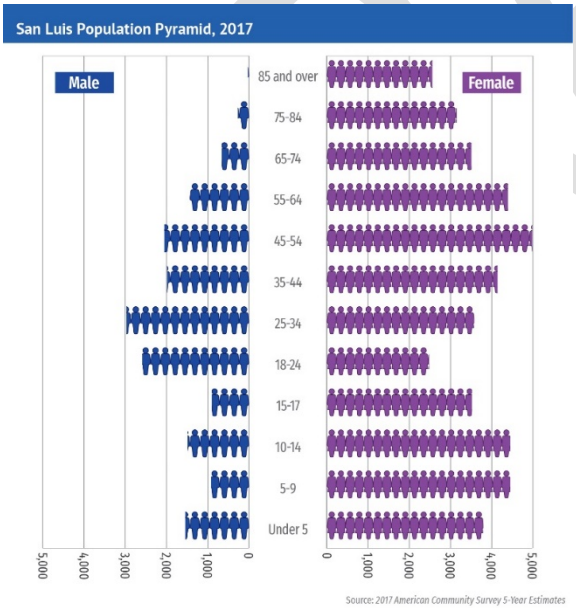
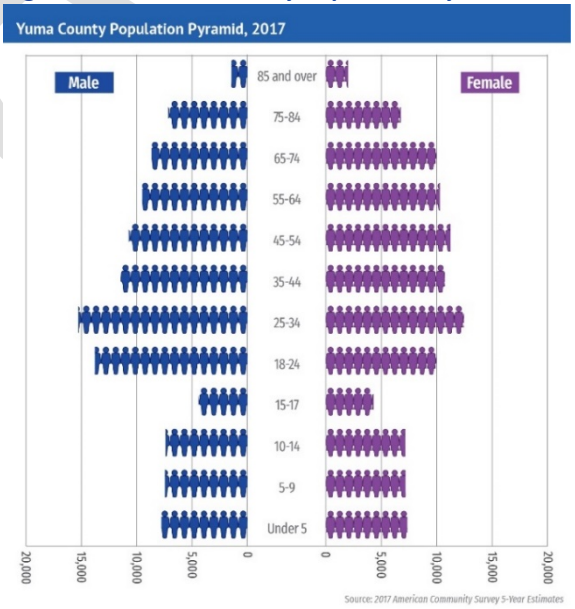


Figure 1-5 Yuma County Population Pyramid, 2017



As shown, there is a high percentage of males between the ages of 18 and 34. This age group typically represents an age group that is entering the workforce, are young- to mid-level professionals, are looking for post-secondary learning opportunities to further their education and are possibly starting families. Conversely, the greatest percentage of females are in the 45

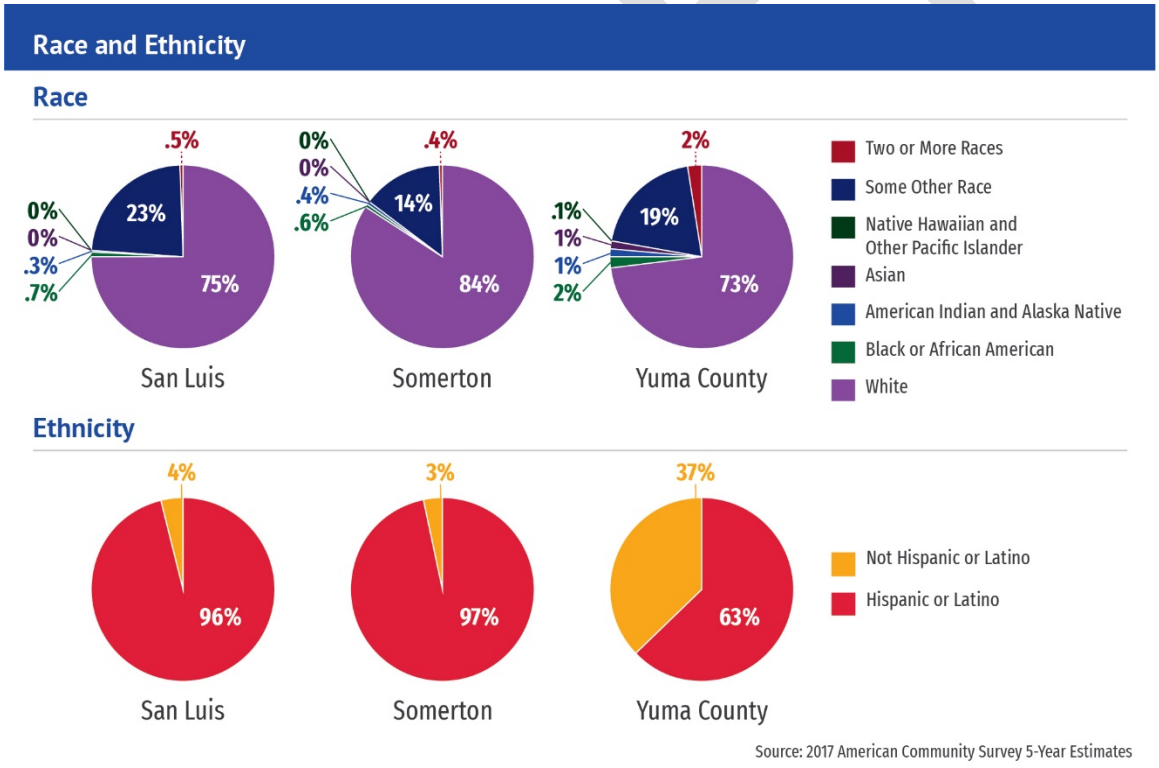
to 54-year range. This age range typically represents mid- to high-level professionals as well as those with families. The age ranges with the lowest representation in San Luis are those 65 and older, as well as 15 to 17 and 5 to 9.

These trends are similar to those of Yuma County, where there is a high distribution of the population (both males and females) within the 18 to 34 age range. Although the ages of 0 to 14 are generally evenly distributed, like San Luis, there is a low representation of 15 to 17-year-olds.

Race and Ethnicity

The majority of the population (75.3%) in San Luis identified as White, while 23.3% identify as some other race alone. San Luis has a robust Hispanic and Latino culture, with 96% of the population identifying as Hispanic or Latino. As Figure 1-6 indicates, this is similar to the percentage in Somerton who identify as Hispanic or Latino, which is much higher than that of Yuma County and is likely due to the proximity of both San Luis and Somerton to the Mexican border.

Figure 1-6 Race and Ethnicity in San Luis



Source: 2017 American Community Survey 5-Year Estimates

Regional Context

The City of San Luis is located in the southwest corner of Yuma County, the fifth largest county in Arizona by population, consisting of 5,500 square miles in the southwest corner of Arizona. The unincorporated areas within the City of San Luis planning area are subject to county planning and zoning authority. Yuma County and the City of Yuma have adopted a joint land use



plan, which was adopted in 2005. The City of Yuma municipal boundary adjoins the planning area for the City of San Luis on the north and east. The City of Yuma is the largest city in Yuma County and serves as the county seat. The City of Somerton is an incorporated community of 17,403 residents, which lies four miles north of the City of San Luis. The southern boundary of the City of Somerton planning area adjoins the San Luis planning area boundary on the north.

The eastern boundary of the San Luis MPA borders the Barry M. Goldwater Air Force Range, the nation's premier training range for student F-16 and F-35A pilots, consisting of 1.7 million acres in the southwest quadrant of Arizona. The Barry M. Goldwater Air Force range consists primarily of natural desert areas to support multiple training activities, including air-to-air and air-to-ground tactical training for student pilots. The range is served by Luke Air Force Base in Glendale, Arizona, which is located in the western portion of the Phoenix Metropolitan Area.

The Marine Corps Air Station Yuma oversees operations in the western portion of the Barry M. Goldwater Air Force Range adjacent to the San Luis planning area from Auxiliary Field #2. The eastern portion of the planning area is impacted by the noise contours from air operations associated with the auxiliary field. The eastern portion of the planning area is designated as Territory in the Vicinity of a Military Airport. Further information on these airfields and analysis of the associated impact to noise and future land use is addressed in the Growth section of this report.

Binational Context



The City of San Luis shares a border with San Luis Rio Colorado, Sonora, Mexico, a community with a population of approximately 202,372 (according to the *Secretaria de Planeacion, Evaluacion y Desarollo Regional*). Many residents of San Luis Rio Colorado routinely cross the border into Arizona to purchase American goods in San Luis, Yuma, other parts of Arizona, and California, contributing to the local economy. Additionally, many families living in the City of San Luis have relatives living in San Luis Rio Colorado, Sonora, resulting in residents regularly traveling back and forth across the border to visit or live temporarily with their family members.

This cultural aspect provides a unique sister city relationship between the City of San Luis, Arizona and San Luis Rio Colorado, Sonora and presents the potential for naturally beneficial partnerships.

San Luis contains two of Arizona's nine international border crossings with Mexico. As the primary international crossing directly serving the Mexican states of Sonora and Baja California, the economy, culture, and community aspects of the City of San Luis are significantly influenced by the commerce and visitors crossing the border into the United States.

The San Luis I Port of Entry and San Luis II – Commercial Port of Entry have an economic impact on the community and the larger region. In particular, the City of San Luis is positively impacted by border traffic and commerce associated with the maquiladora industry. A maquiladora is a factory in Mexico that operates under a preferential tariff program that enables companies in Mexico to import raw materials duty-free into Mexico for manufacturing, assembly, or processing. The finished materials are then exported back into the United States, largely duty- and tariff-free. The maquiladora program is enabled through agreements administered between the United States and Mexico and has led to significant new American-owned assembly and production plants in Mexico and increased trade between the two countries.

Community Engagement

Community engagement is one of the most important components in developing a general plan, ensuring that the General Plan is consistent with community values and aspirations. Participation by individuals and stakeholders with varying interests increases the likelihood that the plan's goals and policies will be based on community consensus, in turn, increasing the likelihood for successful plan implementation. To guide community engagement, the City developed a Public Participation Plan to engage stakeholders, including residents, property owners, business owners, the development community, and others interested in San Luis' growth. The input gathered from this engagement guided the development of the 2040 General Plan through various efforts during the planning process, including community workshops and stakeholder interviews.

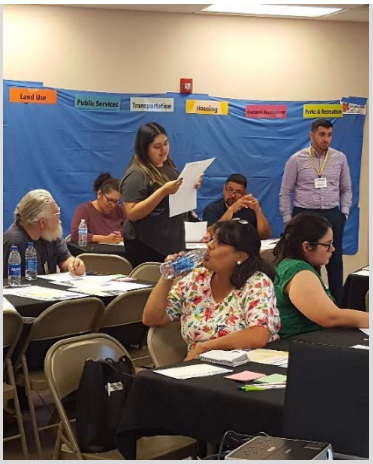
Community Workshops	Stakeholder Interviews
89 attended	28 individuals interviewed
Online Comments	**Online Surveys**
XX comments received	80 participants

Community Workshops

The primary method of gathering public input for the plan was through community workshops. San Luis hosted three community workshops throughout the planning process. These community workshops helped inform community members of the General Plan and its role in guiding the future of the city. Each workshop covered a broad range of topics to collect individuals' insight and feedback. During these community workshops, attendees helped develop the Vision Statement, identify issues and opportunities, prioritize transportation improvements, create land use alternatives, and review goals and policies.

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Community Workshop #1

May 15th, 2019, City Hall Community Room

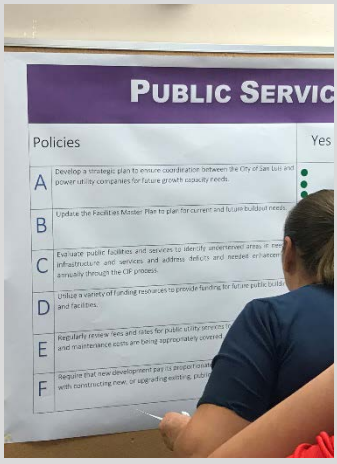
The first workshop was attended by 23 people. The workshop included a broad overview of the General Plan and the process being used for this update. The workshop featured four exercises to gather community input to help guide the General Plan update. Attendees were also asked to provide input to help create the plan's Vision Statement.



Community Workshop #2

June 4th, 2019, City Hall Community Room

A total of 17 people attended the second workshop. Attendees were presented with an update on the process of the General Plan, then split into groups to complete exercises focused on transportation infrastructure and future development. Attendees used markers, various colors of yarn and different colored toy building blocks to indicate on a map where they thought those future roadways and development should be located.



Community Workshop #3

September 18th, 2019, City Hall Community Room

The third workshop was held on September 18th, 2019. The workshop included a short presentation summarizing the results from the exercises conducted during Workshop #2. Attendees were then asked to participate in a Policy Alternatives Exercise, where they were asked to indicate their preferred priorities in a series of policies covering five broad General Plan topics, ranging from growth and public services to economy and cross-border issues.

Open House

January 14th, 2020, City Hall Community Room

Twenty-seven people attended this workshop, which was held in an open house format. This open house was held in order to provide an update on the General Plan process and themes, present the results from the three community workshops, present some of the major updates from the 2011 General Plan, and to receive feedback on the draft goals and policies.

Stakeholder Interviews

Another key component in the community engagement process was stakeholder interviews. San Luis conducted face-to-face interviews with City Departments, key businesses, and community leaders to gain a clear understanding of the issues and expectations for the General Plan update. A total of 28 interviews were conducted as part of the public input process.

Steering Committee Meetings

The Steering Committee for the San Luis 2040 General Plan was comprised of community stakeholders, including members of the Planning and Zoning Commission, City Council and various community agencies. The committee was tasked with assisting the planning process and providing technical review of draft documents related to the General Plan. In total, there were three Steering Committee meetings held throughout the planning process.

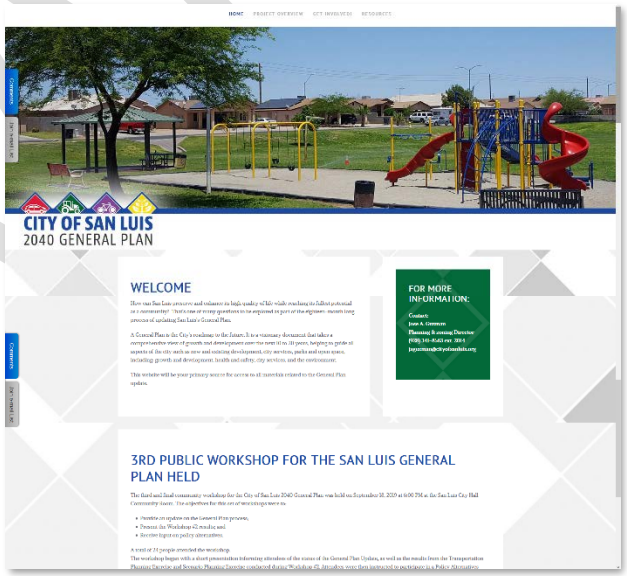
Public Hearings

Public hearings were conducted at the end of the General Plan process to gain approval and recommendation from the Planning and Zoning Commission and City Council, as required by A.R.S. §9-461.06.

Other Outreach Efforts

Project Website

The City hosted and maintained an interactive project website (www.SanLuis2040.com) dedicated to the General Plan as an extension of the City's webpage. This website was the primary source of information to keep up-to-date on events, download documents and presentations, and provide the public with a method to submit comments and suggestions related to the project.



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Informational Brochures

The City prepared a series of informational brochures during the General Plan process with relevant information regarding the Plan. These brochures were distributed at all General Plan workshops and open house and were made available through the City's project website. The purpose of the brochures was to provide decision-makers, the public, and landowners a solid understanding of the update at critical stages of the process.

Online Surveys

The City conducted an online survey available on the project website during the planning process to provide the community with an opportunity to provide input on the General Plan. This online survey was given at the first public workshop and was posted on the website afterwards for those who were not able to attend the workshop. This helped gather input and an understanding of issues and opportunities that should be addressed in the General Plan. The survey was also presented to attendees at the City's annual July 4th celebration, where they were asked to complete the survey on a tablet computer provided by the City for that purpose. The results from the survey are incorporated into the General Plan.

General Plan Compliance

This section provides procedures for administering the General Plan in compliance with state statutes.

60-Day Public Review

The state-mandated 60-day public review period occurred from February 19 to April 19, 2020. A Draft General Plan was made available on the project website for public review and comment and submitted to neighboring jurisdictions and local agencies.

General Plan Adoption and Ratification

The General Plan is required by state law to be ratified by voters, at which point it will be effective for ten years. After ten years, the City of San Luis may either readopt the existing general plan or develop and adopt a new general plan.

General Plan Amendments

The 2040 San Luis General Plan is a reflection of the future vision for the community based on current conditions; therefore, the General Plan may be amended to respond to changing needs and opportunities in the community. These changes may include socioeconomic needs, environmental factors, market conditions, and other influences associated with growth. Amendments may be initiated by the City or may be requested by individuals or agencies in accordance with the procedures set forth in state law. Amendments are classified as either major amendments or minor amendments depending on the type of change being requested.

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Major Amendments

The General Plan must identify changes or modifications that constitute major amendments to the Plan. Arizona law defines a major amendment as any change that would represent a "substantial alteration" in the “land use mixture or balance” established in the existing General Plan. Per state law, the City Council may only consider major amendments once a year and a single public hearing must be held for this purpose. The annual deadline to submit applications for major amendments is June 15th of every year to allow adequate time for review and public hearings for consideration of major amendments to the General Plan. Prior to the City Council hearing, the Planning and Zoning Commission shall hold two or more public hearings on the proposed major amendment. A two-thirds majority vote by City Council is needed to approve a General Plan major amendment. The Council may not enact a major amendment as an emergency measure.

The City of San Luis identifies the following changes as major amendments, effecting a substantial alteration of the City’s land use mixture or balance:

- Any change in a residential land use category of 40 or more contiguous acres within the MPA to either another residential land use category or a non-residential land use category.
- Any change in a non-residential land use category of 20 or more contiguous acres to a residential land use category.
- Any proposal that would amend the land use category of more than 80 acres within the MPA.
- A General Plan text amendment, or modification or elimination of one or more of the goals or policies contained in this General Plan that changes any goal or policy regarding land use densities, intensities, or major roadway locations.

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Minor Amendments

Minor amendments are considered minor text changes that do not impact substantive portions of the land use mixture or balance. Minor amendments require a standard public review period and may be requested and processed at any time throughout the year. The standard public review process includes a public hearing by the City of San Luis Planning and Zoning Commission and one public hearing by the City Council. If the proposed change is considered a minor amendment, the City can process it concurrently with a rezoning request and may approve it by a simple majority vote of the City Council. The City identifies a minor amendment as any change that is not a major amendment as defined above, including, but not limited to, the following:

- Minor text changes and corrections that do not impact the substantive portions of the land use plan's mixture or balance.
- Any change to the Future Circulation Map.
- Any change to the Implementation chapter.

Relationship to Other Plans

The General Plan is integrated with adopted master plans/specific area plans, and topical plans that are specific to a geographical area. The City will follow more specific details and direction, where there are greater details and direction provided in those adopted specific plans, in implementing the adopted plan. The City will follow guidance provided by the General Plan where there is no specific detail or where the direction is absent in the adopted specific plans.

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CITY OF SAN LUIS
2040 GENERAL PLAN

2. Growth

Growth and development of the community is influenced by many separate, yet interrelated elements. The Growth Theme explores community topics related to future growth and development of San Luis with high quality and safe neighborhoods, vibrant shopping areas, and supporting employment uses. These topics contribute to sense of place and the vision of how San Luis will look, feel, and function as it grows and develops into the future.

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The Growth Theme addresses the following elements:

- Land Use
- Growth Areas
- Cost of Development
- Housing

LAND USE

Existing and future land use patterns are shaped by many elements including primary circulation routes, adjacent land uses, land ownership patterns, environmental features and other elements. The built environment in San Luis is comprised of interrelated land uses providing areas for people to reside, shop, work, and recreate. The Land Use element explores the primary elements within the local, regional and international context of San Luis that shape and influence future land use within the city. This element defines the desired future community attributes and characterizes the envisioned future for San Luis. The primary community elements influencing future land use and development are summarized in the following sections.

Key Topics

- Downtown San Luis
- Binational Influences
- Primary Circulation Routes
- Land Ownership
- Conservation/ Environmental
- Air Operations Impacts

Downtown San Luis

As the historic origin and heart of San Luis, this important area significantly influences the direction, scale and character of future growth and development of the community. Served by San Luis I Port-of-Entry in the western portion of the planning area, downtown San Luis is the primary community focal area with main-street scale development. The downtown area contains a mixture of uses including shopping, restaurants, office and other community supporting land uses. This plan provides policy guidance to preserve and enhance the desirable components of this area through detailed planning and other tools to promote enhancement of the downtown as a vibrant, walkable mixed-use community focus area.



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Binational Influences

San Luis' location at the international border with Mexico significantly influences existing and future land uses within the community. The commercial freight traffic associated with the two border crossings into the city and the maquiladora industry supports future employment opportunities in the city focused on transportation, logistics, and warehousing uses. Visitor traffic through San Luis I Port-of-Entry supports existing and future growth in the downtown area and planned expansions to San Luis II – Commercial Port-of-Entry in the central portion of the planning area supports future employment and commercial land uses to capitalize on visitor and freight traffic through the expanded port.

Existing and future residential land use patterns in San Luis are uniquely influenced by the sister city relationship with San Luis Rio Colorado, Sonora, Mexico with family members needing temporary residential quarters while in San Luis for employment. Seasonal migrant farm workers need temporary housing during the peak of the growing season, impacting housing types needed in the city. These binational effects associated with San Luis' proximity to the international border are reflected in the Future Land Use Plan and accompanying goals and policies which strive to accommodate, capitalize, and leverage these unique international influences.

Primary Circulation Routes

Major streets and intersections shape and define the pattern of land uses within a community, providing vehicular traffic and pedestrian activity supporting higher density and intensity uses. San Luis is served by two principal circulation routes, US Highway 95 (US-95) and State Route 195 (SR-195). Land use patterns along these primary circulation routes reflect strip commercial uses. Strip commercial development dilutes the growth and economic development potential and synergy created by concentrated and focused commercial areas and community activity centers located at intersections designed to accommodate the higher intensity use. Unrestricted commercial access to primary thoroughfares disrupts the flow of traffic and as a result, negatively affects the function and efficiency of the roadway. This plan concentrates higher density and intensity land uses and activity centers at primary intersections within the community and supports nodes of activity versus linear commercial uses along entire road frontages.

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Land Ownership

Public-owned land has a significant influence on the shape and growth direction of San Luis. A significant portion of the City of San Luis Planning Area Boundary is publicly owned with 81% of the area under state or federal ownership and management. Land ownership characteristics in San Luis and impacts to future land use are summarized as follows, illustrated by Figure 2-1:

- Bureau of Reclamation (BOR) owns and manages 56% of the planning area, focused primarily in the east-central and southeast portion. A large portion of BOR held land is designated as a conservation area for the Flat-tailed Horned Lizard. This large tract of publicly held land designated for species protection precludes future growth and development in this area and requires development compatibility on adjacent private land.
- The Bureau of Land Management also owns 2,045 acres (3.1 square miles) located in the southwest portion of the planning area, which comprises 4% of the planning area.
- Arizona State Land Department (ASLD) owns and manages 21% of the planning area, primarily located in the northeast portion. The state manages public lands to the benefit of public trusts, such as the public school system. To that end, the ASLD has a fiduciary responsibility to return the highest value to the trust and state trust lands may eventually be sold or leased for development.
- Private land comprises approximately 19% of the land within the planning area. Private lands are generally concentrated in the central and western portion of the planning area. Primary uses serve the community and include future commercial areas, employment centers, and activity centers.

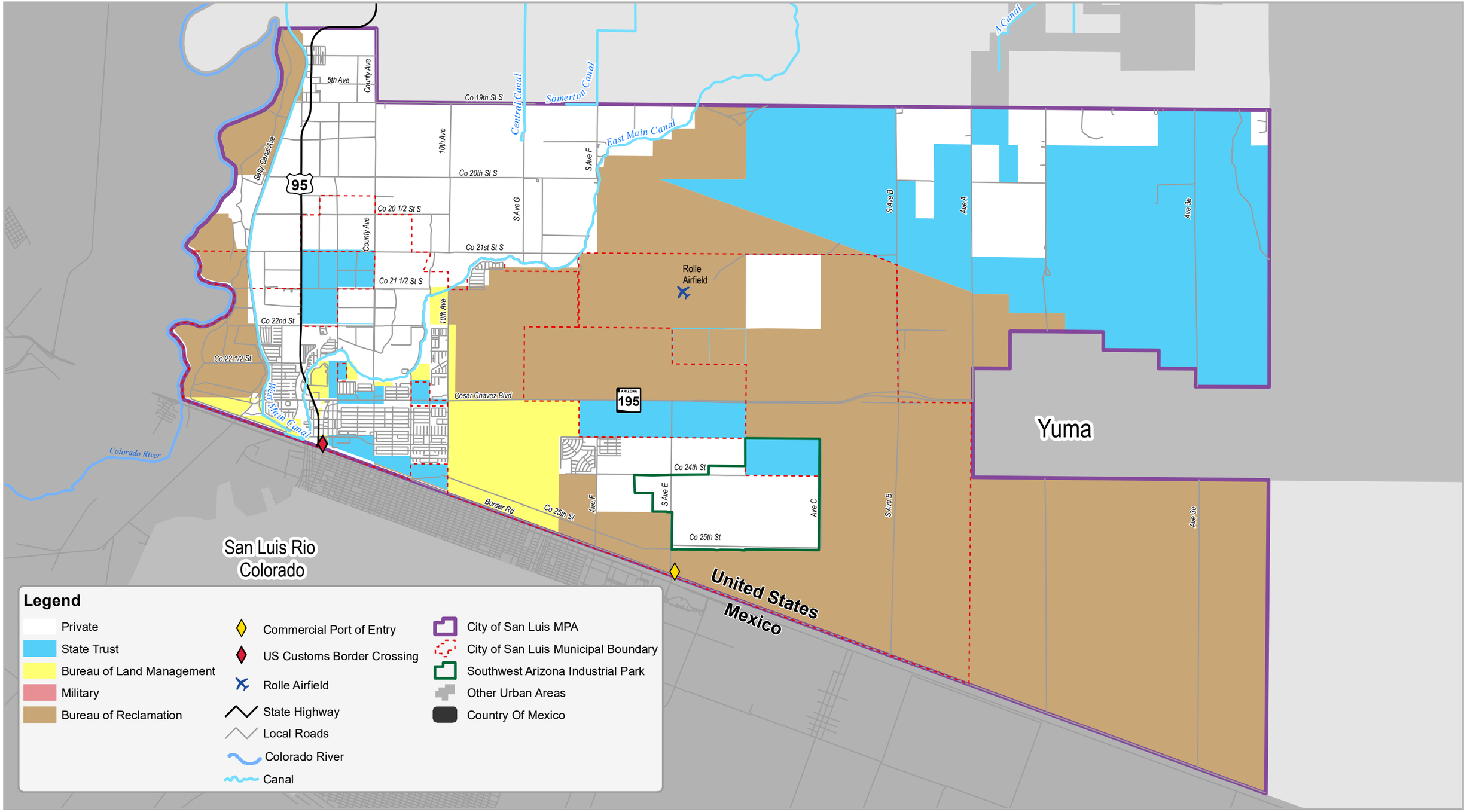
Conservation/Environmental

San Luis contains a number of environmentally sensitive features in the natural environment, including the Colorado River riparian area and the habitat for the Flat-tailed Horned Lizard. The San Luis 2040 General Plan provides appropriate land use designations over these areas, including policies aimed at the preservation and/or conservation of these important environmental resources.

Air Operations Impacts

Land uses in the planning area are impacted by the presence of air operations associated with Rolle Airfield and Auxiliary Field #2 (AUX-2). The north-central and northeast portion of the planning area are impacted by noise from air operations from these facilities. Rolle Airfield is a general aviation airport in the central portion of the planning area and includes support for aerospace industry sectors, including government, civilian, and military operations. AUX-2 is located in the northeast portion of the planning area within the Barry M. Goldwater Range. Planned land uses within noise impacted areas include primary employment areas for the community and/or other non-residential or rural uses.

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CITY OF SAN LUIS
2040 GENERAL PLAN

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Matrix

Source: Carlos Efraín Porto Tapiquén, Orogénesis Soluciones Geográficas, USGS, U.S. Census, OpenStreetMaps, geofabrik.de

Figure 2-1

Land Ownership



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Land Use Categories

This section provides descriptions of the land use categories that are depicted in the Future Land Use Plan. These descriptions define the type, design, character, and intended density/intensity intended for each of the categories found in San Luis. The following nine land use categories include identification of the following aspects of each category:

- LAND USE DESCRIPTION: Description of land uses, densities and intensities intended
- CONSISTENT LAND USES: Typical uses consistent with the land use category
- INTENDED CHARACTER AND DESIGN: Primary land use and design characteristics of the category
- LAND USE GUIDANCE: Location and other land use guidance for specific uses

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Agricultural (AG)

Land Use Description

The Agricultural (AG) land use category is intended to provide for agricultural lands contributing to the local and regional economy. This category supports agricultural operations including farms, livestock operations, and agricultural-related residential, commercial and industrial uses.

Consistent Land Uses

- Agricultural operations and processing including small- and large-scale farming operations
- Agricultural-related residential, commercial and industrial uses
- Dairies, feedlots and livestock uses





Intended Character and Design

- Agricultural uses, irrigation canals and rural roadways
- Agricultural and residential buildings with substantial setbacks from the street and separation from adjacent homes
- Fowl, poultry, and agricultural animals such as horses, cattle, or other livestock are common
- Streets may be unimproved in these areas and typically do not include sidewalks

Land Use Guidance

- Residential density up to one dwelling unit per acre (du/ac)
- Development within or adjacent to AG areas should be considered in relation to the larger agricultural area and the conservation of agricultural uses within the community
- Areas for the confining of livestock, poultry or other animals should be located substantially from external property lines, particularly from adjacent residential

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Low Density Residential (LDR)

Land Use Description

The Low Density Residential (LDR) land use category is intended for detached single-family residential uses in a low density, rural environment. These areas support large lot single-family neighborhoods with large custom or semi-custom home development, substantial open spaces and limited supporting commercial and service uses.

Consistent Land Uses



- Large lot detached single-family residential
- Small-scale agricultural operations
- Neighborhood-scale commercial

Intended Character and Design



- Large lot rural residential development with custom or semi-custom home development
- Homes are set back substantially from the street and separated substantially from other homes
- Sidewalks are included on one or both sides of local streets
- Substantial connected open space with minimal or no walls
- Varied building placement relative to the street throughout development
- Conservation subdivision design may be appropriate for a more compact residential development footprint balanced by substantial project open space

Land Use Guidance

- Detached single-family residential density range up to one du/ac
- Neighborhood-scale commercial development generally ranging in size up to 5 acres is appropriate at arterial street intersections

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Medium Density Residential (MDR)

Land Use Description

The Medium Density Residential (MDR) land use category is intended to provide for detached single-family residential development on moderately sized lots.

Consistent Land Uses

- Detached single-family residential
- Medium density residential, including townhomes, condominiums, and other attached single-family development
- Higher density residential development including multi-story apartments and condominiums
- Neighborhood-scale commercial/office
- Master planned community with integrated residential, commercial and employment
- Community services/facilities





Intended Character and Design

- Detached single-family residential development on moderately sized lots
- Homes are set back moderately from the streets and typically have minimal separations from other homes and compact backyard areas

Land Use Guidance

- Detached single-family residential density range 1-6 du/ac
- Townhomes, condominiums, small footprint, and other attached/detached single-family formats ranging from 6-12 du/ac are appropriate along arterial streets and serving as a land use transition between lower density single-family areas and higher density/intensity uses
- Multi-family residential development ranging from 12-25 du/ac is appropriate at or near arterial street intersections and should serve as a land use transition between non-residential uses and lower density residential areas
- Neighborhood-scale commercial development generally ranging in size up to 25 acres is appropriate at arterial street intersections

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High Density Residential (HDR)

Land Use Description

The High Density Residential (HDR) land use category is intended to provide for multi-story apartments and condominiums close to employment and activity centers.

Consistent Land Uses

- Multi-story apartments and condominiums



Intended Character and Design

- Common open spaces provide for active and passive recreational uses
- Building heights range from 1 to 3 stories
- Building scale compatible with adjacent residential areas
- Varied and complementary building design elements create a unified design and avoid monotony



Land Use Guidance

- Multi-family density range 12-30 du/ac
- Supporting non-residential uses including retail, service commercial, restaurants and entertainment are appropriate when integrated in vertical mixed-use formats
- Neighborhood-scale commercial development generally ranging in size up to 25 acres is appropriate at arterial street intersections
- Attached single-family residential development and/or small footprint single-family residential formats ranging from 6-12 du/ac is appropriate along arterial streets and serving as a land use transition between lower density single-family areas and higher density/intensity uses
- Detached single-family residential development is not consistent with the HDR category

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Commercial (C)

Land Use Description

The Commercial (C) land use category is intended to provide for the primary commercial areas serving the community including neighborhood-, community-, and regional-scale development. Commercial areas provide convenient community access to goods and services and may include retail, service commercial, professional offices, light industrial, and employment uses.

Consistent Land Uses





- Neighborhood-, community-, and regional-scale commercial
- Professional offices and medical facilities
- Business parks, research and development facilities
- Restaurants, entertainment uses, hotels and hospitality uses
- Light industrial uses within enclosed buildings

Intended Character and Design

- Building heights range from 1 to 3 stories
- Building scale compatible with adjacent residential areas
- Commercial development is internally and externally connected with adjacent uses

Land Use Guidance

- Office buildings and high-density residential development including multi-story apartments and condominiums are appropriate to serve as a land use transition with adjacent residential areas
- Light industrial development is appropriate adjacent to other non-residential uses
- Detached and attached single-family developments less than 12 du/ac are not consistent with the Commercial land use category

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Mixed-Use Activity Center (MU)

Land Use Description

The Mixed-Use Activity Center (MU) category is intended to provide for the primary community focal areas and includes a wide range of high density residential, office, commercial, and employment uses in a compact, walkable, and connected format. MU areas are particularly suitable for community placemaking with a focus on active gathering areas.





Consistent Land Uses

- Vertically or horizontally integrated mixed-use development

Intended Character and Design

- Building heights range from 1 to 6 stories
- Integrated public and private spaces are anchored in a walkable format
- Buildings are built at or near street lines with parking provided in the rear of building or within a parking structure
- Context-sensitive architecture should be utilized over corporate-influenced architecture

Land Use Guidance

- Mixed-use development should be considered in relation to the larger activity center with a complementary balance of varied uses contributing to a complete community focal area
- Mixed-use development should provide for and connect to all modes of travel including vehicular, transit, pedestrian and bicycle
- Light industrial, heavy industrial, and detached or attached single-family developments less than 12 du/ac are not consistent with the MU land use category
- Additional land use guidance is found in the Growth Areas section of this theme

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Employment (EMP)

Land Use Description

The Employment (EMP) land use category is intended to provide areas with a focus on creating jobs to serve the community including warehouses, distribution centers, business parks, corporate centers, research and development facilities, light industrial, and heavy industrial uses.

Consistent Land Uses

- Warehousing and distribution
- Transportation and logistics
- Food processing, packaging, and cold storage
- Manufacturing and assembly
- Light and heavy industrial
- Business incubator developments
- Research and development facilities
- Business parks and corporate centers





Intended Character and Design

- Building heights range from 1 to 4 stories
- Business parks, corporate centers, research and development and similar uses are provided in a campus setting with common access, landscaping and parking structures
- Outdoor activity and storage areas are screened from public view

Land Use Guidance

- Limited commercial uses to support employment areas are integrated into the overall development or buildings
- Residential uses are not consistent with the EMP category

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Conservation (CON)

Land Use Description

The Conservation (CON) land use category is intended to provide for the protection and conservation of lands for sensitive habitats, riparian areas and other areas that should be precluded from development.

Consistent Land Uses

- Areas left in natural state
- Farming uses west of West Main Canal

Intended Character

- N/A

Land Use Guidance

- Conservation areas should be precluded from development

Border Buffer (BB)

Land Use Description

The Border Buffer (BB) land use category is intended to signal the need for careful consideration of uses in this area to ensure operations of U.S. Department of Homeland Security related to the border are not impacted by development. The BB category is also intended to identify areas for focused planning relative to existing ports-of-entry, border issues and opportunities and future potential border crossings.

Intended Character and Design

- Refer to adjacent land use category

Land Use Guidance

- Proposed land uses shall be assessed in conjunction with the U.S. Department of Homeland Security relative to impact on operations related to the United States/Mexico border
- Refer to adjacent land use category

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Future Land Use Map (FLUM)

Defining an appropriate balance and relationship of residential, commercial, employment, and open spaces is essential to provide for the future growth and development of a community. The FLUM depicts the desired distribution of land use densities and intensities and is a representation of the build-out condition for San Luis. The FLUM can be found in Figure 2-2 and includes the following boundaries:

Municipal Planning Area Boundary

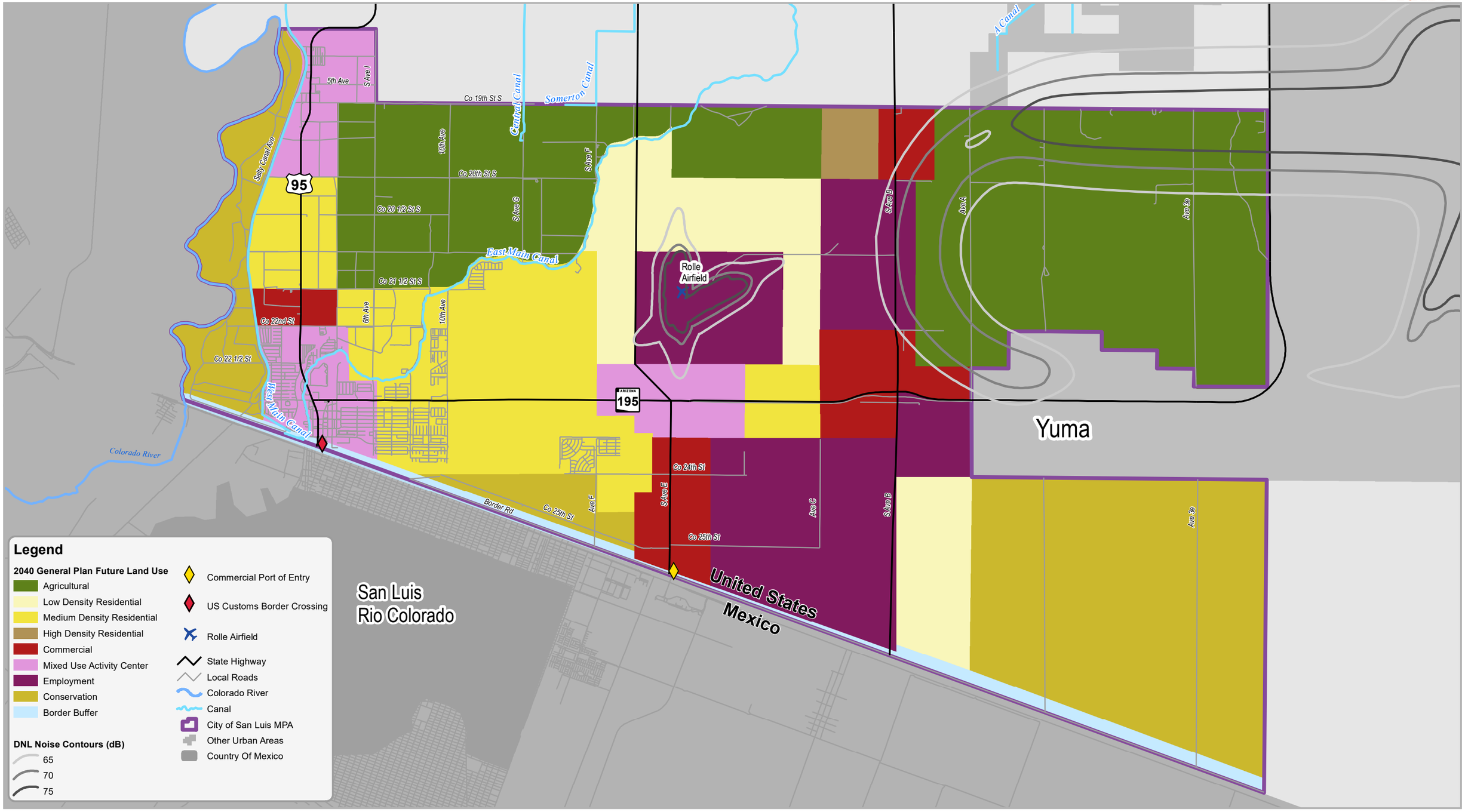
The Municipal Planning Area Boundary (MPA) defines the area the city intends to annex in the future and exercise municipal authority upon. It is intended that decision-making within the MPA is consistent with the FLUM, Goals and Policies, and other aspects of the San Luis 2040 General Plan.

Municipal City Limits

The FLUM includes the incorporated municipal city limits of San Luis which are currently subject to municipal jurisdiction. The incorporated boundary is smaller than the MPA and areas that are outside the municipal city limits boundary but within the MPA are currently under the jurisdiction of Yuma County.

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CITY OF SAN LUIS
2040 GENERAL PLAN

0 ½ 1 2 Miles

Matrix

Source: City of San Luis, 2010, Matrix Design Group, 2020

Figure 2-2

2040 Future Land Use Map



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Growth Areas

The integration of land use planning, economic development goals, and capitol infrastructure planning ensures a coordinated, economically sustainable, and fiscally responsible extension of municipal services and infrastructure to serve areas of future growth in San Luis. The Growth element coordinates and advances the land use, infrastructure, and economic development policies of this plan, guiding and focusing development in strategic growth areas in proximity to existing infrastructure and supporting land uses.

Arizona state law defines Growth Areas as areas of the community that "are particularly suitable for planned multi-modal transportation and infrastructure expansion and improvements designed to support a planned concentration of a variety of uses, such as residential, office, commercial, tourism and industrial uses." The Growth element implements the intent of state law by guiding and focusing development in areas served by existing infrastructure, ensuring future growth and development within San Luis occurs in an efficient, and fiscally sustainable manner. This element is intended to:

- Promote development in areas requiring minimal extension of municipal infrastructure and services
- Establish growth policies focusing future development in areas suitable and appropriate for immediate infill development with supporting infrastructure and services
- Provide for the natural growth of the city through the incremental and organic extension of infrastructure and services to serve future growth.

The Growth Areas element provides goals and policies to guide future decision-making regarding the extension of infrastructure and services as the city grows and develops. This policy guidance is intended to ensure that San Luis grows in an economically sustainable manner through the prioritization of city resources, infrastructure, and public services in areas where growth is most likely and appropriate to advance the broader vision of this plan.

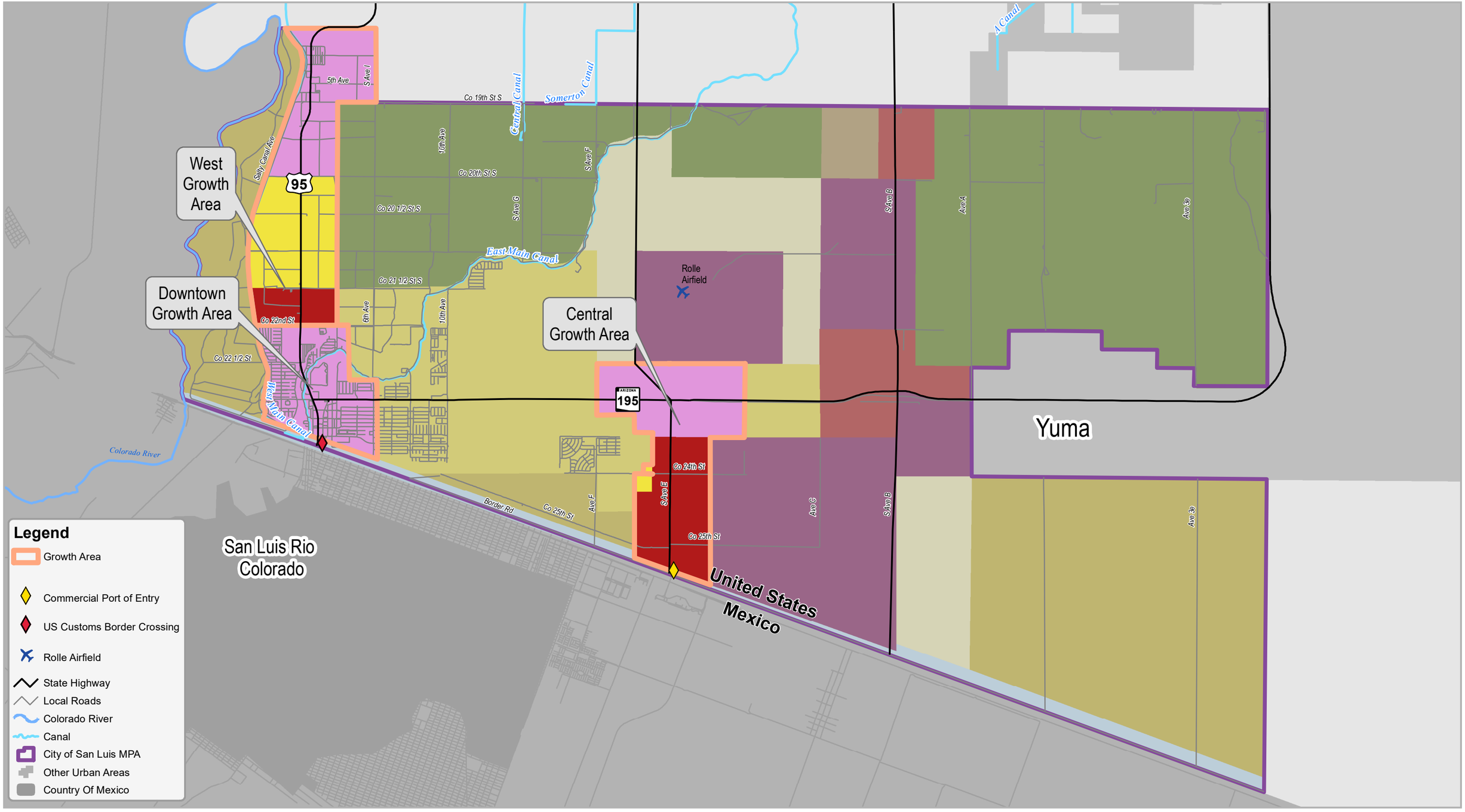
Three primary areas are identified on the Growth Areas Map (Figure 2-3), based on existing and projected attributes of the areas. All lands designated as Growth Areas also include the three designated Activity Centers on the FLUM to reflect the intended land use character as primary community focal areas for gathering, shopping, entertainment and employment and are located in areas where development can be accommodated by existing or future planned infrastructure and services. Each area has unique opportunities and constraints and the overall growth objectives differ significantly between each area.

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CITY OF SAN LUIS 2040 GENERAL PLAN

0 ½ 1 2 Miles

Matrix

Source: City of San Luis, 2010, Matrix Design Group, 2020

Figure 2-3

Growth Areas



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The Growth Areas Map is not intended to be restrictive, but rather identify primary areas within San Luis where existing and planned infrastructure support primary community areas. Areas outside these primary Growth Areas signal the need for careful consideration of the infrastructure and service delivery impacts of a proposed development.

The Growth Theme includes recommendations to fund, develop and implement a Specific Area Plan for each growth area to provide for detailed land use, economic development, circulation and urban design planning. Specific Area Planning enables focused community input on the shape and character of the primary future growth areas for San Luis with particular emphasis on the unique characteristics of each individual area. The primary attributes and overall growth objectives for each Growth Area are outlined in the following sections.

Downtown Growth Area

The Downtown Growth Area covers the historic original townsite for the city at the international border crossing at San Luis I Port-of-Entry and is the cultural and historic heart of San Luis. This area is characterized as compact lot, main-street scale development comprised of a mixture of uses including retail, financial, medical, office, civic, education, restaurants, and entertainment uses.

The overall growth objective for this area is to support revitalization and redevelopment of the area and infill development in a manner that advances the land use, economic development, and growth policies of this plan. This area is intended to be enhanced as a vibrant, walkable, mixed-use community hub, attracting people for shopping, work, recreation, and socializing. The Downtown Growth Area is intended to accommodate higher density/intensity land uses and be comprised of a complementary balance and mixture of uses contributing to a complete community focal area. The Downtown Growth Area is intended to be a unique blend of housing, shopping, entertainment, employment, civic and open space uses serving as the cultural center of the city.

Central Growth Area

The Central Growth area covers the future activity center on SR-195 and the planned commercial and employment node at San Luis II – Commercial Port of Entry. The Central Growth Area is intended to capitalize on the regional traffic on SR-195 and commercial freight/visitor traffic with the existing and planned expansion of the border crossing.

The overall growth objective of this area is to serve as the future primary growth area for San Luis and include higher density residential, shopping, entertainment, gathering areas, office, and employment land uses. The southern portion of the growth area is intended to develop with commercial uses related to commercial freight traffic crossing the border including companies focused on transportation, logistics, warehousing and other uses influenced by the location of the port-of-entry. To better serve future employment areas and minimize impact to the future activity

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center on SR-195, the Circulation Element of this plan diverts commercial traffic from the port to the east, connecting with US 195 at Avenue B.

West Growth Area

The West Growth Area is located in the western portion of the planning area, north of the Downtown Growth Area and along the SR 95 highway corridor. The West Growth Area is intended to serve as a future growth area supporting the downtown area and the emerging activity center in the northwest quadrant of the planning area. Future development in this growth area is intended to be focused on community and regional-scale commercial uses and higher density residential uses to support the downtown area to the south and the planned activity center to the north. The West Growth Area encompasses the US-95 highway corridor and development in this area is intended to capitalize on regional traffic along this primary highway corridor.

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Cost of Development

The provision of municipal services to serve residents is a core function of local government. Equitably assessing and balancing the costs associated with development supports a financially sustainable approach to infrastructure planning and construction, ensuring that growth and development is not subsidized over the long-term by current residents and businesses within San Luis. Financial sustainability also refers to the consideration of the complete cost of providing a public service, including both capital and operating costs associated with the facility or service.

Principles of Sound Financial Management – Infrastructure and Public Services

The goal of financial sustainable infrastructure planning is ingrained within the Growth Theme. This section summarizes broad best practice fiscal principles relative to the planning and management of public funds for the expansion of infrastructure and public services to serve future growth. It is intended that the below Principles of Sound Financial Management will provide broad guidance to decision making in the City's Capital Improvement Plan (CIP) and Annual Operating Budget processes.

- Expand municipal infrastructure in a manner that is efficient, cost-effective, and affordable for current and future residents of the city.
- Obtain full value for every dollar of public funds to deliver high quality infrastructure and public services to the community.
- Maintain an adequate financial base to support appropriate public service levels and maintain quality of life in San Luis.
- Develop and maintain the ability to respond efficiently and effectively to changes in the local, regional and international economic climate, including changes in federal and state priorities and funding.

Funding the Impacts of Growth

The overall growth policy of the city relative to funding infrastructure and public services for future growth is that, to the extent reasonable, future growth should pay for itself, without impacting existing residents and businesses in San Luis. This policy supports financial sustainability, ensuring costs associated with future growth and development are assessed equitably in consideration of the immediate and long-term financial impacts to current and future residents. The primary goal is that future growth is not subsidized by current residents and businesses.

The City of San Luis utilizes a variety of methods and funding sources to provide growth related infrastructure and services. The primary methods employed by the City of San Luis to address growth related impacts include developer constructed improvements, development fees, the

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City's Capital Improvement Program and the Annual Operating Budget, and Water/Wastewater Utility Funds. These primary methods are outlined in the following subsections:

Developer Constructed Infrastructure

The City requires residential and non-residential development to provide land dedications and improvements necessary to support proposed development including streets, water, wastewater and open space. Developer constructed infrastructure typically is local to the proposed development and does not cover the costs of community level infrastructure to serve areas beyond the development boundary.

Infrastructure Improvement Plan (IIP) and Development Fees

The City has adopted and implemented a development impact fee program to define the developer cost burden with necessary infrastructure to support development. Development fees are one-time fees assessed at the time of building permit issuance for residential and non-residential construction and are used to construct infrastructure to support new development. Development fees may be used for infrastructure or to pay debt service on growth related infrastructure but may not be used for operations or maintenance. The City of San Luis has adopted the Land Use Assumptions, Infrastructure Improvements Plan and Development Fee Report 2019 providing for development fees for seven service areas to balance the costs associated with development: Fire, General Government, Parks, Police, Streets, Water and Wastewater. Development impact fees are regularly reassessed and updated to ensure equitable balancing of the costs of development.

Capital Improvement Program (CIP) and Annual Operating Budget

The City funds primary infrastructure within the City of San Luis including streets, water, sewer, parks, public safety and other municipal services. The CIP is adopted annually in conjunction with the operating budget to ensure operation and maintenance needs are provided in conjunction with capital improvements. The operating budget projects the long-term operation and maintenance costs associated with capital improvements to ensure the complete impact of growth is considered and to ensure current residents and businesses are not subsidizing future growth. Primary sources of funding sources for the City's annual budget include a Transaction Privilege Tax (Sales Tax) and a Specialty Industry Tax (Hotel bed tax and Excise Tax).

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Community Facilities District (CFD)

A common municipal funding tool utilized to construct and maintain development infrastructure to serve growth in a particular area is through the formation of a Community Facilities District (CFD). A CFD is a special purpose district which enables the levy of ad valorem taxes to pay for the costs of constructed street, water, and wastewater infrastructure to serve a specific area within the city. The tax revenues from a geographic area applied to the repayment of bonds that were used to construct the original development infrastructure. The City approves the formation of a CFD through petition by the developer. CFD debt is not a financial liability of the city, but rather an assessment against property benefiting from the infrastructure improvement.

The City of San Luis has adopted the East San Luis Community Facilities District (2007) to provide for infrastructure construction and maintenance funding for approximately one square mile within the planning area. Additional CFDs are a potential future funding source for infrastructure construction in certain areas to support the City's land use, growth, and economic development objectives, but should be utilized in conformance with policies related to sustainable growth and development.

Water/Wastewater/Solid Waste Service Utility Funds

Utility enterprise funds provide revenue to cover the costs of providing water, wastewater, and solid waste services to residential and non-residential customers in San Luis. Revenue is generated through City billing for services through user fees to recover the direct and indirect costs including operations, capital, cash reserve, and debt service for water, wastewater, and solid waste service provided to residents and businesses. Utility enterprise fund revenues are used to construct, operate, and maintain future water and wastewater infrastructure. Water, wastewater, and solid waste user fees are regularly reviewed and updated by the city to ensure full cost recovery for services provided and to ensure an appropriate and fiscally sustainable cost allocation for the municipal service provided.

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Housing

Diversity in housing stock is essential to ensure housing choice is provided which meets the needs of all households, regardless of socio-economic status. Quality housing contributes to making the city a desirable place to live and to the overall quality of life for residents of San Luis. The Housing element explores housing needs, affordability, and supply within the city and establishes goals and policies promoting housing availability and choice to support future growth and development. Primary community elements relative to housing in San Luis are summarized in the following sections:



Housing Diversity

Diversity in housing types available in the community increases choice for more households and better addresses specific housing needs of San Luis.

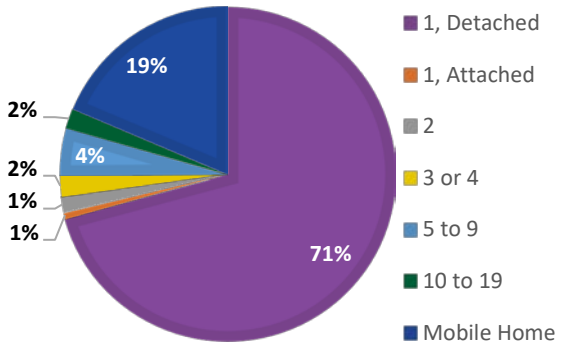
As shown in Figure 2-4, over 70 percent of the housing stock in San Luis is single-family detached housing. Notably, San Luis has an atypically high percentage of mobile home units at nearly 20 percent of the available housing units. By way of comparison in Figure 2-5, in the neighboring community of Somerton to the north, mobile homes only comprise four percent of the total housing stock. Ten percent of the housing units available in San Luis are designated for attached residential and multi-family development such as apartments, condominiums, and townhomes.

Housing goals and policies established by this element include support for higher density residential housing types including apartments, condominiums, townhouses, and attached single-family courtyard homes to support employment, mixed-use, and activity centers. Additional housing policies include strategies to increase multi-generational housing options that support residents' ability to age in place such as accessory dwelling units and continuum of care facilities.

To fully understand if current housing types available in San Luis provide adequate choice to all socio-economic households, policies are included providing for a detailed Housing Study and Needs Assessment. The study should provide for an assessment relative to housing affordability, housing needs to address availability of different housing types (detached single-family, attached single-family, apartment, condominiums, townhomes) to serve the community.

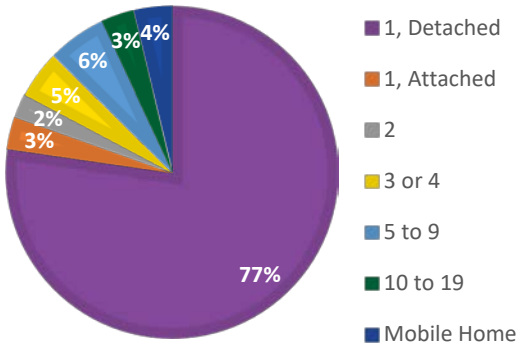
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Figure 2-4 San Luis Housing Units by Housing Type 2017



Source: 2017 American Community Survey 5-Year Estimates

Figure 2-5 Somerton Housing Units by Housing Type 2017



Source: 2017 American Community Survey 5-Year Estimate

Binational Housing Influences

The international context to San Luis uniquely influences housing patterns in the City. A large portion of the seasonal workforce supporting the agri-business industry in San Luis and the larger Yuma County region enters the United States through San Luis Arizona Port-of-Entry and stays temporarily in the City. In addition, many residents of San Luis have family members in San Luis Rio Colorado and regularly travel back and forth across the border. This plan advances goals and policies to reflect these unique aspects of San Luis related to binational influences and includes housing goals and policies intended to diversify the available housing choices in San Luis to accommodate all housing needs.

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Housing Tenure

Housing tenure refers to whether a housing unit is owned or rented. Table 2-1 shows the characteristics of housing stock in San Luis and Yuma County in 2010 and 2017. In San Luis, 71 percent of the occupied housing is owner-occupied and 29 percent is rented, which is similar to the trend in Somerton and Yuma County. From 2010 to 2017, housing characteristics in San Luis remained relatively unchanged.

Table 2-1 Housing Characteristics – 2010, 2017

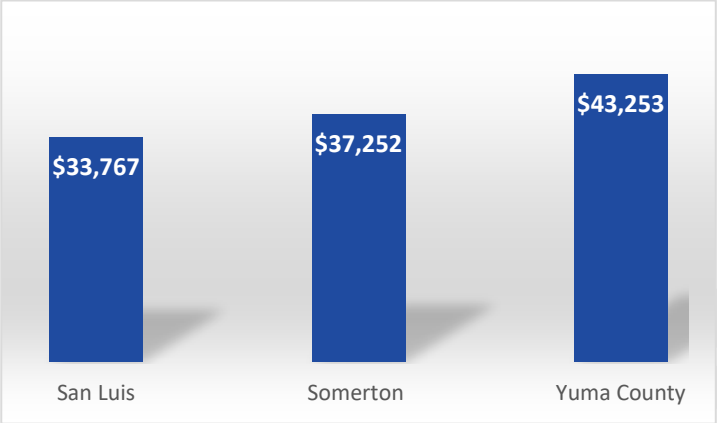
Characteristic	2010						2017					
	San Luis		Somerton		Yuma County		San Luis		Somerton		Yuma County	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Total Units	6,525	-	4,052	-	87,850	-	8,717	-	4,927	-	90,931	-
Vacant Units	572	8.8%	23,083	26.3%	23,083	26.3%	584	6.7%	304	6.2%	19,261	21.2%
Occupied Units	5,953	91.2%	64,767	73.7%	64,767	73.7%	8,133	93.3%	4,623	93.8%	71,670	78.8%
Owner Occupied Units	4,272	71.8%	44,803	69.2%	44,803	69.2%	5,751	70.7%	3,198	69.2%	48,381	67.5%
Renter Occupied Units	1,681	28.2%	19,964	30.8%	19,964	30.8%	2,382	29.3%	1,425	30.8%	23,289	32.5%

Source: 2017 American Community Survey 5-Year Estimates

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Household Income & Housing Affordability

Figure 2-6 Median Household Income, 2017

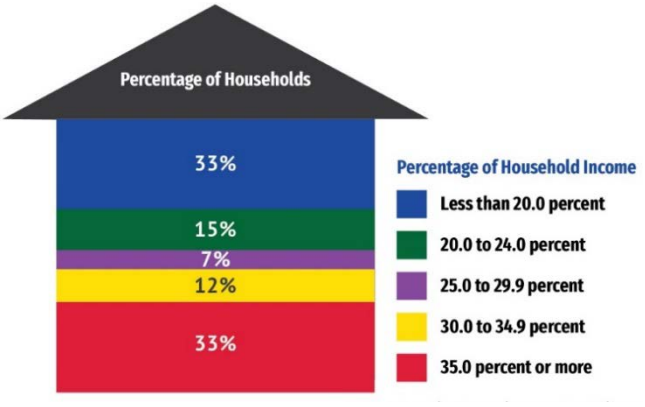


Source: 2017 American Community Survey 5-Year Estimates

As noted previously, in 2017, the median household income in San Luis was $33,767, which is over 20% lower than that of Yuma County and was also lower than the median household income in Somerton. Median household income is displayed in Figure 2-6.

Comparing median household income to home values in the city helps to measure housing affordability. Figure 2-7 lists the percentage of income that homeowners in San Luis spend on housing. Homeowners are considered "cost-burdened" when they spend more than 30% of their income on housing costs, including mortgages. Additionally, homeowners are considered "very cost-burdened" when they spend 35% or more on housing costs. In 2017, 11.8% of homeowners in San Luis were cost-burdened and 33.2% were *very* cost-burdened. These numbers indicate that almost half of all homeowners in San Luis are cost-burdened at some level.

Figure 2-7 San Luis Monthly Owner Costs as a Percent of Household Income



Source: 2017 American Community Survey 5-Year Estimates

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Goals and Policies

Goal G-1 **The community is well-served by commerce and employment, providing goods, services and quality jobs for residents.**

Policy G-1.1 Support land uses in designated employment areas that are consistent with the City's target industry sectors: agri-business, agriculture production storage and processing, manufacturing, and transportation, logistics and distribution.

Policy G-1.2 Encourage land uses that would contribute to the revitalization and redevelopment of the downtown area.

Policy G-1.3 Support local, community, and regional scale commercial land uses in future growth areas to provide a proximate location for commercial goods and services.

Policy G-1.4 Preserve and protect areas designated for employment from encroachment by single-family residential or other incompatible land uses.

Goal G-2 **San Luis has a balance of land uses within the community, with residential areas served by the proximate and convenient access to quality goods and services.**

Policy G-2.1 Evaluate areas that are underserved due to land use imbalances and deficiencies and employ economic development strategies to address such areas.

Policy G-2.2 Ensure that residential developments include commercial and/or employment areas to support a balanced community.

Policy G-2.3 Centrally locate and integrate institutional uses, civic uses, public spaces, and open spaces into planned residential areas to promote a walkable community.

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Goal G-3 Mixed-use areas are vibrant and dynamic, providing for residential and non-residential areas that are integrated into a cohesive design and walkable format.

Policy G-3.1 Support mixed-use development in appropriate locations and at a scale and intensity compatible with nearby existing and planned development.

Policy G-3.2 Encourage mixed-use development that reflects the following Smart Growth principles:

- mix land uses
- take advantage of compact design
- create a range of housing opportunities and choices
- foster distinctive, attractive communities with a strong sense of place
- preserve open space, farmland, natural beauty, and critical environmental areas
- direct development towards existing communities
- provide a variety of transportation choices
- make development decisions predictable, fair, and cost-effective
- encourage community and stakeholder collaboration in development decisions

Policy G-3.3 Land use, urban design, transportation, and open space are planned in an integrated horizontal or vertical mixed-use format where appropriate.

Policy G-3.4 Centralize and concentrate open space and gathering areas to enhance walkability in the mixed-use environment.

Policy G-3.5 Support site plan designs that integrate residential, commercial, and employment within a walkable distance of one another.

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Goal G-4 Effective and appropriate transitions in land use ensure compatibility between existing and planned residential and non-residential areas.

Policy G-4.1 Improve land use compatibility through amended zoning and design standards requiring appropriate transitional land uses, building setbacks, landscaped buffer yards, building height transitions, and other methods to mitigate impacts on adjoining property.

Policy G-4.2 Manufacturing and processing plants, distribution centers, logistics, and industrial land uses should include site design techniques to reduce the impact to adjoining areas, particularly concerning noise, light trespass, odor, large parking areas, and architecture.

Goal G-5 Land use patterns support the growth and development of Rolle Airfield.

Policy G-5.1 Explore the development, adoption, and implementation of a Specific Area Plan for Rolle Airfield and surrounding area to define appropriate land uses and development standards to ensure that development within the vicinity of the airport is compatible with existing and future operations.

Policy G-5.2 Align the future Specific Area Plan, Airport Master Plan, City Code, and economic development policy to ensure that Rolle Airfield is protected from land uses and development that is incompatible with future airport operations.

Policy G-5.3 Support rezoning and development proposals that are consistent with the future Specific Area Plan and Rolle Airfield Airport Master Plan.

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Goal G-6 Land use and environmental planning are integrated to conserve and reduce development impact to natural resources, including wash corridors, native vegetation, riparian areas, habitats for vulnerable species, and other sensitive natural features of the land.

Policy G-6.1 Determine and implement best practices, such as conservation subdivision design and low-impact development, for developing on sensitive lands.

Policy G-6.2 Employ best practices for developing in conformance with natural site topography to avoid significant alterations of the landscape and to limit grading impacts, especially along the Colorado River Valley and the Yuma Mesa.

Policy G-6.3 Continue to buffer future land uses adjacent to sensitive land features to limit impacts related to urbanization.

Goal G-7 San Luis is a thriving city that is an attractive destination for new growth.

Policy G-7.1 The City of San Luis should only prioritize growth in areas with existing infrastructure or areas where infrastructure can be expanded in a fiscally sound manner.

Policy G-7.2 Green infrastructure should support the ecological and natural resource process/services and be designed in such a way as to complement those processes without impeding them.

Policy G-7.3 The City of San Luis should provide incentives to attract employment type uses to identified growth areas.

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Goal G-8 San Luis' Growth Areas are developed in a manner that promotes the most efficient use of resources and maintains or improves the quality of life for residents.

Policy G-8.1 New development should provide a transition between uses with differing densities/intensities by incorporating compatible land use strategies.

Policy G-8.2 The City of San Luis should evaluate the projects and programs within the Capital Improvements Program based on their location in relation to the City's designated growth areas.

Policy G-8.3 Rezoning within open spaces should be discouraged, especially where wildlife habitat values are high.

Goal G-9 Growth areas provide a destination for residents and visitors comprised of a concentrated and integrated mixture of uses.

Policy G-9.1 Fund, develop, and implement specific area plans to refine the land use, urban design, and circulation elements in all three growth areas.

Policy G-9.2 Support future commercial development in growth areas identified in the Growth Areas Map. Strip commercial development should be discouraged throughout the City's planning area.

Policy G-9.3 Implement incentives to encourage the development of growth areas, including expedited plan review and advanced infrastructure planning and construction.

Policy G-9.4 Ensure growth areas are served and connected by major transportation routes and other modes of transportation.

Policy G-9.5 Support higher density residential development in growth areas at appropriate levels consistent with the overall intended character, including apartments, condominiums, townhouses, and reduced building footprint formats.

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Goal G-10 New development contributes its fair share of costs associated with growth and supports and enhances the high quality of life in San Luis.

Policy G-10.1 Regularly evaluate development impact fees to ensure costs associated with new development are fair and proportional to costs associated with growth and do not burden existing businesses and residents.

Policy G-10.2 Coordinate with developers to ensure infrastructure extensions and expanded public services needed to support new development are mutually beneficial for the City and developer.

Goal G-11 Infrastructure enhancements and extensions are strategically planned, funded, and constructed to generate the greatest community benefit.

Policy G-11.1 Prioritize public infrastructure projects through the Capital Improvement Program.

Policy G-11.2 Promote public and private infrastructure expansion that is timely, financially sound, and coordinated with development activity.

Policy G-11.3 Coordinate the Capital Improvement Program (CIP) and infrastructure improvements with economic and community development to incentivize desired development in appropriate locations.

Policy G-11.4 Update the CIP annually and make necessary amendments to ensure coordination with planned development and to leverage the combined impact of public and private investment.

Policy G-11.5 Capitalize on the City's infrastructure planning process and CIP to direct and promote private investment.

Policy G-11.6 Continuously monitor and evaluate funding sources for projects that support growth in the community.

Policy G-11.7 Partner with public and private entities to support legislation for innovative financing tools to fund infrastructure improvements for economic and community development.

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Goal G-12 Infrastructure costs are planned and secured for both construction and continued maintenance.

Policy G-12.1 Ensure sufficient funds are secured in the annual operating budget process in conjunction with the adoption of the CIP to fund regular operations and maintenance of infrastructure and public services.

Policy G-12.2 Consider special taxing districts, such as community facilities districts and improvement districts, to provide necessary infrastructure funding where appropriate.

Policy G-12.3 Consider long-term maintenance and operations of new public and private development.

Goal G-13 Housing options in San Luis serve existing and future residents of all ages, abilities, and needs.

Policy G-13.1 Promote residential development proposals in areas that are compatible with the existing and planned land uses.

Policy G-13.2 Develop a housing study to address the availability of various housing options and to identify areas of need.

Policy G-13.3 Evaluate strategies to increase multi-generational housing options, such as accessory dwelling units and senior housing units, that support residents' ability to age in place.

Policy G-13.4 Incorporate senior housing options in proximity to medical facilities, transit stops, commercial services, and community facilities.

Policy G-13.5 Consider incentives to encourage the development of housing for seasonal workers.

Policy G-13.6 Examine creative strategies, such as short-term rentals, for providing housing for seasonal workers.

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Goal G-14 The diverse housing stock in San Luis supports all incomes.

Policy G-14.1 Encourage a range of residential options, such as housing type, housing size, lot size, and densities to accommodate a range of family sizes, ages, and incomes.

Policy G-14.2 Emphasize the provision of housing that balances resident incomes with a range of home prices.

Policy G-14.3 Consider providing incentives for mixed-income developments that allow homeowners to move up in home size and quality as well as downsize when desired.

Goal G-15 San Luis maintains a housing stock that is attractive and supports healthy neighborhoods.

Policy G-15.1 Support neighborhood services and amenities within residential neighborhoods that accommodate, and are appropriate for, residents of all ages and abilities.

Policy G-15.2 Encourage infill residential development in neighborhoods that are already established. Ensure that infill development maintains the character of the existing neighborhood.

Policy G-15.3 Advocate for the adaptive reuse of buildings for residential use where appropriate.

Policy G-15.4 Enforce City code to correct unsafe and unsanitary housing conditions and prevent future instances of such housing.

Policy G-15.5 Continually educate property owners of City plans, codes, and other applicable information related to housing in San Luis.

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CITY OF SAN LUIS
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3. Economy

A strong and healthy economy is the backbone for vibrant, thriving communities, and the driving force for improved quality of life. Employing a proactive approach to economic development fosters long-term prosperity in a continually changing regional and global economy. The Economy Theme covers three elements that provide a foundation for growing and sustaining a strong economy in San Luis: Economic Development, Community Revitalization, and Arts & Culture.

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Economic Development

Successful economic development fosters thriving businesses, industries, residents, and visitors alike, creating vibrant communities. Sales tax constitutes 50 percent of the City's revenue, 70 percent of which originates from Mexican shoppers. Targeted and proactive economic development initiatives customized for San Luis will help grow and sustain a healthy local economy that benefits all community members.

Key Topics

- Facilitating and Capitalizing on Ports of Entry
- Growing and Expanding Businesses and Industries
- Supporting Rolle Field
- Marketing Foreign Trade Zones

Regional Economic Characteristics

Economic development is impacted by regional influences. The City of San Luis is uniquely positioned in proximity to numerous economic assets, all of which contribute to the local economy. The cumulative economic impact of local and regional agri-businesses, international border crossings, the maquiladora industry, and proximity of the sister city of San Luis Rio Colorado, Mexico provides the City of San Luis with unique opportunities to capitalize and leverage these assets to grow into the future.

A regional economic development effort established 4FrontED in 2014. This effort brings both public and private sector leaders together along the United States (U.S.) and Mexico border, between Arizona, California, Baja California, and Sonora. According to 4FrontED, there are multiple assets that contribute to economic development in the region, including the following:

- Senior water rights on the Colorado River (San Luis has a 100-year assured water supply)
- Two industrial parks, both of which are in San Luis and total 220 acres
- An international business incubator in San Luis that contains 20,000 square feet of space and is available to small manufacturing businesses
- Industrial land, including over 2,000 acres of industrial property available in San Luis Rio Colorado

To participate in the economic growth of the broader region, San Luis has established strategic partnerships with a variety of economic development entities. These are important partners that are tasked with recruitment of companies to Arizona and the Greater Yuma Metropolitan Area and provide incentives for business relocation. These partners include:

- Arizona Commerce Authority (ACA) – the state's economic development organization with the mission to grow and strengthen Arizona's economy

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- Greater Yuma Economic Development Corporation (GYEDC) - the Yuma region's premier economic development agency whose mission is to attract quality businesses to Greater Yuma from around the world
- 4FrontED - an effort of the binational megaregion encompassing the U.S.'s southwest corner and Mexico's northwest communities near the border to promote economic development, job growth, tourism, and education.

Businesses and Industries

The top industry in San Luis is agriculture, which makes up approximately 25% of the City's economy. San Luis also has high employment in the educational industry. Currently, the top employers are the Arizona Department of Corrections, primarily due to the proximity of the Arizona State Prison Complex and the Gadsden Unified School District, as listed in Table 3-1.

Table 3-1 Major Employers – City of San Luis

Employer	Jobs	% of Total
Arizona State Prison	949	26.5%
Gadsden Unified School District	885	24.7%
ACT Call Center	661	18.5%
Factor Sales	410	11.4%
City of San Luis	265	7.4%
Walmart	251	7.0%
San Luis Facility Development Corporation	161	4.5%

Source: City of San Luis, 2019

While these employers contribute to the economic vitality of the City, San Luis should focus on opportunities related to establishing a diversified economy that is in line with the targeted industries the city wishes to pursue.

Targeted Industries

The City of San Luis and the broader 4FrontED economic region have identified several targeted sectors that are designed to diversify its economy. The targeted sectors are based on the region's strengths as well as recognized needs to improve the local economic environment. These industries are:

- Advanced manufacturing
- Agribusiness
- Renewable energy
- Aerospace
- Food processing
- Logistics
- Tourism



San Luis developed its own targeted industries for recruitment through the 2015 Economic Development Strategic Plan. These industries are similar to the regional targeted industries and include the following:

- Logistics and distribution
- Maquiladora
- Food technology and agribusiness
- Aviation and defense testing
- Industrial manufacturing
- Renewable energy
- Medical

The 2015 Economic Development Strategic Plan provides strategies for strengthening San Luis' economy and should continue to be updated to ensure that strategies reflect the current conditions and needs of the community. The goals and policies within the Economy theme focus on diversifying the industries in San Luis and expanding upon and enhancing existing industries.

Incentives and Assets

San Luis has many factors that make it an ideal location for business operations. In addition to the city's location in relation to the greater Yuma region and Mexico, the City has put a number of incentives in place to attract new businesses and industries to the city. One of the most recognized incentives is that San Luis does not currently have a property tax. This is a unique incentive for businesses that are looking to relocate to San Luis.

Another incentive that San Luis can offer industries is its location within a Foreign Trade Zone (FTZ). Foreign Trade Zones are designated geographic areas that are considered to be outside of U.S. Customs territory, providing opportunities for the removal or reduction of tariffs, minimizing processing fees, and expediting the transport of goods from POEs. Activities that are permitted within the Foreign Trade Zone include testing, storage, mixing, relabeling, processing, sampling, salvage, and destruction or other manipulating of merchandise. By providing these incentives through a Foreign Trade Zone, companies are encouraged to maintain and expand their operations in the U.S.

Some advantages of the Foreign Trade Zone include:

- While in the zone, merchandise is not subject to U.S. duty or excise tax. Certain tangible personal property is generally exempt from state and local ad valorem taxes.
- CBP duty and federal excise tax, if applicable, are paid once merchandise is transferred from the zone for consumption.
- Goods may be exported from the zone free of duty and excise tax.
- CBP security requirements provide protection against theft.

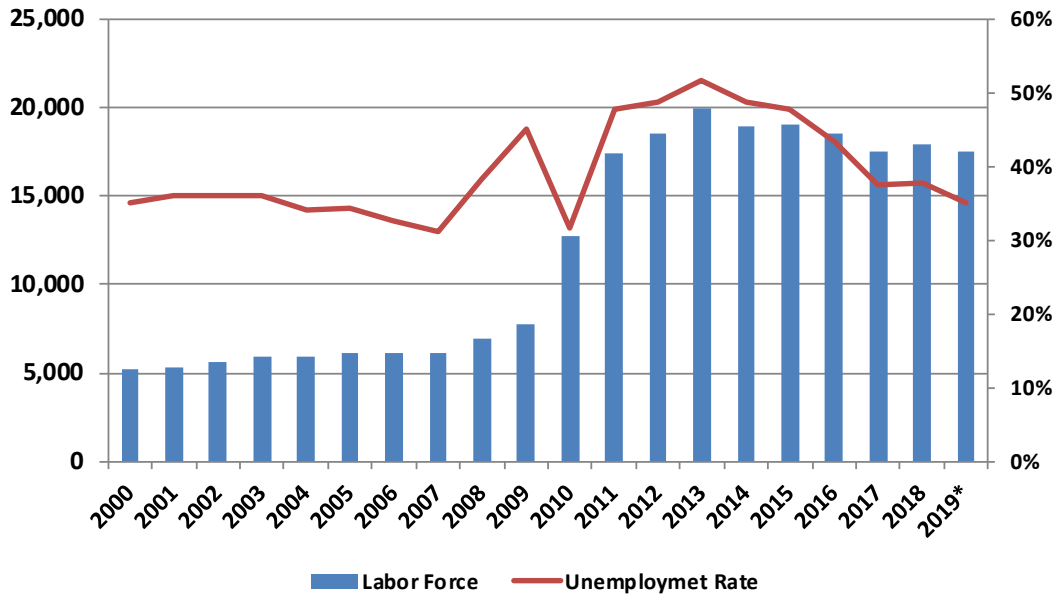
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- The rate of duty and tax on the merchandise admitted to a zone may change as a result of operations conducted within the zone. So a zone user who plans to enter the merchandise for consumption to CBP territory may normally elect to pay either the duty rate applicable on the foreign material placed in the zone or the duty rate applicable on the finished article transferred from the zone, whichever is to the user's advantage.
- Merchandise imported under bond may be admitted to a FTZ for the purpose of satisfying a legal requirement of exporting the merchandise.

In addition to the incentives that San Luis has for recruiting and retaining businesses and industries, the city is also unique in that it has a robust labor force to support growing industries. As shown in Figure 3-1, employment growth over the last several years has been strong, typically matching or outpacing the broader region and state. Additionally, the labor force is bolstered by Mexican Nationals who cross the border daily to work, significantly increasing the labor force in San Luis.

With such a robust labor force in San Luis, it is imperative to ensure that the necessary training and education is available to keep the labor force competitive in the targeted industries. The City should continue to work with local businesses and educational institutions to ensure that training and education related to the targeted industries is available to the labor force.

Figure 3-1 San Luis Labor Force & Unemployment Rate, 2000-2019



Source: Office of Economic Opportunity, 2019

Ports of Entry

The City of San Luis has two international land border crossings, or Ports of Entry (POEs), between the United States and Mexico, which connect the City of San Luis to its sister city San Luis Rio Colorado in Sonora, Mexico. San Luis I Port of Entry (POE I), located near downtown San Luis, processes over three million vehicles, over two and a half million pedestrians, and over 30,000 commercial trucks carrying over one billion dollars in commodities each year. Port of Entry II (POE II) is located approximately five miles east of POE I and currently only services commercial vehicles. Both POEs direct very a significant number of people and large amounts of goods through San Luis each year.



Presently, POE I is the most used port of entry in San Luis. Traffic from the border flows through downtown San Luis, providing an opportunity to increase the commercial services to strengthen this historical commercial core. Such commercial services could include retail, accommodations, and tourism-related services.

POE II, located in eastern San Luis, only accepts and processes commercial vehicles crossing the border; however, there is potential to open this crossing to pedestrians and passenger vehicles to relieve demand on POE I. With the potential traffic increase at POE II, there is an opportunity to expand economic development efforts in this area, providing additional commercial uses to service traffic coming into San Luis, which could include retail and accommodations. Additionally, there is potential to develop industrial facilities to support the commercial trucking that passes through this POE, especially if POE II expands to accommodate additional trucking. Industrial facilities could include centers for logistics, distribution, food processing, and manufacturing.

Both POEs contribute to the economic vitality of San Luis and, as such, San Luis should consider the potential impacts associated with increased traffic through POE II. Additional traffic through POE II may have benefits, such as decreased wait times at POE I and increased economic development near POE II. Conversely, the City should consider that this could also lead to less traffic and thus less economic revenue at POE I. A balance is necessary to ensure that both POEs continue to thrive as the city grows.

Future economic development strategies should focus on capturing the market of people and goods flowing through the border. The goals and policies in the Economy Theme provide guidance to facilitate enhanced border crossings, such as reducing wait times to encourage more crossings, strengthening partnerships to advance border planning, and improving placemaking to attract and retain more people crossing the border. A comprehensive border strategic plan should

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be developed to holistically strategize methods of attracting people crossing the U.S. – Mexico border into San Luis.

Rolle Airfield

Rolle Airfield is a general aviation airport located within the City of San Luis and is located on land owned by the U.S. Bureau of Reclamation. The airport has numerous support roles, serving general aviation needs in Yuma County and providing support for customers of Yuma International Airport's aerospace industrial base, including government, civilian, and military operations.



Rolle Airfield is licensed to and operates under the auspices of the Yuma County Airport Authority to serve a mixture of military training activity, commercial jet, and business jet operations; however, there are no accommodations for commercial or business jet operations at this time. The airfield is currently non-towered and unattended, meaning there are no permanent, on-site employees to manage day-to-day operations.

Although the airport is currently unattended, there is potential for the airport to expand its operations to service communities in southwestern Yuma County. The demand for general aviation facilities in this area is likely to increase due to the projected continuation of economic and population growth, such as in San Luis. Along with the potential for increased business and corporate aviation activity, there could also be an increase in the number of personal or recreational general aviation aircraft owners and pilots in conjunction with a growing population.

The expansion of operations at Rolle Airfield would also support a future growth area in San Luis, which is centered on the commercial POE II. Rolle Airfield, which is two miles north of POE II, is a factor of future commercial and industrial growth in this area. As noted in the 2015 Airport Master Plan, Rolle Airfield is positioned to become a testing and development center for various aviation activities, including operational testing of unmanned aircraft systems as an extension of activities associated with the Defense Contractor Complex at the Yuma International Airport. The location of Rolle Airfield and its potential for expansion provide an opportunity for economic growth related to aviation.

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Community Revitalization

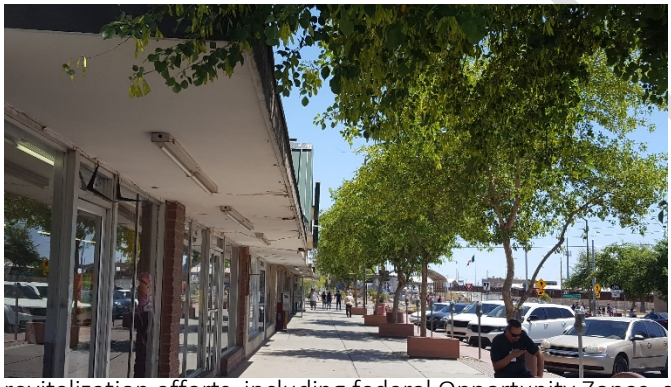
Key Topics

- Enhancing Downtown San Luis
- Encouraging Infill Development
- Strengthening the Community Identity

As communities age over time, some developments may begin to deteriorate or become obsolete. Proactive community revitalization efforts help to reduce or reverse the effects of aging communities through adaptive reuse and other strategies to maintain active, relevant, and thriving places. There are opportunities for revitalization efforts in Downtown San Luis as well as some revitalization opportunities through infill development throughout the city. Through these efforts, the identity of the community can be better reflected.

Downtown San Luis

Downtown San Luis, located just north of POE I, has historically been the cultural center of the community. As the City has grown and expanded, much of the new development has been focused in the newer growth areas, whereas Downtown has experienced little redevelopment over time. Reinvigorating Downtown San Luis through community revitalization and redevelopment efforts is a key component to enhancing the City's economy.



Downtown San Luis has the potential to be revitalized and redeveloped as the City's cultural and commercial gathering place for residents and visitors alike. There are several federal and state tools available for revitalization efforts, including federal Opportunity Zones, state redevelopment area designations, and various grants and funding opportunities. This plan provides guidance for the development of a Downtown Master Plan that incorporates targeted funding and redevelopment strategies for implementation.

Infill Development

Infill development is the process of developing vacant parcels in an otherwise already developed area or enhancing underutilized properties, such as surface parking lots. Such properties are often in close proximity to or already served by public infrastructure, making it ideal for development. As such, infill development is beneficial for the City of San Luis to maximize the use of existing infrastructure, as opposed to the cost of extending new infrastructure development to the fringes of the community.



As a young, growing community, San Luis has many properties that have been passed over by development for various reasons. Many of these vacant properties are owned by state or federal agencies, such as the Bureau of Land Management and Arizona State Land Department. The City should work with state and federal agencies, as well as private developers to encourage infill development of these properties that is mutually beneficial and that is consistent with the character and scale of the surrounding neighborhood.

The downtown area is a prime area for infill development as it contains large areas of underutilized surface parking lots that detract from the pedestrian experience, character, and sense of place. Providing opportunities for property owners to redevelop these surface parking lots as productive, revenue generating uses that contribute to the Downtown experience is mutually beneficial for the property owner and for the City of San Luis. Infill development envisioned in downtown San Luis should be explored further and incorporated in the Downtown Master Plan as recommended in the goals and policies of this theme.

Community Identity & Preservation

To build a strong community, it is important that San Luis provides a sense of place that residents can identify with. Community identity can be shaped by encouraging neighborhood development that has a unique character, but that is also interconnected to other existing neighborhoods. Additionally, individual neighborhoods and the city as a whole can implement placemaking methods that further enhance the character of a place through public art installations, distinctive design standards, and gathering spaces.

Reinforcing community identity can lead to stronger neighborhood pride and may lead to increased investment and revitalization into neighborhoods. Such revitalization efforts help to maintain neighborhoods and keep them from deteriorating in the future. The City currently enforces compliance with the City's property maintenance code; however, the City should evaluate other best practices for addressing neighborhood preservation. This could include implementing community maintenance events and educational programs for property assistance that is available to homeowners.

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Arts & Culture

Much of the history and heritage of San Luis is steeped in agriculture and ties to San Luis Rio Colorado through the port of entry. The arts are a way to illustrate the shared culture and heritage of San Luis, creating a sense of identity in the community. Arts, cultural values, and the history of San Luis can be expressed through different avenues, including the display of public art and community festivals and events, both of which provide opportunities to celebrate the City's heritage and history.

Key Topics

- **Creating a Sense of Place Through Art**
- **Strengthening Cultural Ties Within the City and with San Luis Rio Colorado**
- **Preserving Historically Significant Places**

Arts

The arts provide an opportunity to display San Luis' heritage, as well as provide social and recreational activities. The city offers art programs through the Cesar Chavez Cultural Center where residents can participate in the arts by taking various art instruction, music, and dance classes. The City should continue to offer these classes to its residents and expand upon them as community interests evolve. Additionally, the City should continue to pursue joint partnerships with public agencies to expand art programs. For example, the City could partner with public and private educational institutions for use of performance facilities.



Another way to promote art in the community is by displaying public art. Public art can help create a sense of place within the community and can create places for social gathering. At present, the City does not have a public art program to facilitate the exhibition of art throughout the city. One method in which this can be accomplished is through a City-led public art program in which a percentage of costs for public projects is set aside for public art. This program can be initiated through an Arts and Culture Plan, which would identify opportunities for public art installations throughout the city and opportunities for cultural programs.

Cultural Events

Cultural programs in San Luis can create an opportunity to provide information about the city's heritage to the community and celebrate traditions. The City of San Luis provides many community events throughout the year to bring the community together in celebration. Such annual events include a 4th of July Celebration, Day of the Dead Festival, Holiday of Lights Parade,

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Mascota Mania, Arte en La Calle, and Día del Niño Celebration. Additionally, the City celebrated its 40th Anniversary in the fall of 2019 and celebrated with a parade and festival at Joe Orduño Park.

These events bring residents together in a shared space where everyone can celebrate the diversity of the community. The City should continue to hold these events and should collaborate with San Luis Rio Colorado on future events to strengthen community ties. Through coordination with San Luis Rio Colorado, the area could become a regional center for international tourism based on the integration of Mexican and American culture.

Historic Preservation

At present there are no properties in San Luis that are listed on the National Register of Historic Places; however, in the future, the City may choose to deem buildings or structures as historically and/or culturally significant. For example, many of the buildings in downtown and near the port of entry have historical relevance related to the inception of the city. The City could choose to develop standards to preserve the historical integrity of such buildings.

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Goals and Policies

Goal E-1 San Luis has a robust and diversified economy that leverages local and regional economic assets to provide commercial services and high paying jobs.

Policy E-1.1 Focus economic development initiatives and programs primarily on the following targeted economic sectors:

- Logistics and Distribution
- Maquiladora
- Food Technology and Agribusiness
- Aviation and Defense Testing
- Industrial Manufacturing
- Renewable Energy

Policy E-1.2 Fund, develop, and implement an amendment to the Economic Development Strategic Plan to reflect changes in market conditions and provide updated economic development strategies to expand development and job growth in the targeted economic sectors.

Policy E-1.3 Market the advantages of Opportunity Zones to the business community to encourage growth in target economic sectors and to advance economic objectives as identified in the City's adopted Economic Development Strategic Plan.

Policy E-1.4 Promote San Luis' commercial opportunities to retail and restaurant operators through marketing materials and attendance at regional conventions.

Policy E-1.5 Promote the development and expansion of Rolle Airfield for new opportunities in aerospace, aviation, and defense systems development.

Policy E-1.6 Focus bi-national economic development efforts on capitalizing on the maquiladora industry and the economic advantages provided by the Free Trade Zone (FTZ).

Policy E-1.7 Market and promote the location and impact of both ports of entry to prospective industries that can capitalize on a combination of assets, such as transportation, logistics, and distribution companies.

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Goal E-2 The local economy leverages local and regional tourism.

Policy E-2.1 Promote and support tourism-focused development including medical tourism, accommodations, and the expansion of businesses providing goods and services to visitors.

Policy E-2.2 Assess and identify segments of the local tourism market and focus economic development initiatives to capture market segments and prevent leakage.

Policy E-2.3 Initiate/participate in a bi-national forum with San Luis Rio Colorado, tourism industry representatives and developers, economic development agencies and organizations, and other relevant partners to develop strategies and implementation steps to expand tourism-related economic development opportunities within San Luis and the larger region.

Policy E-2.4 Support development near both ports of entry that captures the commercial and employment benefits of visitor traffic including retail, accommodations, logistics, distribution, food processing, manufacturing and tourism.

Goal E-3 San Luis is a community that supports local business attraction, retention, expansion and development.

Policy E-3.1 Develop and implement a business/development outreach program to assess and improve services to the business and development community.

Policy E-3.2 Develop, evaluate, and update as necessary, business attraction, retention, expansion and development programs to reflect best practices and to address areas of deficiency.

Policy E-3.3 Complete an assessment of the City's Business Incubator Program and implement any recommended program improvements to reflect best practices. The assessment should identify future program expansions that advance the overall economic objectives of the City.

Policy E-3.4 Continue business attraction efforts that focus and advance growth in the targeted economic sectors to expand the job base for residents.

Policy E-3.5 Assess and identify priority development areas that could be served with public infrastructure through public-private partnerships. Develop and implement a strategic infrastructure plan to create development ready sites in key growth areas.

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Policy E-3.6 Initiate and pursue partnerships with public and private interests that would facilitate coordination of infrastructure to support business and industry development in identified growth areas.

Policy E-3.7 Identify and map department coordination opportunities that increase speed to market for industries and businesses in the targeted economic sectors.

Policy E-3.8 Develop relationships with national selection firms for business attraction in the targeted economic sectors.

Policy E-3.9 Sponsor regular meetings with the business community to enhance communication regarding development related issues and topics.

Policy E-3.10 Support high-tech industries by accommodating technological infrastructure, such as broadband data infrastructure.

Policy E-3.11 Encourage workspaces that are available for small businesses.

Goal E-4 San Luis has a local economy that is enhanced by local and regional partnerships that increase commerce and expand job growth in targeted economic sectors.

Policy E-4.1 Maintain and advance partnerships with San Luis Rio Colorado to pursue areas of mutual economic benefit and interest.

Policy E-4.2 Collaborate with San Luis Rio Colorado on a comprehensive border strategic plan that provides strategies for attracting people through the ports of entry, including reducing wait times at the border and developing placemaking initiatives on both sides of the border.

Policy E-4.3 Coordinate with San Luis Rio Colorado, the U.S. General Services Administration, and other relevant stakeholders to further explore the addition of passenger vehicles, pedestrians, and bicyclists through POE II.

Policy E-4.4 Establish and expand local and regional partnerships with property owners, business interests, economic development organizations, and other related entities to advance local economic objectives identified in the City's Economic Development Strategic Plan.

Policy E-4.5 Sponsor and/or partner with adjacent jurisdictions, agencies, and organizations to develop a regional economic development approach to leverage bi-national economic assets for the benefit of San Luis and the larger region.

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Policy E-4.6 Participate in collaborative efforts to promote San Luis to regional, national, and global business markets through the Arizona Commerce Authority, the San Luis Economic Development Commission, 4FrontED, the Arizona Association for Economic Development, the Greater Yuma Economic Development Corporation, and other relevant organizations.

Policy E-4.7 Partner with local and regional economic development organizations to identify supply chain opportunities related to the logistics and distribution industry. Develop and implement strategies to attract supply chain businesses to San Luis.

Policy E-4.8 Initiate and pursue partnerships that will engage potential targeted business startups and enhance the existing Business Incubator Program.

Goal E-5 San Luis is a community that provides best-practice based programs, services, incentives, and resources to promote economic development

Policy E-5.1 Continue to explore, identify, develop, and implement economic incentives and programs that advance the City's economic goals and create development and job growth in the targeted economic sectors.

Policy E-5.2 Provide for a consistent and reliable regulatory environment that supports a business-friendly approach to development within San Luis.

Policy E-5.2 Develop and implement improvements to streamline the development review and approval processes, including administrative review and approvals and reduced timeframes for development reviews and permitting.

Policy E-5.3 Develop and provide public access to a database of state and federal funding sources and programs that support business development, including financing, training and services.

Policy E-5.4 Fund, develop, and implement economic development branding and marketing program to support economic development in the community.

Policy E-5.5 Provide web-based resources to the investment and development community including current building and site inventories and other prospective business information, programs, services and incentives.

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Goal E-6 San Luis offers an education system that supports and grows a skilled workforce.

Policy E-6.1 Develop partnerships with Western Arizona College, local education providers, and local employers to identify desired or needed employee knowledge and skill sets in targeted economic sectors and expand education curricula within local high schools and colleges with classes and programs that reflect these skills.

Policy E-6.2 Partner with local education providers and employers to connect students with local jobs.

Goal E-7 Neighborhoods in San Luis are safe, well-maintained, and contribute to a high quality of life for residents and visitors.

Policy E-7.1 Improve the appearance of existing neighborhoods by proactively enforcing compliance with the property maintenance code.

Policy E-7.2 Consider pursuing alternative code enforcement methods, such as an advocacy program, to assist with code compliance rather than citations.

Policy E-7.3 Explore best practices for programs related to addressing housing rehabilitation, such as emergency repair funds and community maintenance events, to maintain quality neighborhood conditions.

Policy E-7.4 Continue to promote and expand neighborhood services that are provided by the City, such as the existing Community Cleanup program.

Policy E-7.5 Educate the community on the benefits of property maintenance and enhancement, as well as the property assistance programs available to them.

Policy E-7.6 Work with neighborhood leaders to evaluate ongoing maintenance needs.

Goal E-8 San Luis is a vibrant, attractive community for current and future residents and businesses.

Policy E-8.1 Facilitate incentive programs for infill development in residential and commercial areas, including the downtown.

Policy E-8.2 Continuously monitor vacant properties, underutilized properties, and aging areas to evaluate their condition and prioritize revitalization efforts.

Policy E-8.3 Prioritize opportunities to redevelop properties that are blighted.

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Policy E-8.4 Explore opportunities to expand upon the Community Development Block Grant (CDBG) program to fund capital improvement projects that will improve the overall quality of life for residents.

Policy E-8.5 Work with developers and property owners to enhance commercial areas as pedestrian-oriented destinations with pedestrian facilities, such as wide sidewalks and walkways, ample shade, and plazas.

Goal E-9 San Luis has a strong community-driven identity based on the City's rich culture.

Policy E-9.1 Seek opportunities to enhance and expand the City's branding throughout the community, including wayfinding signage, gateways, and other aspects of urban design.

Policy E-9.2 Encourage developers to enhance the character of new neighborhoods through design.

Policy E-9.3 Improve aesthetics along major roadways, such as Cesar Chavez Boulevard and Main Street, by enhancing streetscapes, public spaces, and building architecture.

Goal E-10 Downtown San Luis is a thriving community center for the City and its visitors.

Policy E-10.1 Explore opportunities to establish a redevelopment area within the downtown.

Policy E-10.2 Develop a Downtown Master Plan that provides a vision for downtown redevelopment. The Downtown Master Plan should:

- Conduct a development suitability assessment for the downtown area
- Identify target areas for redevelopment
- Prioritize infrastructure improvements that facilitate development
- Provide strategies for redevelopment
- Identify funding mechanisms to implement the Master Plan

Policy E-10.3 Ensure downtown San Luis is a focus area in future planning initiatives, including the Parks and Recreation Master Plan, Transportation Master Plan, and Active Transportation Master Plan.

Policy E-10.4 Establish a Downtown Reinvestment District to help fund future infrastructure and beautification projects.

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Policy E-10.5 Conduct a market feasibility study for downtown San Luis.

Policy E-10.6 Foster strong relationships and partnerships with community organizations in revitalizing downtown.

Goal E-11 San Luis has quality art and cultural programs that celebrate the diverse City, region, and community.

Policy E-11.1 Establish an Arts and Culture Commission for the purpose of identifying and facilitating arts and cultural opportunities in the city.

Policy E-11.2 Develop an Arts and Culture Plan to identify opportunities for art in public spaces, such as the ports of entry, and cultural events in the community.

Policy E-11.3 Continue to support and expand upon the programs and events at the Cesar Chavez Cultural Center.

Policy E-11.4 Actively evaluate the community's needs related to arts and cultural programs, events, and venues.

Goal E-12 Public art establishes a sense of place and identity in San Luis.

Policy E-12.1 Consider establishing a public art program that provides guidelines, education, and funding for public art that is representative of the City's culture.

Policy E-12.2 Set aside one percent from every Capital Improvement Project budget for public art through the public art program.

Policy E-12.3 Collaborate with local artists and cultural organizations to display murals, sculptures, and other outdoor art installations in conjunction with the City's public art program.

Policy E-12.4 Encourage developers to incorporate art into their development in conjunction with the City's public art program.

Policy E-12.5 Incorporate public art into redevelopment projects, where appropriate.

Goal E-13 San Luis is a local and regional destination for cultural tourism based on the Mexican/American culture generated from its integration with San Luis Rio Colorado.

Policy E-13.1 Encourage artistic and cultural community events and festivals.

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Policy E-13.2 Continue to collaborate with San Luis Rio Colorado on opportunities to establish both cities as a regional center for arts and culture to promote international tourism and to further strengthen community ties.

Policy E-13.3 Promote the creation of art incubator studios, exhibition spaces, and performance venues.

Policy E-13.4 Where appropriate, partner with institutions, such as public and private educational institutions, for joint use of performance facilities.

Goal E-14 San Luis preserves historic buildings, structures, and important cultural resources.

Policy E-14.1 Pursue Certified Local Government status through the Arizona State Historic Preservation Office.

Policy E-14.2 Develop and adopt a Historic Preservation ordinance for the protection of buildings and structures of historic importance.

Policy E-14.3 Develop and adopt cultural resource protection standards and requirements pertaining to the assessment and treatment of cultural resources within San Luis.

Policy E-14.4 Survey all development sites prior to development approval or issuance of building permits for cultural resources and ensure that the results of each survey are recorded with the Arizona State Museum.

Policy E-14.5 Preserve cultural resources within open space and riparian areas where possible.

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CITY OF SAN LUIS
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4. Environment

The natural environment is a valuable, yet often sensitive resource that shapes a community's character. Careful planning is necessary to provide a balance between the built and natural environments and to protect the natural resources that contribute to the quality of life in San Luis. The Environment Theme covers four elements that integrate environmental protection with community growth: Environmental Planning, Conservation, Open Space, and Energy.

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Environmental Planning

Environmental planning seeks to create compatibility between the built and natural environments. Long-range environmental planning considers the resiliency of development in changing environmental conditions, as well as the resiliency of the natural environment as development occurs. Primary factors related to environmental planning include air quality, stormwater management, floodplains, and natural hazards.

Key Topics

- Air Quality
- Stormwater Management
- Floodplains
- Natural Hazards

Air Quality

Maintaining good air quality is important for the health of community members that live, work, and play in San Luis. While air quality is a regional issue, it has the potential to decrease in quality as the population of San Luis increases and more development occurs. According to the Arizona Department of Environmental Quality (ADEQ), which monitors air pollutants in Arizona, the northern boundary of San Luis is currently within a nonattainment zone for particulate matter (PM-10). The sources of this pollutant can be attributed to unpaved roads, construction, windblown dust, unpaved farm roads, and emissions from across the international border.

San Luis is committed to providing air quality awareness in the community. In 2018, San Luis was the first city in Arizona to join ADEQ's Air Quality Flag Program, which uses colored flags to indicate the current air quality within the city. The flag is flown at Joe Orduño Park so that the community will be able to make decisions related to the day's air pollution based on the color of the flag. Future participation in informative programs such as these will support a more informed community, which could lead to better decision-making related to activities that have an impact on air quality.

In addition to awareness programs, ADEQ is developing a State Implementation Plan to improve the air quality in the region. Along with participation in the development of the State Implementation Plan, San Luis should also continue to work towards improved air quality so that it meets or exceeds the federal and state air quality standards. One such way that San Luis can do this is by partnering with other local and regional agencies to develop a clean air program in which clean air strategies are created. These could include developing education materials and presentations that are distributed to schools and businesses and working with transportation agencies and planners to reduce congestion and improve road conditions.

Stormwater Management

Stormwater management is integral for maintaining and improving local water quality. During storm events, rainwater flows toward surface waters. Impervious surfaces caused by development can restrict stormwater infiltration into the ground, which is then often discharged

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into a surface water channel, such as the Colorado River. Although the Colorado River is predominately dry in San Luis, the river can become overwhelmed from an influx of stormwater, which can lead to flooding. Impervious surfaces not only expedite the rate at which stormwater flows into a river and erodes waterways, but also facilitate the collection of pollutants along the way, such as gasoline, motor oil, bleach, and other household cleaners, negatively impacting water quality.

Agricultural land can also adversely impact water quality as pesticides and other chemicals used on agricultural land are often washed along with stormwater runoff into important waterways. This reduces the water quality and impacts the riparian habitats that are located along surface waters.

Floodplains

The 100-year floodplain consists of areas prone to flooding, or those areas that are determined to have a 1% chance of flooding in any given year, according to the Federal Emergency Management Agency (FEMA). The 100-year floodplain produced by the Colorado River is contained west of the West Main Canal, which is largely undeveloped agricultural land in San Luis.

Future development within the 100-year floodplain must be carefully considered to prevent loss of life and property during large storm events, as well as to protect water quality. Currently, the San Luis west wastewater treatment plant is located within the 100-year floodplain, which could be impacted by a 100-year flood event. Impervious surfaces within a 100-year floodplain can also increase flooding damage to nearby developments as conditions are exacerbated. The 100-year floodplain is shown on Figure 4-1.

Natural Hazards

San Luis is located in an area that experiences natural hazards, such as earthquakes and drought. To prepare for these hazards, Yuma County developed the Multi-Jurisdictional Hazard Mitigation Plan, which includes the City of San Luis. The plan identifies strategies for mitigating each community's exposure to the risks imposed by natural hazards. The plan is currently being updated by Yuma County and the participating jurisdictions, which includes the Cities of San Luis, Somerton, Yuma, and the Town of Wellton. As San Luis plans for 2040 growth, the City should ensure that the updated plan reflects the community needs related to natural hazard risk mitigation.

In addition to participating in the development of the Hazard Mitigation Plan, San Luis is also dedicated to putting policies in place to reduce potential threats to life and property. San Luis is located in a region that is at risk for earthquakes that originate in southern California, Baja California, Mexico, and along a fault in Yuma County. Earthquakes can create structural damage in the community as well as create potential for liquefaction, which may also disrupt infrastructure, such as roads and buildings. As such, the City should continue to ensure that adopted building

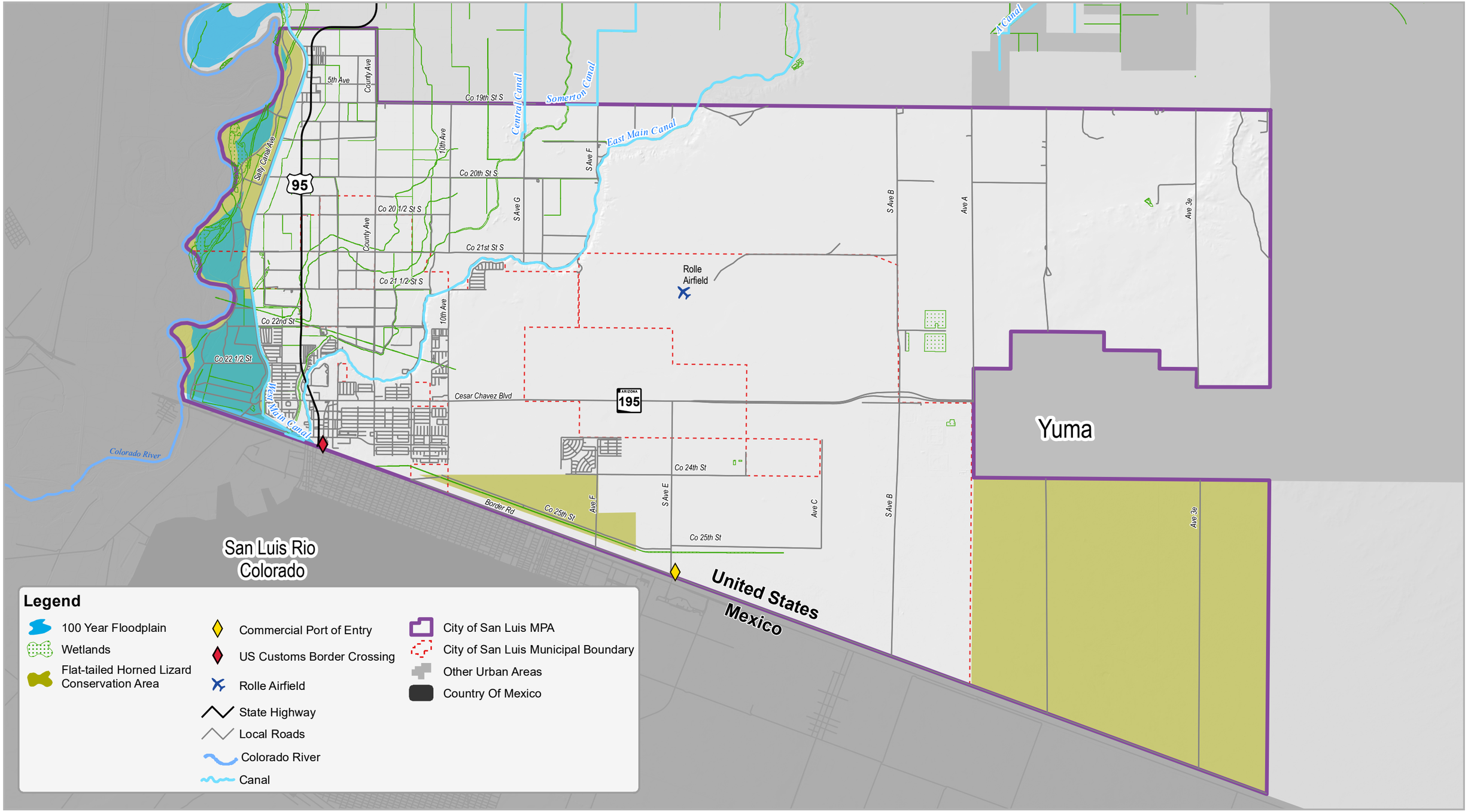
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codes are current with the International Building Code to prepare San Luis for any future seismic activity.

Drought is another natural hazard that impacts San Luis. Drought is an environmental condition in which there is a natural decline in precipitation over an extended time period. San Luis is currently within an area of moderate drought, creating potential impacts to agriculture, water supply, recreation, and wildlife habitat. Further drought would continue to negatively affect the overall economy, quality of life, and ability for growth in San Luis. To mitigate impacts related to drought, the City of San Luis should develop a drought management plan that describes the drought condition in the city, sources of water in the city, and an action plan in the event these conditions worsen.

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CITY OF SAN LUIS
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Matrix

Source: FEMA 2019, National Wetlands Inventory, 2019. San Luis, 2010.

Figure 4-1

Environmentally Sensitive Lands



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Conservation

Protecting and conserving limited resources becomes increasingly important for growing communities. Such limited resources can become irreversibly impacted by encroaching development, effecting the city's economy, quality of life, and its ability to grow. These resources include water, land, soils related to agriculture, and aggregates.

Key Topics

- Water Conservation
- Land Conservation
- Agricultural Preservation
- Aggregates

Water Conservation

Water is a limited resource in San Luis, where the climate is arid. San Luis currently receives water through groundwater that is pumped from six well sites. The City does not have an assured water supply through the Arizona Department of Water Resources and is outside of Active Management Areas, which are areas where there is heavy reliance on groundwater and are subject to regulations. However, in 2018, the Arizona Department of Water Resources designated San Luis as having adequate water supplies for the foreseeable future.

The City of San Luis is committed to conserving water to ensure that it continues to have an adequate water supply for future generations. The City generates a water quality report on an annual basis, which includes tips for saving water in households. In addition to educating the community on water conservation methods, the City should develop a drought management plan, as discussed in the previous section, to plan for reductions, limitations, or increased demands to the City's water supply.

Land Conservation

There is existing land in San Luis that can contribute to growth and development; however, such planning should be done with consideration towards lands to be conserved to create a balanced community. Both the desert environment and Colorado River support unique wildlife habitats for various desert wildlife in and surrounding the City of San Luis.



The flat-tailed horned lizard is designated as a species of special concern in Arizona. Flat-tailed horned lizard habitats are threatened by site disturbances, such as urban development, agricultural activities, and off-road vehicle use. There are three flat-tailed horned lizard conservation areas that are designated within the San Luis planning area, all of which are located on federally-owned land through the U.S. Bureau of Reclamation. These conservation areas are illustrated on **Figure 4-1**. Although there are dedicated

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flat-tailed horned lizard conservation areas in the San Luis planning area, these areas may not be restricted from development long-term, subject to the regulations of the 2003 Rangewide Management Strategy.

Due to the location of the conservation area, habitat protection and conservation efforts require a coordinated regional approach between federal, state, and local agencies, including the U.S. Bureau of Reclamation, the U.S. Fish and Wildlife Service, Mexico, Arizona, California, Yuma County, and the City of San Luis. The City should also consider the impacts that new development may have on existing habitats.

Agricultural Preservation

Agriculture is an important part of San Luis' economy and is a major economic driver in the county. The Yuma region provides 90 percent of the winter leafy vegetables that are consumed in the United States and Canada. Other produce grown in the region include various vegetables and melons.

San Luis has diverse soils, including sand and gravel in river channels and sand, silt, and clay on floodplains. These deposits create fertile soil for the production of agricultural crops prevalent in this region. Due to the rich agricultural economy in San Luis, the quality of the soils should be preserved to ensure that agricultural activities will continue to thrive into the future. High-quality soils will bolster value-added agricultural economy that supports advancing farming technologies. Value-added agriculture refers to agricultural uses and facilities that increase the value of produce, such as processing and packaging of produce.

Existing agricultural uses are located in the western and northwestern parts of San Luis. Approximately 28 percent of the planning area is designated as agriculture on the future land use map to conserve this use. Although there is land designated for agriculture, it is important to consider the impacts that future surrounding development can have on agriculture. San Luis should work to mitigate fragmentation of agricultural land due to urbanization and to limit incompatible development surrounding agricultural land that can impact the fertility of the soils.

Aggregates

San Luis sits on two geologic units, both of which are comprised of sand, gravel, silt, and clay deposits. There is currently no mining activity in San Luis associated with these units; however, there are two sand and gravel mines located to the east of the municipal planning area.

Should mining activity occur in the future in San Luis, the City should ensure that operations do not impact incompatible land uses and are consistent with the Arizona Geological Survey.

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Open Space

Key Topics

- Colorado River
- Open Space and Development

Open space is an important feature for every balanced community – it provides scenic views and passive recreation opportunities, while providing space for wildlife to exist. Additionally, open space can enhance property values and can be seen as an advantage to businesses.

Open space is typically land intended to be preserved in its natural unimproved condition, unoccupied by structures. Within San Luis, one of the most sensitive open space environments is the Colorado River, making it an open space asset in need of continued conservation. While the Colorado River and other open space areas need conservation, there are some open spaces within San Luis that have the potential to be developed. This makes it necessary to ensure that development adjacent to open space is compatible with the natural environment.

Colorado River

One of the most iconic and most sensitive environmental features in the San Luis planning area is the Colorado River, which supports a robust ecosystem. The Colorado River supports fertile soils as well as riparian habitat. The Colorado River is also prone to flooding, which can impact development, and vice versa. This is further discussed in the floodplains section of this element. Due to flooding potential and its importance to the area's ecosystem, the Colorado River corridor is undeveloped and should remain as such. The City of San Luis should partner with the U.S. Bureau of Reclamation, which owns much of the river, to ensure that the Colorado River corridor remains natural open space long-term for the mutual benefit of the community and the natural ecosystem.

Open Space and Development

As San Luis continues to grow, it will be increasingly important to balance the built environment with open spaces to ensure that is sufficient to support the needs of the community and the environment. Much of the open space within San Luis is owned by State Land, Bureau of Reclamation, and Bureau of Land Management. The majority of this open space is not held in perpetuity, therefore, there is potential for some of the landowners to sell the land to private owners for development. While there are no existing plans for such development to occur, coordination between the public agencies and San Luis will be necessary to ensure that development is compatible with existing and future land uses in the city.

Although most of the open space is situated along the periphery of San Luis, as development gets closer to these areas, the City should ensure that there is a continual integration of open spaces with the regional open space network. This will support wildlife movement and biodiversity along with continual vistas of the desert landscape.

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To contribute to the open space network, the City should work to incorporate open spaces within new development. Providing open space in a centralized area within the built environment provides a place where the community can passively or actively recreate.

Energy

Electrical energy is an essential resource that powers most aspects of our daily lives. At present, San Luis has the opportunity to grow with consideration towards energy conservation. This element promotes the efficient use of energy as well as alternative energies to support San Luis while contributing to economic development opportunities.

Key Topics

- Energy Efficiency
- Alternative Energy

Energy Efficiency

The average U.S. household consumes approximately 10,400 kilowatt hours (kWh) annually, compared to an average Arizona household that consumes approximately 12,400 kWh annually. Most of this energy is produced by nonrenewable resources. With electricity costs rising, energy efficiency is becoming increasingly necessary.

To practice energy efficiency methods, the City should consider Leadership in Energy and Environmental Design (LEED) certifications for new municipal buildings and facilities. Existing municipal buildings and facilities can also be retrofitted to incorporate energy efficiencies when appropriate. Additionally, the City should encourage energy efficiency in new private buildings. The City should develop and distribute educational materials related to energy conservation practices at home.

Alternative Energy

Renewable alternative energy sources, such as wind and solar energy, are becoming a more attractive and profitable solution to help offset energy consumption. Southwest Arizona contains some of the best solar energy resources in the United States and can be efficiently installed on rooftops, above large parking lots, and in large fields. The City of San Luis is dedicated to energy



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efficiency and conservation and continues to capitalize on the area's solar potential. The City has installed solar panels in combination with many of its public facilities, including City Hall, the fire department, and the police department, as well as many of the local school facilities.

Arizona Public Service (APS), the electricity provider in San Luis, offers several residential solar programs to assist in attaining and installing solar panels, aside from the traditional purchasing or leasing of a residential rooftop solar system. These programs include the Solar Communities Program and Solar Partner Program, both of which involve APS installing rooftop solar panels to qualified single-family residential homes. In exchange, homeowners receive a monthly credit on their APS electricity bill over the next 20 years.

In addition to retrofitting buildings to include alternative energy, the city also has the opportunity to incorporate alternative energy in its economy. The landscape and climate of San Luis provides potential opportunity for attracting renewable energy businesses in conjunction with the City's Strategic Plan. This could include large alternative energy projects, such as solar.

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Goals and Policies

Goal EV-1 San Luis is proactive in addressing air quality issues.

Policy EV-1.1 Continue to work with ADEQ to develop creative and innovative strategies for disseminating air quality information to the public.

Policy EV-1.2 Meet or exceed federal and state air quality standards.

Policy EV-1.3 Develop a clean air program to promote activities that reduce air pollution.

Goal EV-2 Stormwater is efficiently managed in San Luis.

Policy EV-2.1 Adopt a stormwater management plan to proactively address current and future stormwater issues associated with growth and development.

Policy EV-2.2 Preserve and protect primary natural drainage systems.

Policy EV 2.3 Encourage and incentivize low-impact development standards in new development.

Goal EV-3 Flooding is minimized through design.

Policy EV-3.1 Ensure that development within the floodplain is compatible and is not susceptible to hazards related to flooding.

Policy EV-3.2 Continue to require the incorporation of drainage facilities within new and proposed development.

Goal EV-4 San Luis is resilient to natural hazards that may impact the community.

Policy EV-4.1 Ensure that building codes are adequate to protect lives and property from seismic hazards.

Policy EV-4.2 Develop a Drought Management Plan, consistent with the Arizona Drought Preparedness Plan, to prepare for potential long-term water shortages during drought conditions.

Policy EV-4.3 Provide ample opportunities for shade and shelter during periods of excessive heat in all new development.

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Goal EV-5 San Luis is a community that encourages water conservation.

Policy EV-5.1 Explore the establishment of a structured water conservation program including drought tolerant irrigation standards, rainwater harvesting, irrigation system water budgeting and reduction, and public programs that encourage water conservation practices.

Policy EV-5.2 Promote and expand the use of treated effluent from water reclamation facilities for landscaping and other acceptable uses.

Policy EV-5.3 Encourage the use of drought tolerant landscaping in new development.

Policy EV-5.4 Establish a water conservation program that educates residents regarding appropriate water conservation strategies.

Policy EV-5.5 Require the use of xeriscape landscaping and plants with low water needs in appropriate areas of the City.

Goal EV-6 Sensitive land and habitats are maintained and protected by conservation areas.

Policy EV-6.1 Coordinate with federal agencies for the protection of habitats of special status, threatened, and endangered species.

Policy EV-6.2 Continue to coordinate with the U.S. Bureau of Reclamation, the U.S. Fish and Wildlife Service, and other agencies as appropriate to support protection of the conservation area for the Flat-Tailed Horned Lizard.

Policy EV-6.3 Continue to support the protection of the habitats of special status and threatened species and adopt appropriate development requirements to protect these sensitive habitat areas.

Policy EV-6.4 Consider the impacts of development on conservation areas and adopt measures to reduce negative impacts on sensitive areas and habitats for threatened species.

Policy EV-6.5 Consider impacts to known wildlife habitats during development application review. Adopt measures which reduce negative impacts to sensitive habitat areas.

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Goal EV-7 Agricultural land is preserved to advance the agriculture industry in San Luis.

Policy EV-7.1 Continue to restrict the area west of the West Main Canal to agricultural uses and ensure that surrounding uses are compatible with agriculture.

Policy EV-7.2 Seek to protect and enhance water and soil resources that are integral to agriculture.

Goal EV-8 Aggregate mining operations are compatible with surrounding uses.

Policy EV-8.1 Incorporate buffers between aggregate mining locations and development that is not compatible with mining operations.

Policy EV-8.2 Ensure that future aggregate mining operations are consistent with Arizona Geological Survey information relative to location and geological resources.

Goal EV-9 Open space in San Luis is connected to regional open spaces and natural areas.

Policy EV-9.1 Partner with the Arizona Game and Fish Department, Yuma County, and San Luis Rio Colorado to ensure that open spaces in San Luis are connected and integrated with regional open spaces.

Policy EV-9.2 Work with the Yuma Field Office of the U.S. Bureau of Reclamation during future updates of the Resource Management Plan.

Policy EV-9.3 Continually research best practices for preserving open spaces to maintain the identity of the community while ensuring that such preservation is compatible with future growth opportunities.

Goal EV-10 New development integrates the preservation of open space.

Policy EV-10.1 Explore incentives for developers to incorporate open space in a centralized location within new development.

Policy EV-10.2 Consider the adoption of different types of development standards, such as cluster development or conservation subdivisions, to protect open spaces that are environmentally sensitive.

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Policy EV-10.3 Continue to evaluate City code standards for the preservation of natural open spaces.

Policy EV-10.4 Develop edge treatment development standards for areas adjacent to environmentally sensitive open spaces to increase visibility and to promote connectivity to open space areas.

Policy EV-10.5 Develop strategies to mitigate development impacts on natural open spaces.

Goal EV-11 San Luis values and protects the natural environment for its contribution to residents' quality of life.

Policy EV-11.1 Fund and develop an Open Space and Wildlife Conservation Plan assessing natural open space areas, sensitive habitats, and wildlife corridors within the City's planning area.

Policy EV-11.2 Seek funding to acquire and preserve important natural resources.

Policy EV-11.3 Coordinate with other agencies and organizations to preserve the natural environment in San Luis.

Policy EV-11.4 Identify, preserve, and manage a connected open space system that provides natural areas with access for residents and visitors.

Policy EV-11.5 Work with the U.S. Bureau of Reclamation to continue to preserve land along the Colorado River as open space.

Policy EV-11.6 Identify appropriate areas along the Colorado River for passive recreation opportunities.

Goal EV-12 San Luis is committed to the advancement of alternative sources of energy to support growth and to expand the industry within the city.

Policy EV-12.1 Develop a strategic energy plan to ensure that future growth is accommodated and to identify measures to reduce energy use.

Policy EV-12.2 Update the City code to adopt the 2018 International Energy Conservation Code.

Policy EV-12.3 Provide incentives for the development of alternative energy projects, such as administrative approvals and expeditious processing of applications and permits.

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Policy EV-12.4 Actively pursue and recruit businesses and developers that specialize in alternative energy production, such as solar, wind, and natural gas.

Goal EV-13 Energy conservation and efficiency reduces energy demands in San Luis.

Policy EV-13.1 Work with the electrical utility providers to develop materials to educate the community on methods of energy conservation.

Policy EV-13.2 Consider retrofitting existing municipal buildings and facilities to incorporate best practices related to energy efficiency.

Policy EV-13.3 Continue to design future municipal buildings and facilities with consideration for alternative energy and energy efficiencies.

Policy EV-13.4 Encourage sustainable design principles in new development, such as LEED certified buildings, renewable energy systems, and green building materials.

Policy EV-13.5 Incentivize utilization of best practices for incorporating energy conservation methods in the design of new development. Encourage developers to utilize creative solutions to maintain energy efficiency, such as building orientation, window design, and the use of native vegetation for shade around buildings to reduce energy needed for cooling.

Policy EV-13.6 Ensure that open spaces are retained to reduce heat absorption, and thus limit the energy that is used to cool buildings in the surrounding area.

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CITY OF SAN LUIS
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5. Public Services

14Well-planned, quality municipal services have a direct correlation with the enhancement of the quality of life of residents and businesses. Clean and maintained streets provide for safe and efficient travel from home, work, and activities. Dedicated and responsive law enforcement, fire, and emergency medical services provide for the public safety of the community. Quality parks provide for passive and active recreational activities and support healthy and active lifestyles. Modern water and wastewater infrastructure and services support the orderly and planned growth and development of the community. The Public Services Theme establishes goals and policies to ensure public services to serve existing and future growth are provided in a reliable, efficient, cost-effective, and strategic manner.

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The Public Services Theme focuses on the city services that the City of San Luis provides, including public safety, solid waste and recycling, fleet maintenance, and street maintenance. This theme also includes facilities and buildings such as City Hall, libraries, community recreation centers, parks, libraries, Police, and Fire Department.

Public Services, Facilities, Buildings, and Safety

This element is organized by the following sections:

- Municipal Operations and Facilities
- Public Safety
- Public Utilities
- Parks and Recreation
- Circulation
- Other Community Services

Municipal Operations and Facilities

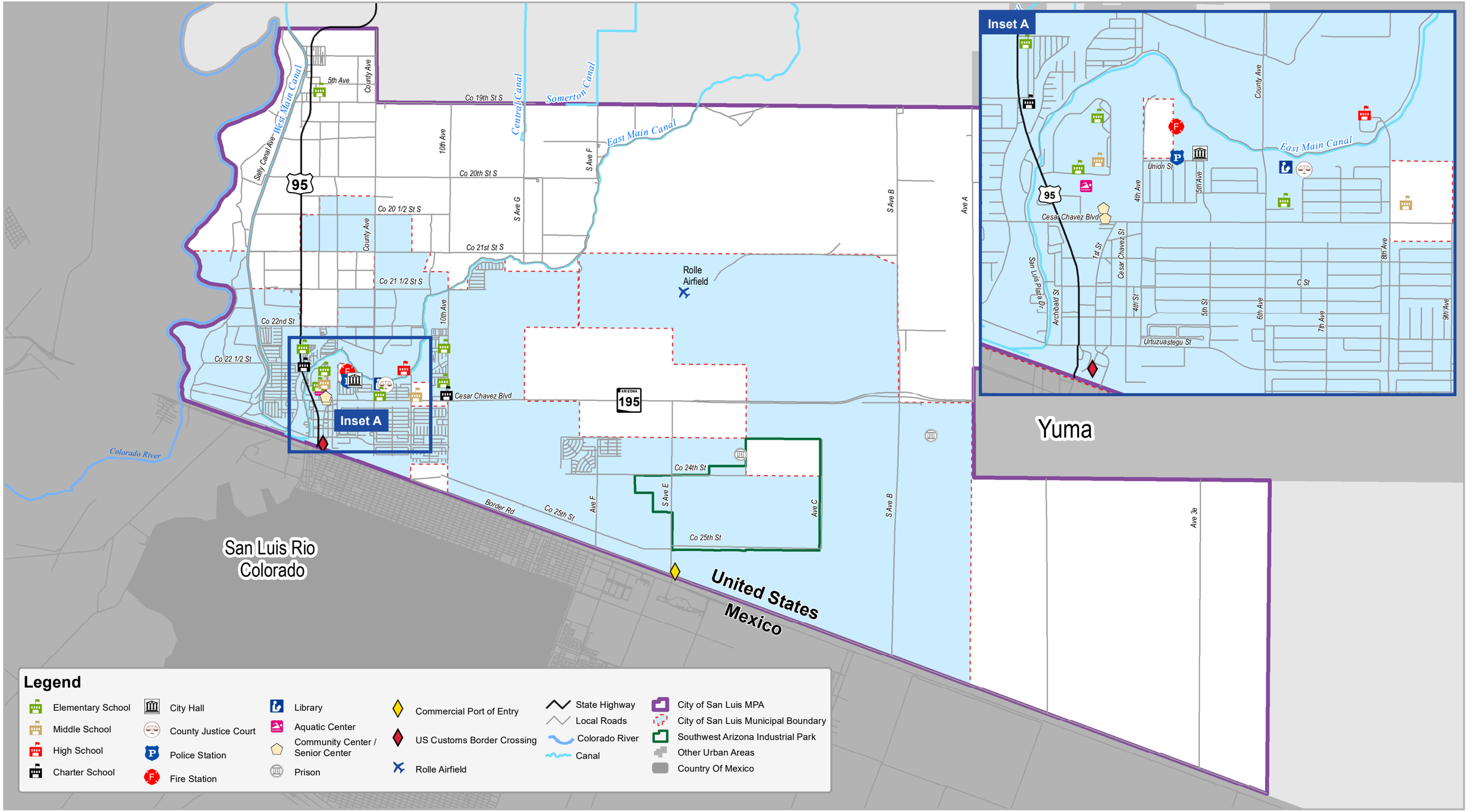
Key Topics

- City Hall
- Facilities Maintenance
- Fleet Services

The City of San Luis is served by 277 committed professionals, volunteers and elected officials in all aspects of municipal service to the public including public works, planning, building safety, police, fire, economic development, administration, and court services. City employees, volunteers, and elected officials are committed to providing the highest level of public services to residents, visitors, and businesses within San Luis. The City maintains municipal buildings, facilities, and uses that support and enhance quality of life including City Hall, fleet, and facility maintenance services. The City also operates and maintains police stations, fire stations, public utilities, numerous parks and community recreational facilities throughout the community which are further detailed in other sections of this theme. This section summarizes primary municipal buildings, facilities, and uses serving the community, illustrated in Figure 5-1.

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CITY OF SAN LUIS
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Matrix

Source: Arizona Department of Education, 2018. Matrix Design Group, 2019.

Figure 5-1

Public Facilities



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City Hall



The City Hall complex is located on 4th Avenue and Union Street. City Hall includes facilities for the Mayor, City Council, City Manager, and administrative offices for primary departments of the city including City Attorney, City Clerk, Planning, Building, Economic Development, Human Resources, Information Technology, Finance, Facilities, Police, Fire, Municipal Court, Parks and Recreation and Senior Services. According to the San Luis Infrastructure Improvement Plan and Development Fee Report 2018, the existing city hall facilities are intended to serve existing and planned future growth in the planning area.

Facilities Maintenance

The City of San Luis has a Facilities Department which is responsible for maintaining and repairing all City buildings, including City Hall. The types of services provided by the Facilities Department include custodial services, basic plumbing services, replacing A/C filters, meeting or event set-ups, and sweeping of parking lots. Through this service, the City can ensure that public facilities are adequate to serve the community.

Fleet Services

The City of San Luis has a Fleet Services Department which maintains and repairs City vehicles and equipment, such as A/C and hydraulic systems. The Fleet Services Department also assists during City auctions and installs emergency lights on vehicles as needed. There are currently four employees that maintain a fleet of approximately 300 vehicles. The Fleet Services Department is crucial to ensuring that the City can provide timely services to residents.

Safety

Key Topics

- Police Department
- Fire Department

Safety focuses on achieving acceptable levels of risk through decisions on land use and the form of development with consideration for the closely related factor of transportation. By limiting development intensity in areas that may be subject to significant geologic and other hazards, risks can be minimized. Other public efforts deal with other types of threats to health and safety, such as crime, use of alcohol, tobacco, and other drugs, exposure to ultraviolet light, the use of weapons, and the design and operation of vehicles.

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Safety provides a broad survey of hazards in the San Luis area to be used for general land use planning. Several of this element's goals, policies, and programs will be implemented through City review of individual development proposals and site assessments.

Police

The San Luis Police Department provides law enforcement services to the city. There is one police station, which is located at City Hall. The department is comprised of various units: Bike Unit, Canine Unit, Communications Division, Community Relations, Detectives, Honor Guard, Patrol, School Resource Officer, and Traffic Unit. The department provides many services and resources for residents including:

- Vehicle Impound
- Amberly's Place
- Animal Control
- Bee Removal
- Drug Collection Program
- Fingerprinting
- Vacation Watch Program



In addition to these programs, the Police Department is involved with the community through the following:

- San Luis Police Explorer Post #8044
- Reserve Officer Program
- San Luis Police Department Volunteer Program

According to the FBI Uniform Crime Reporting Program, in 2018, there were 34 total officers, equating to approximately one officer per one thousand residents, which is equivalent to the national average in 2018. The city's crime rate has decreased in recent years, from 17 crimes per 1,000 in 2017 to 14 crimes per 1,000 in 2018.

The San Luis Infrastructure Improvement Plan and Development Impact Fee Report 2018 (IIP) provides that the city plans to expand its current inventory of police station facilities to serve future development. According to the IIP, San Luis' existing police station is approximately 20,000 square feet and the second police station is anticipated to be equivalent in size and constructed to serve future growth in the eastern portion of the planning area.

San Luis is currently the 8th safest city in Arizona, according to SafeWise. The future goal is to maintain and grow into an even safer city. The status of being one of the ten safest cities in the state is an honor for the city and celebrates the initiative that it currently shows. As cities grow,

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the security and safety of its citizens are at risk if the facilities and agents that protect the city do not grow at the same rate or more than the city itself.

A key factor in combating crime in a growing city is being proactively prepared and aware of crime in the community. To be prepared before incidents occur will assist in limiting them and their impacts on the community. To grow and proactively combat crime simultaneously will allow San Luis to continue attracting new residents searching for a safe city near the border.

In order to maintain the City's standing as a safe city, the ability of the facilities and agents of San Luis' police and fire to reach the expanding area of development in the City needs to keep up with the rate of growth. Satellite facilities will assist in expanding the footprint serviced by San Luis' police and fire to continue the high-quality service currently being administered. Another key factor to high-quality protection from fire and crime is response time, which should be evaluated accordingly to maintain and exceed service.

Fire

San Luis provides vital fire, emergency medical and emergency management services to the community and has a Class 3 ISO rating for the fire department. San Luis currently has one fire station located on Union Street near City Hall. The Fire Department is comprised of 42 full-time employees, seven part-time employees, and 18 Fire Cadets (student firefighters). There are two main operations conducted through the Fire Department: fire suppression and Emergency Medical Transport. There are three crews of 14 people that work fire suppression. In addition to fire suppression, firefighters are trained or certified as:

- Certified Emergency Paramedics
- Toxicology Paramedics
- Emergency Medical Technicians
- Hazardous Materials Technicians
- Hazardous Materials First Responders



The City's Fire Department has a Certificate of Necessity (CON) which allows the City to provide for advanced live support emergency ambulance transport services.

The Infrastructure Improvement Plan and Development Fee Report 2018 (IIP) provides that the city plans to expand its current inventory of fire stations to serve existing and future development. According to the IIP, San Luis' existing fire station is approximately 15,000 square feet and the second station is anticipated to be equivalent in size and constructed to serve future

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growth in the eastern portion of the planning area. Funds to construct future fire facilities is supported in part by the adopted development impact fee and provides for the fire facility, including all appurtenances, communications equipment, and vehicles to support the future fire station.

Public Utilities

Clean water, efficient trash service, and effective wastewater management serve the day-to day needs of residents and contributes to the quality of life within San Luis. This section summarizes relevant information to the City's core public services for water, wastewater, and solid waste utilities. The San Luis IIP and input from San Luis Department Public Works staff were utilized in the development of the information found in this section.

Key Topics

- Water Resources, Production, and Storage
- Wastewater
- Solid Waste
- Stormwater and Floodplain Management

Water Resources, Production, and Storage



The Arizona Department of Water Resources (ADWR) has approved the City of San Luis Designated Assured Water Supply, ensuring availability of water resources to serve future growth and development. Future water demand in the area covered by Minute 242 and owned by the U.S. Bureau of Reclamation (BOR) was considered by ADWR in making the availability determination, in consultation between BOR and ADWR. The assured water supply determination confirms that the City has 8,908 acre-feet of groundwater to support future residential, commercial, and employment within San Luis. Detailed information on the City's assured water supply designation and water resources, production, and storage facilities to serve future growth can be found in the San Luis Water System Master Plan (2016).

Well Sites

The City of San Luis has six active well sites that supply groundwater to serve the needs of residents and businesses and one well site providing water storage only. These well sites have a total capacity of 7.24 MGD production capacity, with an average 3.74 MGD excess capacity in San Luis' water production facilities to serve future growth and development according to current demand and production. Groundwater is stored at water storage tanks located at each well site, totaling 4.03 million gallons of current water storage. The current well sites serving San Luis include:

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Table 5-1 San Luis Well Sites

Well Site	Water Production - Gallons Per Minute (Gpm)	Water Storage Capacity Gallons
1	170	100,000
2	160	125,000
3	400	300,000
4	1,000	500,000
5	none	1,000,000
6	1,000	1,000,000
7	2,200	1,000,000

5-Mile Zone

In 1944, the United States and Mexico signed a treaty relative to a 5-mile long, 13-mile strip of land requiring the United States to annually deliver 1.5 million acre-feet of Colorado river water to Mexico. In 1973, both countries reached a permanent agreement to end water disputes, detailed in Minute 242 of the International Boundary and Water Commission (IBWC) proceedings. IBWC Minute 242 provides that the United States is obligated to supply Mexico with 140,000 acre-feet of water annually to partially satisfy treaty obligations and limits groundwater pumping within 5 miles of the international border by both countries.

In April 2004, the Bureau of Reclamation (BOR) issued a Finding of No Significant Impact (FONSI) and approved the Protective and Regulatory Pumping Unit Resource Management Plan/Environmental Assessment (RMP) relative to resource management policies for publicly held BOR lands in the eastern planning area and within the 5-mile boundary established under Minute 242.

Under the Preferred Alternative identified within the RMP, the resource management policies were changed to support limited use of BOR lands adjacent to the international border. The RMP provides that the BOR consider future limited land exchanges/transfers within the study area to accommodate future limited recreation, community, and commercial activities. These BOR land exchanges/transfers are limited as necessary to maintain Reclamation's capability to meet water deliveries to Mexico, in accordance with treaty obligations. Land exchanges/transfers within the study area are also limited as necessary to conserve the flat-tailed horned lizard habitat identified in the 2003 Flat-Tailed Horned Lizard Rangewide Management Strategy.

Potable Water

On average, a person in the United States consumes approximately 100 gallons of water per day with various life activities including drinking, cooking, bathing, washing, flushing toilets and doing laundry. The City of San Luis operates and maintains six well sites that deliver clean and consumable water to residential and business customers. In total, the water facilities operated by the City treat on average 3.5 million gallons per day (MGD). The goals and policies of this plan advance strategies and recommendations to plan for future potable water treatment facility needs through an integrated utility master plan.

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Wastewater Collection and Treatment

San Luis is currently served by two wastewater treatment plants functioning in accordance with Arizona Department of Environmental Quality (ADEQ) requirements. According to the San Luis IIP, the West Wastewater Treatment Plant has a total treatment capacity of 1.50 Million Gallons a Day (MGD). The East Mesa Wastewater Treatment Plant has a total treatment capacity of 1.00 MGD. Combined citywide wastewater treatment capacity is approximately 2.50 MGD. The IIP indicates that in 2018, current usage was approximately 1.78 MGD, leaving 0.72 MGD of excess wastewater treatment capacity to serve future growth and development in San Luis. The goals and policies of this plan recommend a future Wastewater System Master Plan to define future wastewater facilities in the city.

The City's two wastewater treatment plants produce 1.7 MGD of B effluent, which is wastewater that has gone through secondary treatment, nitrogen removal, and disinfection. This effluent is then used to recharge the groundwater aquifer.

Water Quality

Existing water quality is tested by the Water Division in compliance with ADEQ and EPA requirements. As of the 2018 Water Quality Report, all bacteriological testing, disinfection by-products, and nitrate samples were clear of contamination.

Water Storage and Distribution

Water is distributed to existing residences and businesses through a system of water mains from water treatment facilities to water service customers. The majority of the water distribution system is comprised of 6-, 8-, 10-, and 12-inch water mains.

According to the San Luis IIP,1.0 MG of future water storage capacity is needed to serve future growth. The goals and policies of the San Luis 2040 General Plan recommend a future update to the Water System Master Plan to reflect the Future Land Use Plan and define future water facilities needed to support future growth and development of the city.

Solid Waste Services

Efficient and sustainable collection and disposal of solid waste is essential to the public health of a community. Solid waste includes both hazardous and non-hazardous materials as well as recyclable materials and is generated from households, businesses, and industries on a daily basis.

The San Luis Solid Waste Division is responsible for residential trash collection within the city. In addition to regularly scheduled residential trash collection, the Solid Waste Division also offers special services, such as the Christmas Tree Recycling program.

Special pick-up service is offered to residents for a fee. Under this program, residents can request that certain items be picked up from their residence. The division also provides an annual city-wide Community Cleanup. The Community Cleanup lasts for multiple weeks, during which time

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the City picks up large items and electronics at residential properties free of charge. These services and programs provide opportunities for residential property owners to properly dispose of waste to ensure that the community is safe and sanitary.

The City does not have a city-wide recycling program but is currently conducting a pilot program in two large subdivisions to gauge future resident participation rates and to plan for a future citywide program.

Stormwater and Floodplain Management

Stormwater is drainage that is filtered through the soil and replenishes underground water aquifers or flows into streams and rivers. When rain falls on streets, stormwater needs to be directed to storm drains to avoid street flooding. Water runoff from streets, parking lots or other impervious surfaces can have water quality impacts from debris and chemicals collected that can negatively impact the natural hydrological system.

The Arizona Department of Environmental Quality (ADEQ) requires a municipality to obtain a Pollutant Discharge Elimination System Permit. A Stormwater Management Program satisfies this state requirement and is intended to reduce pollutant discharge from small municipal separate sewer systems (MS4s) to the maximum extent practical. In Arizona, municipalities in excess of 50,000 persons are required to prepare and implement a Stormwater Management Program. The goals and policies of this theme include a future Drainage Master Plan and Stormwater Management Plan to address stormwater and floodplain management in San Luis.

Some areas of San Luis are designated as floodplains and are subject to flooding during major storm events along washes and river corridors (see Figure 4-1). The goals and policies of this plan are intended to reduce damage and minimize risk associated with flood conditions and include a recommendation for a floodplain management program to identify strategies, projects and measures to reduce flood hazard impacts in San Luis.

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Parks and Recreation

Key Topics

- Existing Parks and Recreation Facilities
- Park Classification
- Parks, Paths, and Trails Plan

High-quality parks, trails, recreation facilities and programs are integral to creating a socially and physically connected community and contributes to the quality of life for residents. The Parks and Recreation element builds on the existing park system and establishes a solid foundation for a comprehensive and integrated network of parks and recreation facilities to serve existing and future development. A vibrant, well-designed and active parks and recreation system strengthens neighborhoods, provides valuable opportunities for social interaction and contributes to the overall health of a community and its residents. A high-quality, accessible system of parks



enhances community image, contributes to the economic attractiveness of an area and incentivizes private investment in the community for employment uses. This section is intended to define future needs relative to providing and maintaining exceptional parks and recreational amenities to serve existing and future residents of San Luis.

Existing Parks and Recreation Facilities

Parks and recreational areas are assets which are essential for a livable community. These assets provide many benefits, including promoting healthy and active lifestyles, establishing community gathering areas, enhancing the overall aesthetics of the community, providing for natural green infrastructure, and contributing to the community's quality-of-life.

The City of San Luis maintains 13 parks totaling nearly 51 acres, which equates to 1.6 acres of park space per 1,000 residents. These parks are categorized into three types—pocket parks, neighborhood parks, and community parks. The existing parks within San Luis are listed in Table 5-2.

Table 5-2 Parks Facilities

Park by Type	Acreage
Pocket Parks	
Beach Street Park	1.2
Bienestar Park	1.2
Cuatemoc Park	1.7
D Street Park	2.2
Independence Park	0.67
Kennedy Park	0.24
Rotary Park	1.5
Salomon Park	2.3
Neighborhood Parks	
Eligio Ramirez Park	4
Friendship Park	6.2
Joe Cabello Park	3.1
Moctezuma Park*	5.5
Community Park	
Joe Orduño Park	21
Total	**50.8**

Source: San Luis General Plan, 2011
**Not included in 2011 GP*

The only community scale park within San Luis is Joe Orduño Park, located along Main Street, south of Rio Colorado Elementary School. This park features a wide variety of sports fields and courts, including baseball, softball, soccer, basketball, volleyball, and tennis. In addition to these outdoor recreational amenities, Joe Orduño Park contains several recreational and cultural facilities:

- **Municipal Pool.** The Municipal Pool offers swimming lessons and open swim times.
- **Youth Center.** The Youth Center is an indoor recreational facility for those between 8 and 21 years old offering a variety of youth activities, such as boxing, dance, and other fitness classes, as well as educational programs, such as culinary arts and computer labs.
- **Senior Center.** The Senior Center provides daily activities and educational classes for seniors residing in San Luis. The daily activities offered at the Senior Center include bingo, dominos, and pool, along with educational courses such as math, sewing, and Spanish. The Senior Center also offers some general assistance to senior citizens, such as transportation around the City, blood pressure check-ups, Medicare applications, and prescription assistance.

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- **Cesar Chavez Cultural Center.** The Cesar Chavez Cultural Center promotes art and culture within the community, offering classes in art, music, and dance.

In addition to the parks, open space, and recreational amenities, the City also owns and maintains approximately 33 acres of water retention basins throughout the community. These basins, during most of the year when not retaining water, provide further light recreational opportunities, such as walking paths, picnic areas, and sporting facilities.



Park Classification

This section establishes four broad park classifications and characteristics for the range of active and passive parks and recreational facilities to serve future growth and development in San Luis. The goals and policies of the San Luis 2040 General Plan recommend funding, developing, and implementing a Parks and Recreation Master Plan to define future parks and recreational programming needs for the city. It is intended that the park classifications and guidance provided in this section is to be updated by the future Parks and Recreation Master Plan. The four park classifications are summarized as follows:

Pocket Park. A 1-10 acre park serving users within 0.25 miles. These basins are also used for water retention for the surrounding development. Pocket parks average up to three acres in size and have a service area of roughly a quarter-mile radius. The size of pocket parks can accommodate light recreational activities and contain amenities such as a play apparatus, basketball courts, ramadas, seating benches, picnic tables, and grassy open spaces.

Neighborhood Park. A 10-30 acre park serving neighborhoods within one mile. Neighborhood Parks are typically centrally located within a residential neighborhood and accommodate a range of active and passive recreational activities, including a combination of baseball/softball fields, soccer fields, basketball courts, tennis courts, volleyball courts, walking paths, playgrounds, picnic areas, walking paths, and grassy open spaces.

Community Park. A 30-80 acre park serving residents within three to five miles. These parks typically contain a wide range of recreational activities and amenities, such as lighted athletic fields and complexes, walking paths, ramadas, picnic areas, playgrounds, and grassy open spaces. Community parks may also include recreational facilities such as an indoor gymnasium and a community pool.

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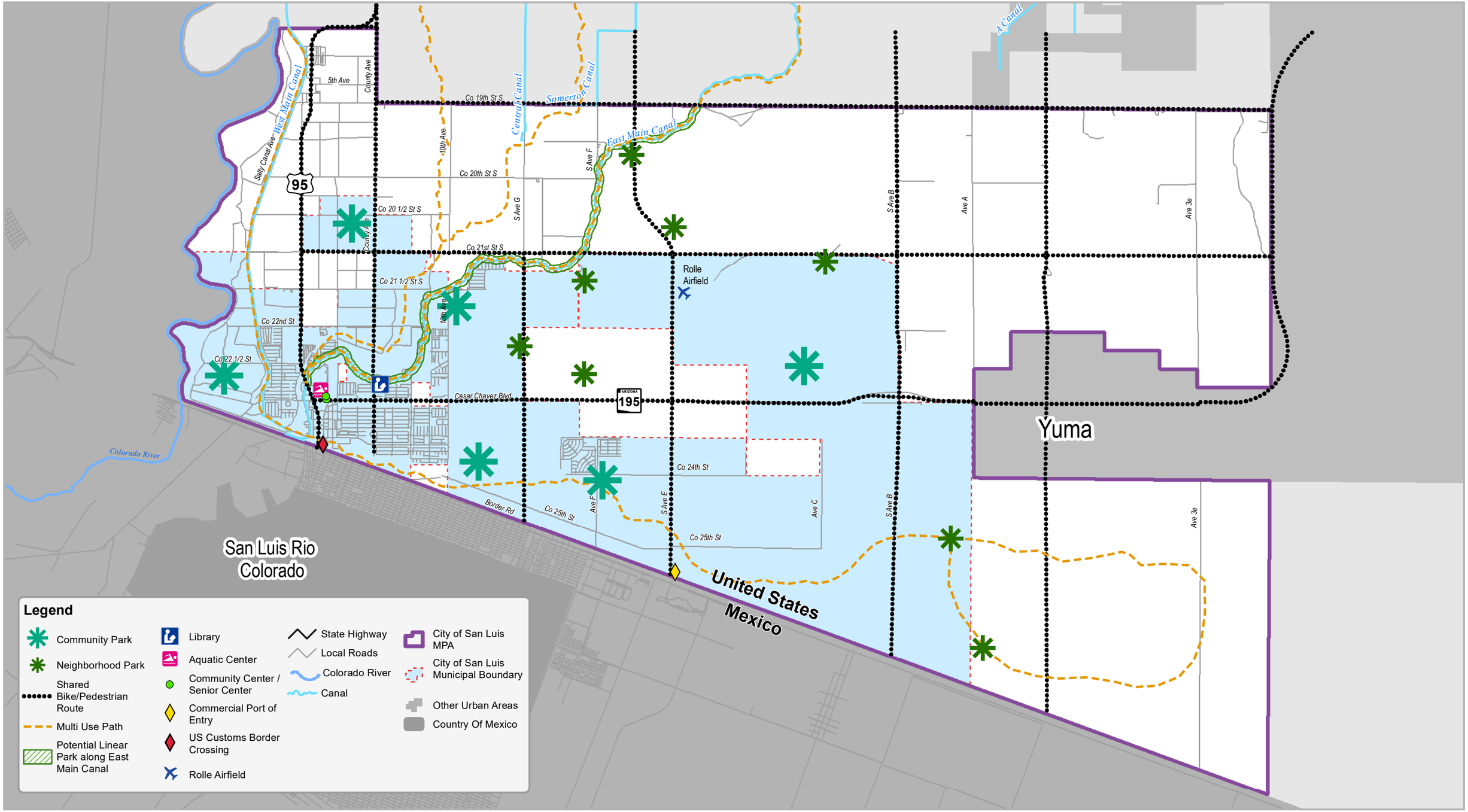


Special Use Park. An indoor or outdoor park or facility dedicated to specific or limited purpose recreational activities including aquatic facilities, linear parks, skate parks, performing arts facilities, historic sites or similar community uses.

Parks, Paths and Trails Plan

The goals and policies of this theme provide recommendations for a future Parks and Recreation Master Plan to identify the future parks needs to serve the future needs of San Luis. This section identifies future neighborhood and community parks to serve areas designated as residential on the Future Land Use Map (FLUM) (Figure 2-2). The goals and policies also include a recommendation for a future Active Transportation Plan to further refine the paths and trails concepts outlined by this element. It is intended that the Parks, Paths and Trails Plan shown in Figure 5-2 will be superseded by the future Parks and Recreation Master Plan and Active Transportation Plan relative to specific future park, path and trail needs of the community.

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CITY OF SAN LUIS 2040 GENERAL PLAN

0 ½ 1 2 Miles

Matrix

Source: Matrix Design Group, 2019. Carlos Efraín Porto Tapiquén, Orogénesis Soluciones Geográficas, USGS, U.S. Census, OpenStreetMaps, geofabrik.de

Figure 5-2

Parks, Paths and Trails Plan



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Transportation

Designing, funding, and constructing an efficient and connected transportation system is vital and essential to provide for the orderly growth and development of the city. The rapid pace of growth associated with the expanded ports of entry into the city require a circulation system that will enable visitors and residents to travel within and through San Luis safely, efficiently, and conveniently to reach destinations within the community and the larger region. This element explores existing and projected transportation facilities and conditions in San Luis and provides the framework and guidance to deliver needed facilities supporting travel in the future.

Key Topics

- Function Classification of Roads
- Roadway Physical Characteristics
- Circulation Plan
- Access Management
- Public Transportation
- Rail and Airports
- Multimodal Transportation
- Bicycles
- Regional Partnerships

Function Classification of Roads

In the City of San Luis, roadways have been identified as one of six functional classifications. These functional classifications, determined in accordance with federal guidelines, are consistent regionally, have been approved by the State, and were reviewed and approved by the Federal Highway Administration (FHWA). Detailed descriptions of the characteristics of each class of roadway are provided below.

- **Interstate and National Highways.** The Interstate Highway System (IHS) and National Highway System (NHS) of U.S. Routes represent the highest functional order in that these facilities are intended to support high speed travel over long distances and, therefore, offer the greatest mobility while eliminating direct access.

- **Principal Arterial**. Principal Arterials are capable of carrying large traffic volumes and form the primary roadway network within and throughout the City, MPA, and greater southeastern Yuma County region. These facilities provide a continuous road system supporting longer-distance trips at relatively high speeds, connecting major destinations and activity centers, such as the downtown, major suburban centers, commercial districts, and industrial areas.

- **Minor Arterial.** The minor arterial system connects with the principal arterial system and supports trips of moderate length at relatively higher speeds. Minor Arterials do not penetrate residential neighborhoods, but these facilities do aid in distributing vehicles to the collector system, which serves such neighborhoods more directly. Minor arterials typically are spaced at one-half mile and provide limited access to adjacent or abutting properties.

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- **Major Collector.** Major Collectors support traffic circulation within lower density areas and provide connectivity with the arterial system. Major collectors carry a higher traffic volume than minor collectors. Unlike arterials, these facilities generally have low side friction traffic resulting from some permitted access to adjacent or abutting properties and, therefore, lower speeds are attained compared to the arterial system.

- **Local Roadways.** The remainder of the roadway network in the MPA is formed of Local Roadways. These facilities generally support short trips and maximize access to adjacent or abutting properties. Local roads connect traffic movements primarily with the collector system, although some may have access to the arterial system. Local roads have the lowest speed limit and carry low volumes of traffic. In some areas, these facilities may be unpaved and connect adjacent lands involving relatively short distances.

Roadway Physical Characteristics

The physical characteristics of roadways, i.e., cross-sections and other specific design features, may vary to meet specific needs of the location, traffic flows, and travel demand. Table 5-3 identifies the functional classification designations applicable to the City of San Luis and the recommended roadway cross-section and other features.

Table 5-3 Roadway Functional Classifications and Physical Characteristics

Facility Classification	Minimum Right-of-Way (ROW)*	Travel Path	Median Width	Sidewalks
Interstate and National Highways	Varies	Varies	Varies	Varies
Principal 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 Roads	50 feet	36’	None	Both sides

**Also referenced as the “Cross-Section”*

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Circulation Plan

Understanding linkages between proposed land uses and travel demand is essential to establishing a circulation and transportation system to serve the City's needs in the future. High-intensity land uses, such as high-density residential areas (i.e., multi-family units) and concentrated commercial areas, generate a greater number of trips than low density residential areas (i.e., single-family homes) and less densely developed commercial and industrial areas. The Circulation Plan seeks to establish the framework for coordinating construction of the roadway and street network, pedestrian and bicycle facilities, and public transit services with development actions anticipated by the Land Use Plan. Coordinated planning and development assures the circulation and transportation system accommodates projected increases in travel demand (i.e., traffic volumes, pedestrian movements, bicycle usage, transit use) associated with planned land uses. Figure 5.3: Circulation Plan identifies existing and proposed major roadways anticipated to be required to support forecasted travel demand in the MPA.

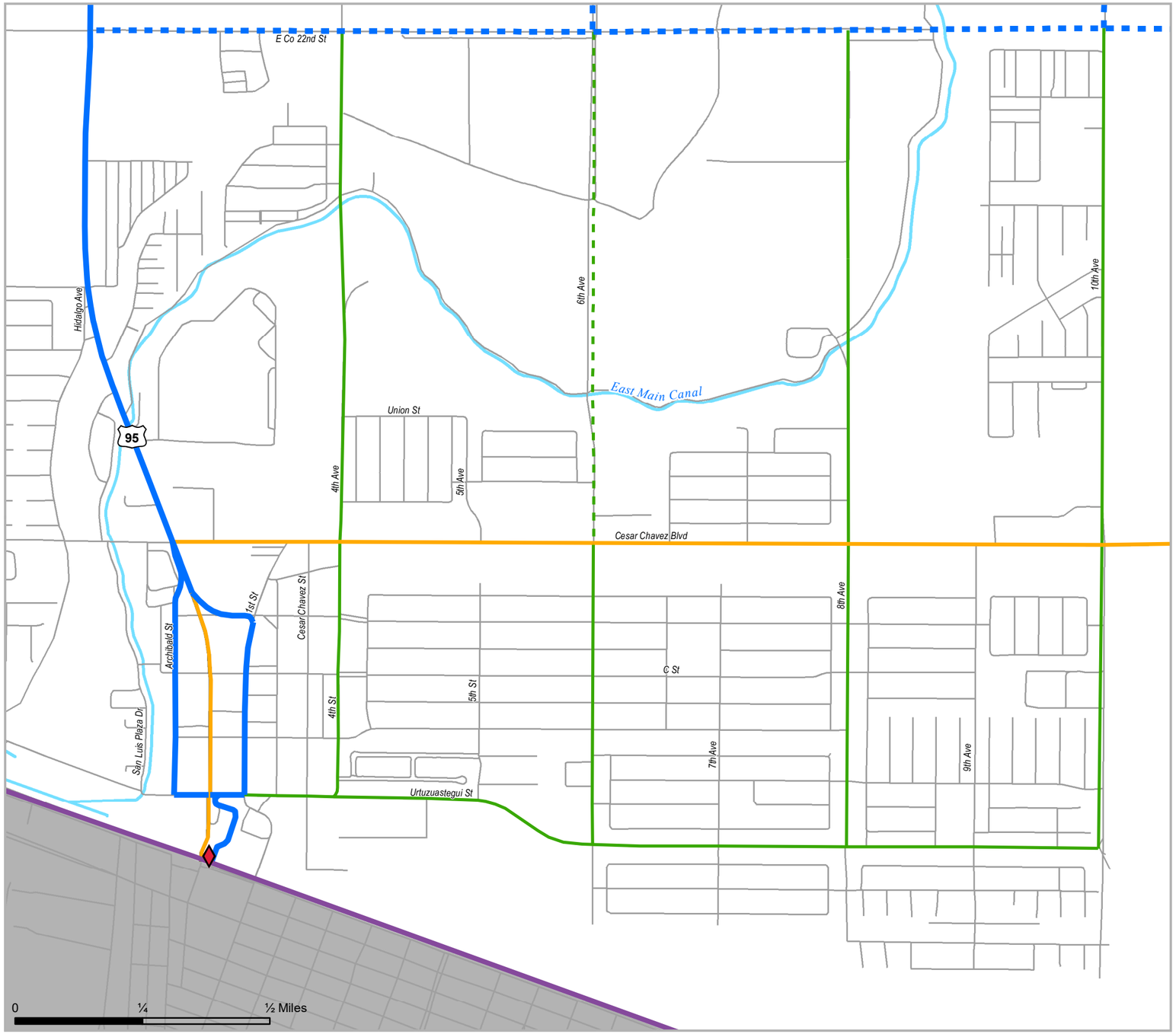
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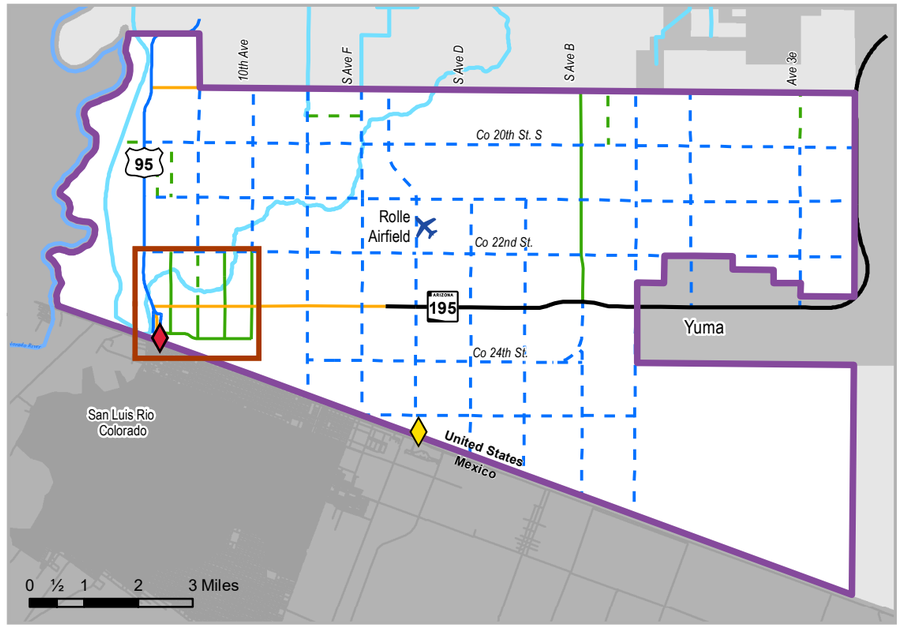


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Legend

- Highway
- Principal Arterial
- Principal Arterial (Future)
- Minor Arterial
- Major Collector
- Major Collector (Future)
- Commercial Port of Entry
- US Customs Border Crossing
- Rolle Airfield
- Local Roads
- Colorado River
- Canal
- City of San Luis MPA
- City of San Luis Municipal Boundary
- Other Urban Areas
- Country Of Mexico

CITY OF SAN LUIS
2040 GENERAL PLAN

Matrix

Source: Carlos Efraín Porto Tapiquén, Orogénesis Soluciones Geográficas, USGS, U.S. Census, OpenStreetMaps, geofabrik.de

Figure 5-3

Circulation Plan



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Roadway Level of Service (LOS)

Level of service (LOS) is a qualitative measure used to provide an assessment of the quality of service components of the roadway network afforded motor vehicles. LOS is used to analyze roadways and intersections by categorizing traffic flow. The quality of operation or service experienced by traffic is then rated according to certain performance measures, e.g., vehicle speed, density of traffic, congestion, delay, and other factors. LOS 'A' represents the best conditions, reflecting free flow operations with little to no impedance or friction affecting vehicle movement. LOS 'F' represents the worst conditions, reflecting forced flow or breakdown in traffic operations highly restricted or even little to no vehicle movement. The six LOS categories are summarized below and illustrated in Figure 5-4.

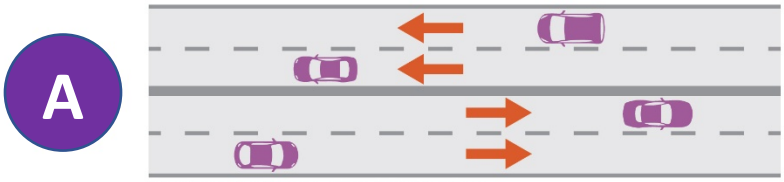
- **Level of Service A.** Free-flowing conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, maneuverability is unimpeded, and operations are constrained only by the geometric features of the highway, driver preferences, or traffic control, i.e., signalized intersections.
- **Level of Service B.** Reasonably unimpeded operations. However, the presence of other vehicles begins to have a noticeable impact on speeds, maneuverability is slightly restricted, and delays are not bothersome.
- **Level of Service C.** Stable operations with some restrictions. Represents a range in which the influence of traffic density on operations becomes noticeable: the ability to maneuver within the traffic stream is constrained, operating speeds are markedly affected by the presence of other vehicles, and motorists will experience appreciable tension while driving.
- **Level of Service D.** Borders on unstable flow. Speeds and ability to maneuver are severely restricted due to traffic congestion, and small increases in traffic volume (i.e., number of users) produce substantial increase in delay and decreases in speed.
- **Level of Service E.** Unstable flow. Facility is at or near capacity, and traffic operations for motorists are unpredictable, even erratic.
- **Level of Service F.** Forced or breakdown flow. Operations occur at extremely low speeds resulting in severe congestion and high delay.

The City of San Luis experiences a tremendous amount of border traffic. Adopting LOS guidelines must consider system development and maintenance costs in terms of physical space and funding. The City has adopted a policy of maintaining a LOS C or better on all roadways. Any roadway where the level of service falls below LOS C should be considered congested and that facility is scheduled for review of land use trends and traffic operations. Capacity improvements or other remedial actions would usually be recommended if the level of service is worse than LOS C. Recommended improvements would then be programmed for implementation according to policies guiding development of the City's Capital Improvement Program (CIP).

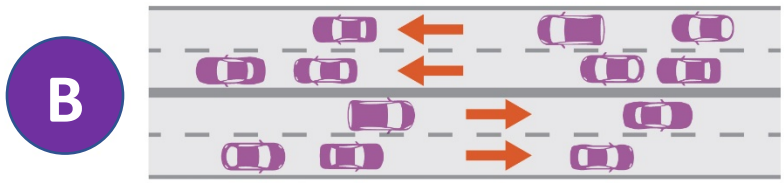
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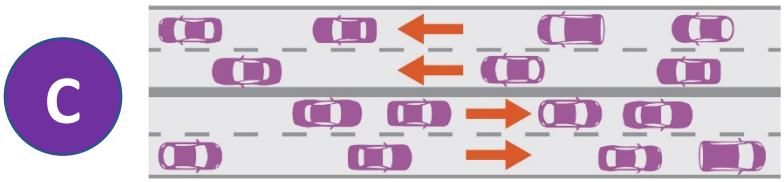
Figure 5-4 Level of Service Definitions for Roadway Segments



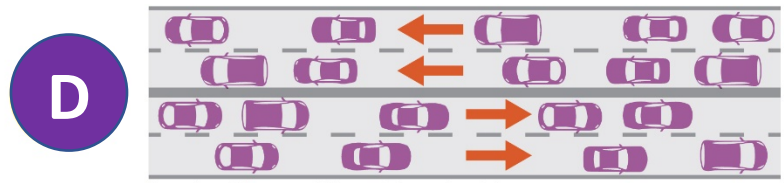
Free flow conditions with minimal delays.
Full freedom to choose lane and speed.



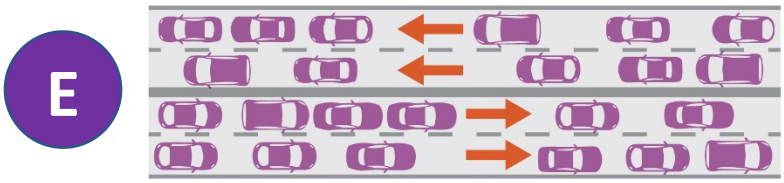
Stable flow conditions with occasional delays.
Slightly restricted freedom to choose lane and speed.



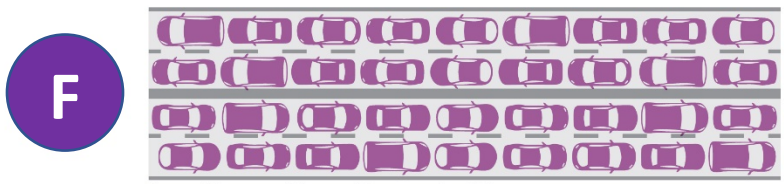
Stable flow conditions with periodic delays.
Restricted freedom to choose lane and speed.



Restricted flow conditions with regular delays.
Limited freedom to choose lane and speed.



Constrained flow conditions with extended delays.
Very limited freedom with frequent stop-and-go conditions.

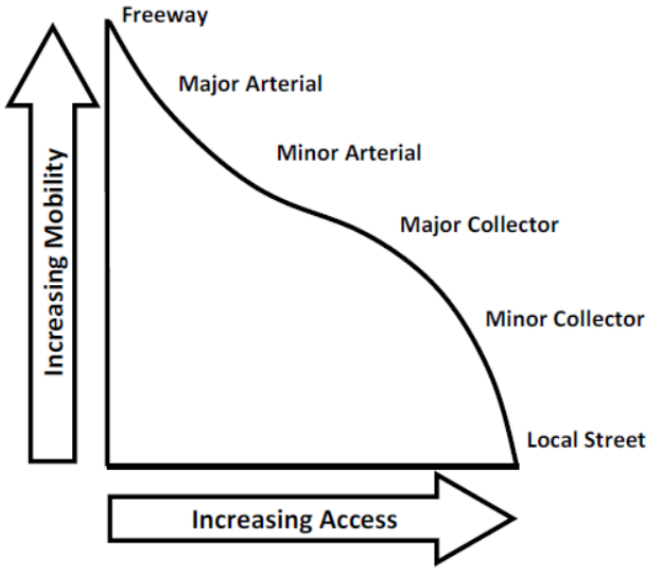


Forced flow conditions with excessive delay.
No freedom with recurring stop-and-go conditions.

Access Management

Access management addresses the regulation of access to public roadways relative to access with other roadways via intersections and from property adjoining or abutting the roadway. A certain level of access control on roadways is exercised to help retain the capacity of public roadways, maintain public safety by minimizing traffic conflicts, and assure rightful 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. The frequent driveways and curb cuts associated with local roads increase points of conflict, which requires permitted operating speeds to be reduced.



The City of San Luis should strive to achieve logical access control that provides permanent protection for all major and minor arterial roadways while maintaining property access rights. Access management is addressed in the City of San Luis Small Area Transportation Study (SATS) (August 2009). To address the objective of access management, as presented in the 2009 SATS, the City should create and adopt an Access Management Plan that incorporates current best practices and addresses changes to the transportation network that have occurred since 2009.

Public Transportation



The City of San Luis is served by limited public transportation services provided by the Yuma County Intergovernmental Public Transportation Authority (YCIPTA). YCIPTA operates the Yuma County Area Transit (YCAT) system Yellow Route 95, which provides bus service from San Luis to Yuma, with stops in Gadsden, Somerton, Mesa Verde/Orange Grove, and Cocopah. Service is provided weekdays between approximately 6 am and 7:30 pm. Silver Route 9 – South County AWC Connector operates Monday thru Thursday only when AWC/NAU/UA is in



session. The service connects San Luis with AWC/NAU/UA facilities in Yuma and operates primarily in the northbound direction in the morning (between approximately 5:45 and 9:15) and the southbound direction in the evening (between approximately 3:15 and 6:15). An extension of Silver Route 9 services, also known as NightCAT, departs the campus at 7:45 pm and 9:45 pm and will also pick up riders with advance reservations on weekday evenings prior to 6:00 pm.

In addition to these bus services described above, the City of San Luis also is served by YCAT OnCall, a demand response service that provides door-to-door transportation for individuals. This service is available to persons, who (1) have a disability or other disadvantaged mobility condition, (2) are not able to utilize the regularly-scheduled, fixed-route bus service cited above, or (3) cannot access a fixed-route bus stop. A variety of other private nonprofit service providers operate through assistance from the Federal Transit Authority Enhanced Mobility of Seniors & Individuals with Disabilities (Section 5310) program. This program is intended to address the specific needs of older adults and people with disabilities whose needs cannot be met by existing transportation services. There are also several taxicab companies located within and near San Luis that provide commercial transportation services.

The only national charter bus line available in the region is operated by Greyhound. Greyhound provides three westbound outbound trips and three eastbound outbound trips each day via the Greyhound bus terminal located in the City of Yuma. Daily departures occur from early in the morning through approximately 1:00 pm. These scheduled trips allow residents to connect to destinations throughout the United States. Regional charter bus service is provided by Arizona Corporate Coach and Tour West America.

Railroads

The Union Pacific Railroad (UPRR) supplies Yuma County with regular rail freight service via its Sunset Route, which connects Southern California and Texas through the City of Yuma. The bulk of this route is now double-tracked and UPRR expects that current rail activity could double on this route in the future. Rail freight and transshipment services are accommodated in downtown Yuma. No direct rail freight service is available to support commercial and industrial activities in the City of San Luis. A rail spur that once served agricultural interests in the Gadsden area on an 'occasional' basis is no longer in operation.

In 2013, the Yuma County Rail Study was completed to recommend a feasible rail corridor between Sonora, Mexico and Yuma County. The purpose of this study was to explore opportunities for freight-related economic development and increased mobility and access for freight movement by rail. An update to this study is currently being planned to explore the increases in traffic that are anticipated both from Mexico to the U.S. and back. A main focus of this update is to collaborate with Mexican authorities on subjects such as Maquiladora operations and transport of sand, other raw materials and fresh food items.

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This study will serve to consider preferred rail locations connecting north-, east-, and west-bound freight traffic by rail and road and will also investigate the possibility of developing an intermodal center that could be used for transshipping truck containers onto east/west freight rail. The outcome of this study could have a decidedly positive affect on economic efforts in San Luis and the City should stay involved in this effort as it moves forward.

Amtrak provides passenger service in Yuma through tri-weekly operations of its Sunset Limited Route, which operates on the UPRR track system. The Sunset Limited provides connectivity with other passenger rail service in Southern California and Texas. Currently, the route serves nearly 4,500 passengers each year at the station in Yuma, but terminal facilities in Yuma are lacking in passenger amenities. There are no direct rail passenger service linkages with the City of San Luis from the Sunset Limited Route.

Airports/Airfields

Yuma County is served by two airports: Yuma International Airport and Rolle Airfield. There also are other minor facilities and activities affecting the City of San Luis associated with aeronautics and air travel in general.

Yuma International Airport

Yuma International Airport (YUM) is a joint-use facility accommodating both civilian and military air operations. The National Plan of Integrated Airport Systems (NPIAS) identifies the airport as a non-hub commercial service airport. The airport primarily serves residents of Yuma County, but also is accessible to persons living in southeastern California. Direct access to Yuma International Airport is supported by I-8, US-95, and County South Avenue 3E. American Airlines currently operates up to five daily round-trip flights to Phoenix and one daily round-trip flight to Dallas Fort Worth.

Rolle Airfield

Rolle Airfield is a general aviation (GA) airport located within the City of San Luis, approximately 12 miles southeast of the City of Yuma. It is located on land owned by the U.S. Bureau of Reclamation (BOR). The airport has numerous support roles, serving GA needs in Yuma County and providing support for customers of Yuma International Airport's aerospace industrial base, including government, civilian, and military operations.

Other Air Activities and Facilities

MCAS-Yuma: As noted above, MCAS-Yuma is co-located with operations of the Yuma International Airport. MCAS-Yuma maintains a staff of approximately 4,000 active duty Marines and sailors. As a training facility, pilots access 2.8 million acres of bombing and aviation training ranges comprising the Barry M. Goldwater Range in eastern Yuma County.

Auxiliary Airfield-2 (AUX-2): A portion of this World War II facility replicates the flight deck of an aircraft carrier. It is located northeast of the City of San Luis within the Barry M. Goldwater Range.

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Multimodal System

Modern transportation planning concepts incorporate the principle of creating system mobility that embraces and integrates various modes of transportation, including motorized vehicles, bicycles, walking, and public transit services, plus physical amenities and features. The objective is to ensure that all people, regardless of age or ability, can travel safely and make necessary connections between and among modes. The goal is to have each mode fulfill its optimum role in the overall transportation system.

Bicycles



Bicycles serve an important function in the City of San Luis; they are particularly important with respect to the daily, cross-border commuting practice associated with the U.S.-Mexico International Border. Many people living in the City of San Luis or engaging in cross-border commuting use bicycles as their primary mode of transportation for getting to work, school, or other locations in the City. Some may access available YCAT transit services to destinations outside the City of San Luis. Therefore, inclusion of bicycle lanes and routes with community-wide connectivity should also be undertaken as new roadways are developed and existing roadways upgraded. In addition, safe and secure bicycle storage facilities should be considered in association with the YCAT services, especially where bus stops provide linkages to communities elsewhere in southwestern Yuma County. YMPO's Bicycle/Pedestrian Study and Design Standards provides more specific guidance for incorporating bicycle facilities as part of the overall transportation network.

Effective Regional Partnerships for Circulation Improvements

The circulation and transportation network of the City of San Luis and its extended MPA is closely linked and critical to the City's regional connectivity. Therefore, engaging in the cooperative, continuing, and comprehensive (3C) planning process with neighboring communities and the Yuma Metropolitan Planning Organization (YMPO) is necessary to ensure adequate and appropriate regional transportation improvements and connections. Ensuring principal and minor arterials, as well as supportive local roadways, are planned and constructed in a timely manner is an important component of regional planning activities. Maintaining adequate accessibility and mobility necessary for the efficient and effective movement of people, goods, and visitors within the City of San Luis and southwestern Yuma County is an important result of the 3C planning process.

Other Community Services

Residents, visitors and businesses are supported by a variety of other public agencies relative to education providers, transportation, mail service, public safety, and other vital and essential services to the community. This section summarizes supporting services within San Luis including federal agencies, telecommunication providers, and educational facilities.

Key Topics

- Library Services
- U.S. Postal Services
- Technology
- Education

Library Services

The San Luis Library is the only library in the city, providing educational services and resources to the community. Library services in San Luis are provided through the Yuma County Library District. In addition to providing reading resources, the library also hosts various learning events throughout the week for children, teens, and adults. The library is located on 6th Avenue and Union Street.

U.S. Postal Service

San Luis currently lacks home/business delivery requiring citizens to retrieve mail personally through Post Office (P.O.) boxes. In San Luis, there is one post office called the Main Street Post Office. The Main Street Post Office currently has approximately 15,000 P.O. boxes, many of which are shared by family members in the U.S. and in Mexico. The San Luis Post Office is the second-largest P.O. box district in the U.S. A space constraint study is currently being developed to evaluate the need for a second facility.

The main access to the San Luis Post Office is from Cesar Chavez Boulevard. Currently, traffic congestion occurs on the intersection of Main Street and Cesar Chavez Boulevard due to the post office and POE access point. This limits the ability to access the population through mail delivery. Some Mexican nationals also have mail delivered to a P.O. box in San Luis.

U.S. Customs and Border Protection Agency

As a border town, San Luis is unique in that it relies on services from the U.S. Customs and Border Protection Agency. This agency is stationed at the port of entry to regulate traffic and goods that pass through the border. The agency also patrols areas along the border, including parts of San Luis.

Technology

City operations, businesses and residents rely on the availability of state-of-the-art technology. Goals in this plan focus on expanding fiber optic infrastructure, partnering with telecommunication partners for high-quality access to broadband width, promoting the installation of new technological equipment and technologies in public and private development

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projects, and developing strategies and ordinances encouraging co-location of telecommunication equipment and the use of stealth technologies for cell towers.

Education

Educational facilities are an integral part of a community, providing a foundation for neighborhoods and opportunities for education and training from preschool through adult education. In San Luis, there are various forms of educational institutions, each bringing unique opportunities to the community. Education is a large factor in future economic vitality through qualified individuals entering the workforce and families in the area searching for quality education for their children.

Quality educational opportunities in the community is a contributing factor in improving quality of life. The education system can attract families and new businesses to San Luis as students of all ages begin preparing to enter the workforce. Education opportunities in San Luis are provided from kindergarten through high school (K-12) ages by public school districts, as well as post-secondary education opportunities.

Table 5-4 lists the school enrollment for the 2017-2018 school year. As residential development continues, especially on the eastern side of the city, it is anticipated that the enrollment numbers for these schools will increase.

Table 5-4 School Enrollment in Public School Districts

Public School	Enrollment 2017-2018
Gadsden Elementary School District #32	
Arizona Desert Elementary School	687
Cesar Chavez Elementary School	678
Desert View Elementary	690
Ed Pastor Elementary School	457
Rio Colorado Elementary School	623
San Luis Middle School	810
Southwest Junior High School	810
Yuma Union High School	
San Luis High School	3,074
Charter School	
Harvest Preparatory Academy	611
PPEP-TEC	125

Source: National Center for Education Statistics, 2019

K-12 Education

Public school districts and charter schools provide education for K-12 students. There are three public school districts in San Luis, two of which have schools that serve the residents of the city. Elementary schools in San Luis are within Gadsden Elementary School District #32, which includes Gadsden community and San Luis students. There are five elementary schools and two middle schools within this district that are located in San Luis.

Somerton School District #11 also includes elementary and middle schools. The boundary of this district is mainly centered around the City of Somerton; however, the boundary of this school district extends to the Mexico border, capturing parts of the City of San Luis east of Avenue G.

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This area includes new residential development. At present, there are no schools within this district located in San Luis.

There is one high school in San Luis, which is part of the Yuma Union High School District. San Luis High School is located on 8th Avenue.

In addition to public schools, there are two charter schools in San Luis: Harvest Preparatory Academy and Portable Practical Education Preparation (PPEP) TEC – Cesar Chavez Learning Center. Harvest Preparatory Academy provides education for grades K-7. The PPEP TEC – Cesar Chavez Learning Center is a charter high school, providing career and technology education (CTE) courses.

Post-Secondary Education

Currently, Arizona Western College is the only post-secondary college providing higher education opportunities in San Luis. Arizona Western College has 12 locations throughout Yuma County and La Paz County and offer partnerships with state universities, such as Northern Arizona University, Arizona State University, and University of Arizona. The location in San Luis provides college courses and degree programs as well as services for registration, advising, financial aid, testing, accessibility, transfer, and tutoring. The presence of this high education institution provides San Luis with opportunities for professional development and specialized education that may support local businesses.





Goals and Policies

Goal PS-1 San Luis provides high-quality public services and municipal facilities that support and efficiently serve current and future growth in a viable and sustainable manner.

Policy PS-1.1 Update the Facilities Master Plan to anticipate and accommodate future buildout needs for public buildings and facilities providing service to residents and businesses.

Policy PS-1.2 Evaluate public facilities to identify underserved areas in need of infrastructure and services and address deficits and needed enhancements annually through the CIP program.

Policy PS-1.3 Utilize a variety of resources to provide funding for future public buildings and facilities.

Policy PS-1.4 Promote and participate in public-public and public-private partnerships for shared-use facilities and shared infrastructure development where appropriate.

Policy PS-1.5 Prioritize public facility infrastructure improvements and public service extensions in existing developed areas and where sustainable funding is available for maintenance and operations of the new service or facility.

Policy PS-1.6 Promote public-private partnerships and coordinate public facility, infrastructure, and public service expansions with private development as appropriate and fiscally advantageous to the city.

Policy PS-1.7 Consider the cost of maintenance and operations of public buildings and facilities in the Capital Improvements Program (CIP) and annual operating budget processes.

Policy PS-1.8 Construct and maintain attractive and well-maintained public buildings and facilities in a manner that reflects the community character of San Luis.

Policy PS-1.9 Explore and assess the possible implementation of providing additional municipal library services in conjunction with the Yuma County Library District.

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Policy PS-1.10 Pursue partnerships with public agencies and private interests to provide joint-use facilities for community gathering, recreational, and other public services provided to the community.

Policy PS-1.11 San Luis should assess impacts of the influx of seasonal workers into the downtown area and explore effective and efficient strategies to address the issues presented, reducing the operational costs to the City.

Policy PS-1.12 Explore the establishment of a centrally located drop-off/pick up area for seasonal workers in partnership with agribusiness operators and private landowners.

Policy PS-1.13 Establish leadership in the area of site design and architecture for City buildings and facilities by utilizing Leadership in Energy and Environmental Design (LEED) principles in facility planning and design where appropriate.

Policy PS-1.14 Integrate energy efficiency methods and technologies in the design of City buildings and facilities, including roof mounted solar panels.

Policy PS-1.15 Assess the viability of integrating energy efficient features in all City buildings when updating or remodeling.

Policy PS-1.16 Design and plan public buildings and facilities to have joint-use applications whenever possible to increase operational efficiencies and accessibility.

Goal PS-2 Police protection promotes a healthy, safe, and secure community.

Policy PS-2.1 Adopt a Public Safety Master Plan that ensures San Luis maintains adequate public safety resources and response times as the City grows. The master plan should provide recommendations for future staffing, facilities, equipment and technology needed to serve existing and future residents, including potential funding mechanisms.

Policy PS-2.2 Maintain appropriate staffing levels to provide essential public safety services to the community.

Policy PS-2.3 Develop and implement community policing strategies supporting community partnerships aimed at solving local issues, building trust, and proactively addressing public safety issues.

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Policy PS-2.4 Include police department staff in the development review process to promote Crime Prevention Through Environmental Design (CEPTED) principles to reduce opportunities for crime.

Policy PS-2.5 Develop and promote community programs that address conditions that contribute to crime including blight, graffiti, trash, and abandoned vehicles.

Policy PS-2.6 In conjunction with school districts, promote and advance programs for at-risk youth and teens to promote positive activities to deter children and young adults from criminal activities and promote civic engagement in youth.

Policy PS-2.7 Support the efforts of neighborhoods and businesses to reduce crime and improve safety through new programs and services.

Policy PS-2.8 Coordinate with and support neighborhood associations to identify and eliminate unsafe neighborhood conditions and related public safety concerns.

Policy PS-2.9 Continue to provide the San Luis Police Department with equipment and resources to effectively prevent and address crime, supporting the overall welfare of the community.

Policy PS-2.10 Continue to seek and support programs that engage police officers with community members to foster stronger relationships and build trust.

Policy PS-2.11 Ensure that the San Luis Police Department can achieve adequate response times to emergencies as the community grows and develops. Strive to maintain an officer-to-population ratio at or above the national average.

Policy PS-2.12 Encourage public safety officials from the San Luis Police Department and Fire Department to attend City-wide events to provide educational information, safety tips, and other demonstrations for attendees.

Policy PS-2.13 Provide appropriate funding annually to ensure sworn personnel are highly trained and provided with professional development opportunities.

Policy PS-2.14 Widely market San Luis as one of the safest communities in Arizona.

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Policy PS-2.15 In partnership with community organizations and school districts, explore and implement educational programs for all age groups on cyber security.

Policy PS-2.16 Continue coordinating with federal agencies, including U.S. Customs and Border Protection to maintain a safe border community.

Policy PS-2.17 Regularly communicate with federal agencies associated with border protection and enforcement.

Goal PS-3 Fire, emergency medical, and emergency and disaster management services save lives and protect property from damage.

Policy PS-3.1 Adopt a Fire Department Master Plan that ensures San Luis maintains adequate fire protection, fire suppression, and emergency medical resources and response times as the City grows. The Fire Department Master Plan should provide recommendations for future staffing, facilities, equipment, and technology needed to protect existing and future residents, including potential funding mechanisms.

Policy PS-3.2 Maintain appropriate staffing levels for sworn, civilian, and support staff positions to provide essential fire, emergency medical, and emergency management services to the community.

Policy PS-3.3 Provide appropriate funding is annually to ensure firefighters and paramedics are highly trained and provided with professional development opportunities.

Policy PS-3.4 Provide for the planning, construction, and expansion of fire services to ensure that growth and development does not outpace the fire department's ability to provide quality services to the community.

Policy PS-3.5 Strategically locate new fire stations to optimize response times to residential and non-residential uses in the community.

Policy PS-3.6 Explore and invest in equipment and technology that enhances the ability to deliver vital fire and emergency medical services to the community in an efficient and cost-effective manner.

Policy PS-3.7 Integrate fire department staff in the review of all development proposals to ensure adequate fire facilities to protect life and property, fire access, and adherence to fire and building codes.

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Policy PS-3.8 Promote and maintain mutual-aid agreements where appropriate to ensure adequate fire and emergency resources are available to support existing and future residents of the community.

Policy PS-3.9 Promote emergency preparedness through community education on essential and necessary emergency survival supplies.

Policy PS-3.10 Participate with school districts, local and regional agencies, businesses, and community organizations in the coordination of emergency preparedness exercises and emergency management services.

Policy PS-3.11 Explore and implement best practice approaches to notifications to the community in time of emergencies, including communication systems and technologies.

Policy PS-3.12 Support emergency preparedness and response through formation and/or participation in mutual-aid agreements with other agencies to ensure adequate and appropriate resources, facilities, and other support for emergency and disaster assistance response.

Policy PS-3.13 Coordinate with Yuma County in updating and implementing the Hazard Mitigation Plan.

Policy PS-3.14 Partner with adjacent jurisdictions' emergency responders, including San Luis Rio Colorado, to identify needs related to information sharing, operations, and disaster planning.

Policy PS-3.15 Regularly update the Emergency Operations Plan to address changes in the environment, technology, and other conditions that may threaten the community in the future.

Policy PS-3.16 Conduct regular training for emergency responders to adequately prepare for a wide variety of emergency situations.

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Goal PS-4 The City strategically plans public utility infrastructure for water and wastewater to support future growth and development in San Luis.

Policy PS-4.1 Develop an integrated utility master plan to identify near-, mid-, and long-term related capital improvements for water and wastewater infrastructure and facilities to support the future build-out population contemplated by the FLUM of the San Luis 2040 General Plan.

Policy PS-4.2 Prioritize future water and wastewater infrastructure and facility improvements annually through the Capital Improvement Program (CIP).

Policy PS-4.3 Provide for the orderly and incremental expansion of the water and wastewater infrastructure and facilities to maintain level of service standards identified in the Infrastructure Improvement Plan and Development Impact Fee Report.

Policy PS-4.4 Develop and implement a water resource component of the Integrated Utility Plan identifying current and future water resources necessary to support the growth and development of the community.

Policy PS-4.5 Explore alternative sources of water for potable- and non-potable uses, including reclaimed water, effluent, stormwater, gray water, and rainwater.

Policy PS-4.6 Pursue the acquisition of additional renewable water resources such as groundwater recharge and reclaimed water programs, as appropriate to San Luis.

Policy PS-4.7 Plan and manage water supplies, quality, and infrastructure for the support of long-term reliability, efficiency, and conservation of water resources through programs and strategies to increase water conservation and lower water consumption.

Policy PS-4.8 Provide for efficient and cost-effective water and wastewater services to residents and businesses through the application of best practices and new technology in municipal water and wastewater treatment.

Policy PS-4.9 Continue to collaborate with other public agencies on multi-jurisdictional and regional water planning and conservation.

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Policy PS-4.10 Develop and implement water efficiency and conservation programs for residential, commercial, and industrial customers.

Policy PS-4.11 Explore and implement best practice approaches to the efficient and sustainable management of reclaimed water and ensure the highest and best use of this resource.

Goal PS-5 The City takes a proactive approach towards water conservation through the development of water conservation strategies.

Policy PS-5.1 Establish a water conservation program that educates residents on appropriate water conservation strategies.

Policy PS-5.2 Strengthen relationships with the City of Yuma, Yuma County, and other appropriate agencies to establish an ongoing dialogue regarding groundwater protection and conservation.

Policy PS-5.3 Introduce the use of xeriscape and plants with low water needs in appropriate areas of the City.

Policy PS-5.4 Establishing water reuse and recycling programs such as effluent management for irrigation of agricultural areas, parks, and golf clubs.

Policy PS-5.5 Establish and maintain a drought contingency plan for City government, businesses, and residents as part of its water supply system master plan.

Policy PS-5.6 Implement a water resource conservation landscape ordinance that identifies multiple benefits of water conservation, habitat recreation, and pollutant and heat island mitigation.

Policy PS-5.7 Expand cooperation on development of comprehensive regional water resource management so all national, international, and local participants can mutually achieve sustainability of water resources.

Goal PS-6 Public utility infrastructure and facilities are constructed and maintained in a planned and sustainable manner.

Policy PS-6.1 Require new growth and development to construct and dedicate public utility infrastructure to serve the development including water, wastewater, and stormwater improvements.

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Policy PS-6.2 Expand and improve water and wastewater infrastructure to maintain level of service standards identified in the Infrastructure Improvement Plan and Development Impact Fee Report.

Policy PS-6.3 Continue to exceed the water quality requirements of the Clean Water Act and all other regulatory requirements.

Policy PS-6.4 Continue to build and maintain a water distribution system which supports adequate fire suppression and enhances life safety and property protection.

Policy PS-6.5 Locate water reclamation facilities in areas encouraging direct reuse and aquifer recharge.

Policy PS-6.6 Provide for future technological needs of the community through expansion of public and private investment in fiber infrastructure.

Policy PS-6.7 Explore and assess the use of Community Facilities Districts (CFDs) and Improvement Districts to provide for the water, wastewater, and stormwater infrastructure to serve development in remote areas which may not have immediate access to public infrastructure.

Policy PS-6.8 Explore and assess the use of development agreements in appropriate circumstances that support cost-sharing and fiscally responsible infrastructure investments.

Policy PS-6.9 Use the CIP to direct water, wastewater and stormwater infrastructure to serve as a catalyst for new development in Growth Areas and Activity Centers.

Policy PS-6.10 Continuously examine new funding sources to support strategic infrastructure investments.

Goal PS-7 Solid waste service is provided to residents and businesses in an efficient and sustainable manner.

Policy PS-7.1 Pursue best practice cost-effective and environmentally compatible approaches to solid waste collection, recycling, and disposal services within the community.

Policy PS-7.2 Promote residential and non-residential waste reduction alternatives that use less material and energy to minimize waste generation through community education.

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Policy PS-7.3 Explore and assess implementation of residential and non-residential community recycling service.

Policy PS-7.4 In conjunction with public safety providers, assess implementation of a hazardous and medical waste collection and disposal service.

Policy PS-7.5 Explore partnerships with public agencies and/or private development to enhance solid waste collection, recycling, and disposal services.

Policy PS-7.6 Promote the community, financial, ecological, and health benefits of the proper disposal of hazardous materials including electronics, chemical, biological, and pharmaceutical materials through community education and programs.

Policy PS-7.7 Reduce impacts to residents and businesses of hazardous waste on landfill and water supplies through best-practice hazardous waste collection and disposal programs.

Goal PS-8 Stormwater and floodplains are managed in a manner that protects life and property of residents and businesses.

Policy PS-8.1 Fund, develop and implement a future Drainage Master Plan and Stormwater Management Plan to address stormwater and floodplain management in San Luis.

Policy PS-8.2 Develop and expand major stormwater drainage facilities to accommodate existing and future growth and development.

Policy PS-8.3 Continuously monitor the community to identify areas of localized flooding and resolve through drainage improvements where practical and economical.

Policy PS-8.4 Explore and implement green infrastructure standards including Low Impact Development (LID) stormwater management techniques from private development and public road projects.

Policy PS-8.5 Integrate stormwater drainage facilities into residential and non-residential development to provide passive and active recreational opportunities.

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Policy PS-8.6 Employ best practices and methods to ensure grading for public and private projects does not result in conveyance of unwanted pollution into the storm drainage system.

Goal PS-9 San Luis proactively plans for park and recreational facilities that meet the needs of current and future residents as the community grows.

Policy PS-9.1 Fund, develop, and implement a Parks and Recreation Master Plan providing for comprehensive park development, park management, and recreation programming to serve the build-out population contemplated by the FLUM of the San Luis 2040 General Plan.

Policy PS-9.2 Create an interim inventory and maintenance plan for existing parks and recreation facilities owned and operated by the City of San Luis.

Policy PS-9.3 Explore and identify funding sources for park, trail, and recreational facility development including identification of potential revenue sources and increasing public awareness of the cost to build, operate, and maintain parks, trails, and recreational facilities and programs,

Policy PS-9.4 The city should acquire land for future neighborhood and community parks through land dedications from private land developers in conjunction with the rezoning and development review process.

Policy PS-9.5 Develop and implement a strategy to fund, design, and construct community-level park facilities, including multiple athletic fields for day and nighttime use,

Policy PS-9.6 Pursue an intergovernmental agreement between the City of San Luis and the Bureau of Reclamation for potential land exchanges/transfers to support park and trail development on federally-owned land.

Policy PS-9.7 Explore opportunities to develop linear parks and trails along canals and drainage channels.

Policy PS-9.8 Provide for the enhancement and maintenance of parks, trails, and open spaces through public-public and public-private partnerships, volunteer programs, and other agencies or entities as appropriate.

Policy PS-9.9 Develop, and implement the findings of a funding strategy and feasibility analysis to improve and expand public services relative to parks, libraries, community education, and recreation programs for San Luis.

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Policy PS-9.10 Identify and pursue funding opportunities to help plan, develop, build and maintain parks, including dedicated sales/property tax, a special taxing district, revised development impact fees, or private sponsorship of City-owned facilities.

Goal PS-10 Diverse recreational programs engage residents of all ages and abilities.

Policy PS-10.1 Capitalize on existing relationships and identify new partnerships with local agencies, sports organizations, and support resources to provide additional services and shared programs.

Policy PS-10.2 Continue to provide and establish a range of recreational, social, and educational programs that are accessible and available to all residents regardless of age and/or abilities.

Policy PS-10.3 Periodically assess community needs relative to recreational programs and use of Orduño Park to ensure multi-generational needs of the community are met.

Policy PS-10.4 Establish joint-use agreements with other public and private agencies, such as the San Luis School District, for use of recreational facilities.

Policy PS-10.5 Develop and administer a regular community survey to identify parks and recreation programming needs and to gauge public support for future funding options to support park improvements. Survey results should inform future park design and programming decisions of the city.

Goal PS-11 Park and recreational facilities are easily accessible throughout the community to all residents.

Policy PS-11.1 Integrate paths and trails through neighborhoods that link to parks, open spaces, and other recreational opportunities in the community.

Policy PS-11.2 Ensure park and recreational facilities are Americans with Disabilities Act (ADA) accessible.

Policy PS-11.3 Site parks near principal arterial roadways, connected to primary bikeways and pedestrian paths.

Policy PS-11.4 Explore opportunities to enhance connectivity between POE 1 and Joe Orduño Park via a trail or linear park through Downtown San Luis.

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Policy PS-11.5 Establish long-term strategies for path and trail linkages between neighborhoods, parks, and natural open space areas, management, and cooperative planning opportunities with adjacent jurisdictions.

Policy PS-11.6 Explore opportunities to repurpose land and provide additional park areas to serve residential development in the community.

Policy PS-11.7 Encourage developers to provide active and passive recreational opportunities within stormwater retention basins, where appropriate.

Policy PS-11.8 Coordinate park locations to provide access to bicycle and pedestrian linkages for a connected parks and open space system.

Policy PS-11.9 Provide for a system of parks that serves all passive and active recreational needs of the community and offers a diverse variety of park types, facilities, and activities to serve all ages and abilities.

Goal PS-12 San Luis provides an efficient and convenient multi-modal transportation system.

Policy PS-12.1 Adopt a Complete Streets Policy that considers a variety of transportation modes – automobile, cycling, walking, public transit, etc. – and promotes safe access and efficient mobility for all users of the City's publicly-supported and privately-paid transportation infrastructure elements, regardless of age or ability.

Policy PS-12.2 Improve pedestrian safety, where appropriate, feasible, and consistent with the Americans with Disabilities Act (ADA) Guidelines, through construction of new sidewalks, pedestrian overpasses, pedestrian signals at major intersections, and locations of heavy pedestrian movements, improved curb cuts at crosswalk locations, curb extensions ("bulb-outs or "neckdowns"), and pedestrian refuge areas on major streets.

Policy PS-12.3 Coordinate with Yuma County Area Transit (YCAT) to effect expansion and enhancement of transit services in the City of San Luis as growth occurs.

Policy PS-12.4 Identify and pursue Federal and State funding grants available to improve the City's multimodal transportation system and consider new local funding sources (e.g., sales tax, property tax, impact fee) necessary to secure and leverage such grants.

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Policy PS-12.5 Coordinate with Federal, State, and local entities investigating potential rail line connecting Union Pacific Railroad (UPRR) to the north with Mexico to the south, possibly integrated with, or in close proximity to, Port of Entry II.

Goal PS-13 San Luis identifies roadway network deficiencies and implements improvement programs in a timely manner.

Policy PS-13.1 Develop a classification system for City of San Luis streets that logically defines roadways based on the character of service (i.e., range of mobility and access functions) each roadway is intended to provide. The classification system should include the roadway network expected to accommodate travel in the future eastern growth area to ensure adequate capacity and access is provided as development activity occurs.

Policy PS-13.2 Develop an Access Management Program to provide guidelines for regulating ingress and egress of public roadways from adjoining or abutting properties and enhancing operational safety and mobility of the City of San Luis street system.

Policy PS-13.3 Correct roadway and intersection deficiencies by identifying and prioritizing needs and programming necessary for maintenance or improvement actions.

Policy PS-13.4 Maintain coordination with the U.S. Department of Homeland Security as redevelopment of POE I proceeds to minimize congestion and wait times for all travel modes at the United States/Mexico International Border Crossing and mitigate impacts on traffic flow patterns in the downtown area.

Policy PS-13.5 Investigate alternative routing for east-west travel with a focus on County Road 22 Street South, County Road 24 Street, and Urtuzuastegui Street.

Policy PS-13.6 Improve the functionality and appearance of C Street and Cesar Chavez Boulevard.

Policy PS-13.7 Develop a Regional Connectivity Plan to establish the basis for creating new linkages between the City of San Luis neighborhoods and regional destinations relieving pressure on U.S. Highway 95 (US-95) and Cesar Chavez Boulevard/State Route (SR) 195-Area Service Highway (ASH).

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Goal PS-14 The General Plan matches land uses and intensities with the planned transportation system and capacities.

Policy PS-14.1 Plan the siting of higher intensity uses along major roadway corridors, such as Avenue E, US-95, and G Street/Cesar Chavez Boulevard/SR 195-ASH.

Policy PS-14.2 Discourage through-traffic in residential neighborhoods by optimizing traffic flow on arterials through the implementation of coordinated traffic signals as well as by adopting roadway design guidelines that detail appropriate traffic calming measures on select collector roadways.

Policy PS-14.3 Coordinate land use and development policies with regional and neighboring community general plans and transportation plans.

Policy PS-14.4 Coordinate development and improvements of mobility requirements of the City of San Luis street system with land uses and access requirements associated with those uses.

Goal PS-15 San Luis provides connectivity between neighborhoods, schools, jobs and shopping.

Policy PS-15.1 Establish guidelines for neighborhood development requiring consideration of a well-connected, multimodal network to facilitate travel in and around the City of San Luis characterized by seamless bicycle and pedestrian infrastructure, direct routing, accessibility, few dead-ends, and few physical barriers.

Policy PS-15.2 Promote mixed-use and integrated development designs embracing a diverse mix of residential, retail, commercial, public use, and entertainment spaces.

Policy PS-15.3 Identify and create, as appropriate and feasible, needed connections between existing neighborhoods, schools, parks, and activity areas, especially connections that increase access to health care and other critical community goods and services.

Policy PS-15.4 Conduct study to determine feasibility of a local transit circulator loop service to improve accessibility and mobility within the City of San Luis and connectivity with the regional transit system.

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Policy PS-15.5 Formulate and adopt a formal policy to guide a sidewalk development program to address current gaps in the system of sidewalks and connect neighborhoods and activity areas.

Policy PS-15.6 Develop a Trails Master Plan that supports pedestrian and bicycle access and mobility within the City of San Luis, especially relative to the schools, canals, and Ports of Entry. Coordinate plan development with Safe Routes to Schools (SRTS) initiative and redevelopment of San Luis POE I.

Goal PS-16 Rolle Airfield contains a regional airport.

Policy PS-16.1 Develop a paved, north-south roadway along the proposed Avenue E alignment from SR 195-ASH to W. County 19th Street, providing all-weather access to the western side of Rolle Airfield and enhanced regional connectivity.

Policy PS-16.2 Develop appropriate fire, police, and utility (water, sanitary sewer, electrical, and telecommunications/Internet) services/facilities at Rolle Airfield to assist in the growth of the airport facility.

Policy PS-16.3 Initiate long-term programming of needed airport facility improvements and utilities at Rolle Airfield, based on findings and recommendations of the 2015 Rolle Airfield Airport Master Plan.

Policy PS-16.4 Promote land use compatibility policies to assure appropriate land uses within the area of influence (i.e., noise) of Rolle Airfield.

Policy PS-16.5 Monitor aircraft operations and travel demand associated with the Yuma International Airport and Marine Corps Air Station (MCAS) to identify future conditions warranting reliever status for Rolle Airfield or role as Executive Airport.

Policy PS-16.6 Maintain an ongoing record of airport operations to support eventual inclusion of Rolle Airfield in the National Plan of Integrated Airport Systems (NPIAS).

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Goal PS-17 San Luis has bicycle routes that connect residential neighborhoods with commercial areas, schools, and park sites.

Policy PS-17.1 Develop a Bicycle Facilities Plan to provide a framework for guiding inclusion of physical bicycle infrastructure improvements (e.g., bike lanes and bike paths) in roadway improvement designs to make the City of San Luis a safer and more comfortable place to bicycle for recreation as well as transportation to employment and schools. Coordinate plan development with SRTS initiative.

Policy PS-17.2 Amend subdivision regulations and other municipal development regulations to include integration of bicycle planning as a mode of travel into new developments, street improvements, and neighborhood revitalization strategies.

Policy PS-17.3 Provide a continuous and interconnected system of bicycle lanes on all streets in accordance with guidelines established by the Federal Highway Administration (FHWA).

Policy PS-17.4 Develop a Bike-to-Work Program centered on making biking more convenient, safer, secure, and comfortable that will encourage bicycle commuting, including adequate, safe, and secure bicycle parking areas at all public buildings, public facilities, as well as commercial areas and near the ports of entry.

Policy PS-17.5 Coordinate with adjoining communities to integrate bicycle facilities with future roadway planning and improvements of connecting regional roadways.

Policy PS-17.6 Coordinate with YCAT to ensure transit vehicles have appropriate provisions for bicycle transport and provide, where appropriate and feasible, secure bicycle parking and storage facilities at bus stops.

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Goal PS-18 Improvements to the public transportation system are facilitated in an expedient and efficient manner.

Policy PS-18.1 Coordinate closely with the Yuma County Intergovernmental Public Transportation Authority (YCIPTA) and continue to support YCAT to ensure maintenance and improvement of effective and efficient public transit service for City of San Luis and area residents providing local and regional access.

Policy PS-18.2 Coordinate with YCAT to increase future service, as demand warrants, to residential developments in the eastern portion of the City of San Luis.

Policy PS-18.3 Conduct a feasibility study to determine need for multimodal San Luis Transit Center in the downtown area proximate to POE I, including pedestrian accessibility, bicycle facilities, bus route connections, taxi service, park-and-ride (P&R), and amenities.

Policy PS-18.4 Organize, establish, and maintain a Transit Advisory Committee (TAC), designate a City of San Luis Transportation Coordinator, implement Transit Oriented Development (TOD) Policies, and develop a Transportation Demand Management (TDM) Program.

Goal PS-19 Roadways are designed to minimize negative effects on wildlife populations and habitat through consultation with Arizona Game and Fish Department (AGFD).

Policy PS-19.1 Coordinate roadway planning activities with staff of the Biological Resources Program of the Environmental Planning Division of Arizona Department of Transportation (ADOT).

Policy PS-19.2 Establish early consultation with the Environmental Review Program of AGFD regarding the potential presence of sensitive/protected wildlife and vegetative species in project areas.

Goal PS-20 San Luis provides an inclusive learning environment that meets the needs of the community.

Policy PS-20.1 Continue to coordinate upcoming and ongoing development proposals, including new schools and school expansions, with school districts and other school entities.

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Policy PS-20.2 Continue to partner with school districts on planned future schools within the planning area.

Policy PS-20.3 Improve safety through the development and implementation of a safe routes to school program in conjunction with the active transportation plan recommended by this plan.

Policy PS-20.4 Minimize pedestrian crossings of major streets by encouraging connectivity between the school and residential development through sidewalks, bike lanes, multi-use paths, or open space areas.

Policy PS-20.5 Work with school districts to ensure that the placement of new schools is in a safe and convenient location for students.

Policy PS-20.6 Develop a Safe Routes to Schools program to encourage students to walk or bicycle to school.

Policy PS-20.7 Continue to foster relationships with alternative schools to provide residents with quality education options.

Policy PS-20.8 Work with school districts to provide information to residents regarding the different public school districts in San Luis.

Policy PS-20.9 Explore opportunities to partner with local school districts and other educational institutions in San Luis for community-based educational programs, such as language learning programs.

Policy PS-20.10 Consider joint facility agreements with public schools for community events and recreational opportunities.

Goal PS-21 San Luis has post-secondary education options that support the diverse community and industries found in San Luis.

Policy PS-21.1 Work with post-secondary educational institutions to provide skills training, such as career and technical education, that is supportive of existing and future industries in San Luis.

Policy PS-21.2 Collaborate with post-secondary educational institutions on cross-border education and training opportunities that align with economic development goals.

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Policy PS-21.3 Encourage local education providers to develop programs for connecting students to local employment opportunities in San Luis.

Policy PS-21.4 Provide community education in coordination with school districts and other organizations in literacy programs, language learning programs, and computer and technological programs.

Policy PS-21.5 Conduct an education needs assessment to determine needs and strategies to encourage undergraduate, graduate, and professional certification programs aligned with the City's targeted industries.

Policy PS-21.6 Explore and implement performance-based incentives to attract post-secondary institutions aligned with the City's targeted industries.

Policy PS-21.7 Provide an assessment of educational and skills training programs available in the community and identify gaps in skills-to-employment needs.

Goal PS-22 Residents, businesses, and agencies have access to state-of-the-art telecommunications technologies and services.

Policy PS-22.1 Expand and upgrade fiber optic infrastructure in conjunction with public infrastructure development in the community to support residents, businesses, industries, institutions, and public agencies.

Policy PS-22.2 Partner with telecommunication agencies to ensure San Luis has access to high-quality broadband width necessary to support future growth and development of the community.

Policy PS-22.3 Promote the installation of new technological equipment and technologies in public and private development projects to support access to state-of-the-art communications and information technology.

Policy PS-22.4 Develop strategies and ordinances encouraging co-location of telecommunication equipment and the use of stealth technologies for towers.

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CITY OF SAN LUIS
2040 GENERAL PLAN

6. Implementation

The Implementation Chapter includes actions to achieve the goals and policies of the General Plan. This set of actions will be carried out over the next 20 years to help accomplish the vision, goals, and policies adopted in the City of San Luis 2040 General Plan.



This Chapter uses a table format to help outline the implementation actions. A guide to reading this table is provided below and illustrated in Figure 6-1.

Figure 6-1 How to Read the Implementation Plan

Action Number	Implementation Action	Relevant Goal	Short Term	Mid Term	Long Term	On-going
Plan Element → Growth						
1	Evaluate the Future Land Use Map (FLUM) during the annual General Plan amendment process and initiate amendments as necessary to protect and foster development of planned employment and regional commercial areas.	BE-1 PC-1 PC-3 PC-5 PC-7				■

Action Number: Number associated to the Implementation Action.

Implementation Action: Specific action to be taken to implement the relevant goal.

Relevant Goal: Goals within the General Plan with which the specified Action relates.

Timeframe: Year in which each action should be completed:
- Short (1-5 years)
- Mid (5-10 years)
- Long (11 or more years)
- On-going

Implementation Plan tables for the following themes to be provided following 60-day review period:

Growth

Economy

Environment

Public Services



CITY OF SAN LUIS
2040 GENERAL PLAN

7. Glossary



A

Acre. A measure of land containing 43,560 square feet.

Active Open Space. Open space that provides recreational opportunities involving physical activity such as walking paths, bicycle paths, trails and active sport areas for field sports.

Active Transportation. A form of transportation that relies on physical activity for mobility such as walking or bicycling.

Adaptive Reuse. Reuse and repurposes of an older building that was designed originally for a different purpose.

Aging in Place. The ability for a person to remain in their community as they age and their needs, abilities, and preferences change.

Agriculture. The use of land and buildings for the production of agriculture products including crop production, and/or the raising of animals.

Annexation. The incorporation of land into an existing municipality, changing the boundaries of the annexing jurisdiction. Annexations are governed by A.R.S. §9-471.

Area Plan. A non-regulatory plan representing a refinement of the General Plan for a particular area and addressing land uses, densities and intensities of development, infrastructure, urban design and other development related elements (also see Master Plan).

Arizona Association for Economic Development (AAED). A statewide advocate for economic development in Arizona.

Arizona Commerce Authority (ACA). The state agency overseeing economic development within Arizona with the mission of strengthening the state's economy.

Arizona Department of Water Resources (ADWR). The state agency that is responsible for long-term water security in Arizona.

Arizona Revised Statutes (ARS). State laws passed by the Arizona Legislature.

Arizona State Land Department. The state agency that manages state trust land within Arizona.

Assured Water Supply. A designation issued by the Arizona ADWR, ensures that there are adequate groundwater supplies within each Active Management Area.

B

Bicycle Lanes. Dedicated lanes for bicyclists along a vehicular roadway.

Buffer. Areas left in a natural state and/or landscaped to serve as a visual and spatial separation of land uses of dissimilar nature. Buffers are intended to reduce the impact of higher intensity uses on an area of lower intensity.

C

Capital Improvement Plan (CIP). A plan that outlines a community's capital improvement projects for a specified number of years including roads, parks, water, wastewater, storm water and other municipally funded infrastructure to support development in the community.

City Code. San Luis' enacted and enforced laws regulating the community, including zoning regulations and other development standards.

City Council. San Luis' legislative body elected by the electorate of the City of San Luis to enact ordinances, impose taxes, make appropriations, establish policy, and other legislative functions of a municipality.

Cluster Development. Grouping homes on smaller lots to preserve more land on site.

Community Development Block Grant (CDBG). A U.S. Department of Housing grant program providing funding for a variety of unique community development needs.

Community Facility District (CFD). An infrastructure financing mechanism for the acquisition, construction, operation and maintenance of necessary infrastructure to serve a specific area.

Compatibility. The harmonious existence of different activities and/or land uses within a community.

Complete Streets. A roadway that is designed, constructed and operated to accommodate an expanded number of modes of travel including vehicle, transit, bicycle, and pedestrian travel. Complete streets increase social interaction and provide spaces for outdoor activities such as seating and gathering areas.

Conservation. The protection of natural or cultural resources such as riparian areas, hillsides, habitats, native landscape vegetation, and prehistoric artifacts and sites from the impacts of development.

Conservation Subdivision. A method of site development which concentrates development on a small portion of the site while maintaining overall density allowances to enable conservation of sensitive environmental resources on the property such as riparian areas, hillsides, native vegetation, vulnerable species habitats and other sensitive environmental resources.

Corridor, Transportation. A combination of transportation networks that links to destinations.

Corridor, Wildlife. Generally, a linear or elongated area of habitat that facilitates movement of individuals between core habitat patches and provides for connectivity among populations.



Crime Prevention through Environmental Design (CPTED). A multi-disciplinary approach for reducing crime through urban and environmental design elements that increase access and visibility of areas.

Cultural Resources. Includes historic, archaeological and paleontological resources, as well as human remains. This may include archaeological and historic resources eligible for or listed on the National Register of Historic Places. Cultural resources include buildings, sites, districts, structures, or objects having historical, architectural, archaeological, cultural or scientific importance.

D

Dark Fiber. Fiber optic cable that is installed for future use.

Demographics. Statistical data relating to the characteristic of a population and subgroups within a population.

Density. The amount of residential development permitted on a given parcel of land, typically measured in dwelling units per acre (du/ac) – the larger the number of units permitted per acre, the higher the density; the fewer units permitted, the lower the density.

Designated Management Area (DMA). San Luis' wastewater service area.

Development. The construction of buildings and/or establishment of a land use on property. The terms "development" includes the subdivision of land, construction or alteration of structures, and the construction of streets, water and wastewater infrastructure, grading and other activities to facilitate the use of the property.

Development Impact Fees. Fees assessed at the time of building permit issuance to offset infrastructure costs associated with growth.

Dwelling Unit. A building or portion thereof designed and intended to be occupied by a one family for residential purposes as a single housekeeping unit. The term "Dwelling Unit" does not include senior care uses such as assisted living facilities, hospitals, hotels, resorts and other transitory accommodation uses.

Dwelling Unit Per Acre (du/ac). The number of residential units on a gross acre of land.

Development-Ready Site. Areas within a community where planning and infrastructure is complete, or near complete, and ready for construction within a short-term timeframe.

E

Ecosystem. A dynamic and interrelating complex of plant and animal communities and their associated non-living (such as physical and chemical) environment.

Effluent. Wastewater from drains and used for flood or drip irrigation for outdoor plants and utilized as a means of water conservation.

Environment. The circumstances, objects, or conditions by which one is surrounded. The physical conditions including both natural and man- made, which exist within an area including land, air, water, minerals, flora, fauna, noise, and objects of historic or aesthetic significance.

Erosion. Erosion is the gradual process of wearing through natural agents, such as wind or water.

F

Floodplain. A portion of land along a body of water that has the potential to be naturally subjected to flooding.

Floor-Area Ratio. The ratio of gross building square footage divided by the net square footage of the lot.

Future Land Use Map (FLUM). The map showing the Future Land Use Categories and providing the locations, types, distributions, and intensities/densities of land uses allowed in the San Luis Municipal Planning Area (MPA).

Future Land Use Categories. A classification establishing the allowed type and intensity of development intended by the General Plan.

G

General Plan. A long-range planning document required by Arizona Revised Statute A.R.S. §9-461 to be adopted by a municipality, providing goals, policies, implementation actions, and other elements intended to guide future decision-making concerning development.

General Open Space. An area maintained for open uses, including recreational lands, and other unbuilt vegetated areas.

Government Property Lease Excise Tax (GPLET). A redevelopment tool for initiating development by reducing a project's operating cost by replacing the real property tax with an excise tax.

Green Infrastructure. A water management approach mimicking the natural water cycle through landscaping and other natural features that naturally retain and absorb water.

Groundwater. Water that is found under the land surface.

H

Habitat. The place or environment where a plant or animal naturally lives and grows (a group of particular environmental conditions).



Homeowners' Association (HOA). An organization in a planned community that creates and enforces rules for properties within the community as well as maintains common areas within the community through fees.

I

Impervious Surface. A surface through which water cannot penetrate, such as a road or paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

Improvement District. A special taxing district that helps fund and maintain infrastructure, amenities, or other community improvements.

Incorporated Area. A geographic area that has legally defined boundaries and that is governed by its own municipality.

Infill Development. Development of vacant or under-utilized land (typically individual lots or leftover properties) within areas that are already largely developed.

Infrastructure. All types of man-made, support structures and systems needed for the operation of a community. Examples of infrastructure are roads, bridges, water and sewer treatment facilities, water pipes and other conveyances, power stations and transmission lines, and other similar structures and systems.

Intelligent Information Systems (ITS). An operational management system of technologies to improve the function and efficiency of the transportation system.

Intergovernmental Agreement. An agreement between different units of government to provide services and/or perform activities to the benefit of each entity.

Invasive Species. Invasive species are plant and/or animal species that is not native to a particular ecosystem and has a propensity to colonize areas.

J

Joint Land Use Study (JLUS). A cooperative planning effort that addresses compatibility issues between a military installation and a community or communities.

L

Land Use. The occupation or use of land for any human activity or any purpose defined in the General Plan.

Leadership in Energy and Environmental Design (LEED). A rating system established by the United States Green Building Council to establish sustainable building practices to guide the design, construction, operation and long-term maintenance of buildings and property.

Level of Service. A qualitative standard used to measure public services provided by a municipality to serve the function of the community including streets, water, wastewater, parks, public safety and other municipal services.

Low Impact Development (LID). An approach to land development that manages stormwater close to its source to preserve/recreate natural landscape features and limit impervious surfaces.

M

Maquiladora. A factory or manufacturing operation in Mexico run by a foreign company and exporting its products to the country of that company.

Master Plan. A non-regulatory plan representing a refinement of the General Plan for a particular area and addressing land uses, densities and intensities of development, infrastructure, urban design and other development related elements (also see Area Plan).

Mixed-Use. A development which integrates residential and non-residential development in vertical or horizonal format and connected with multi-modal transportation to create an active, vibrant and livable neighborhood.

Multi-Family Dwellings. A type of residential development that includes multiple housing units contained in a single structure.

Multigenerational Housing. Housing that accommodates the family needs of a single housekeeping unit to provide semi-separate living quarters to accommodate extended family members such as an accessory suite within a single-family home.

Multi-modal. The capability of accommodating a variety of transportation modes including vehicular, transit, rail, aviation, bicycle and pedestrian methods of travel.

Multi-Use Lanes. Lanes along a roadway that can be shared between bicyclists and motor vehicles.

Municipal Planning Area (MPA). The area of municipal planning influence, including both incorporated and unincorporated areas.

N

Native American Tribes and Nations. A federally- or state-recognized tribe, band, nation, pueblo, village, or other organized group or community American Indians.



Natural Resources. Naturally occurring materials that have economic or other value, including sustaining and/or enhancing quality of life. Natural resources include rocks/minerals, plants, animals, water, land, and air.

Native Vegetation. A plant species that naturally grows and developments in an ecosystem.

Native Species. Species that naturally occurs within the ecosystem under consideration. In San Luis, native vegetation refers to plants native to the Sonoran Desert.

Natural Undisturbed Open Space. An area of land that is unimproved and not occupied by structures or man-made impervious surfaces that is set aside dedicated or reserved in perpetuity as a conservation area. Trimming plants or raking is prohibited. Rights-of-way (including alleys) are prohibited.

O

Open Space. An improved or unimproved area that has been conserved through zoning, conservation easement or other methods of preservation.

P

Paratransit. A transit service that is designed for riders who are unable to use the transit system in a community due to a disability.

Passive Open Space. Passive open space is open space that is intended for passive recreational uses such as sitting, picnicking and for scenic enjoyment.

Paved Shoulders. Paved areas along roadways where bicyclists can ride outside of a vehicular lane.

Planning and Zoning Commission. An advisory board to the City Council, comprised of seven members who are appointed by the City Council to make recommendations to the Council on zoning and land development matters.

Potable Water. Water derived from surface water and ground water that is treated for human consumption.

Public Workshop. In the context of planning, a public workshop is an open community meeting where participants work individually and / or in groups to generate ideas that address planning related issues and opportunities.

Q

Quality of Life. San Luis' Quality of Life is represented by sustainable choices in: land use, commerce and employment, education, recreation, public safety, aesthetic appeal, transportation/efficient

mobility, health, and housing varieties. Where daily living is enhanced by: clean air and water, climate, culture/heritage, open spaces, public transportation, wildlife, and natural resources.

R

Rainwater Harvesting. A technique used for collecting, storing, and using rainwater for landscape irrigation and other uses.

Redevelopment. The process of building new construction on a site that has pre-existing uses or of renovating existing uses on a site. Redevelopment is generally a strategy for rehabilitating blighted urban areas through renovation.

Renewable Energy. Energy that cannot be depleted or can be regenerated when used. Examples of renewable energy include biomass, wind, and solar power.

Revitalization. Actions taken to improve the economic, land use or other community elements of a neighborhood or area within a community.

Rezoning. An amendment to the official San Luis Zoning Map changing the zoning designation for a property and establishing an entitlement to allowed uses and development standards as prescribed in the City Code.

Runoff. Stormwater that is not able to permeate into the ground, thus either evaporating or running off into nearby waterbodies or diversion structures.

S

Shared-Use Paths. Off-street paths or trails that are shared between pedestrians and bicyclists.

Stormwater. Rain water, runoff, and other drainage that discharges into a local body of water or onto the ground.

Stormwater Harvesting System. A system for the on-site collection and retention of precipitation that has reached the ground, collected from paved, impervious or disturbed surfaces, which may consist of: a. earthworks (including but not limited to depressed landscape areas, basins, berms, swales); b. structures (including but not limited to curbs with inlets, scuppers or cuts, gabions, check-dams, permeable paving, rock mulch); and c. other green infrastructure and low impact development elements to slow and disperse stormwater and promote its infiltration into the soil.

Sustainability. The notion of supporting biodiversity and long-term ecological health necessary to the indefinite survival of humans and other organisms. Sustainability encompasses human systems, including economy and development, and biological systems.



T

Transfer of Development Rights (TDR). Transfers of development rights are used to transfer ownership of development potential from lands where development is less desirable to lands where it is more desirable. The land from which development is transferred is generally called the "Sending Property" and the property to which it is transferred is called the "Receiving Property."

Transit. A system or regularly scheduled transportation that is available to the general public.

Transportation Master Plan. A community-wide plan that identifies future transportation improves needed over a 10-year horizon.

U

Unincorporated Area. A settled geographic area that is not governed by its own local municipal corporation and is instead governed as part of a larger administrative division.

Utilities. Structures or facilities used for generating, transmitting, collecting, or storing water, sewage, stormwater, electricity, and gas.

V

Vision Statement. A statement that describes a future ideal state. It is a declaration of an organization's objectives that guides internal decision-making.

W

Wastewater. Water carrying wastes from homes, businesses, and industries that is a mixture of water and dissolved or suspended solids, or excess irrigation water that is runoff to adjacent land.

Water Reclamation Facility (WRC). A facility designed to remove contaminants from wastewater containing both household sewage and commercial sewage. It includes physical, chemical and biological process to remove physical, chemical and biological contaminants. The facility is specifically designed to meet the needs of the community and its discharge permits.

Wildlife. Any undomesticated organisms, although the term is sometimes restricted to wild animals, excluding plants. Animals or plants existing in their natural habitat.

Wildlife Corridor. An area of land that is used by wildlife to move between or within wildlife habitats.

Wildlife Crossing. An underpass or overpass across a roadway or other transportation corridor that fosters safe wildlife movement.

Wildlife Habitats. Areas within the natural environment that fulfill the food, water, and reproduction needs of wildlife species.



X

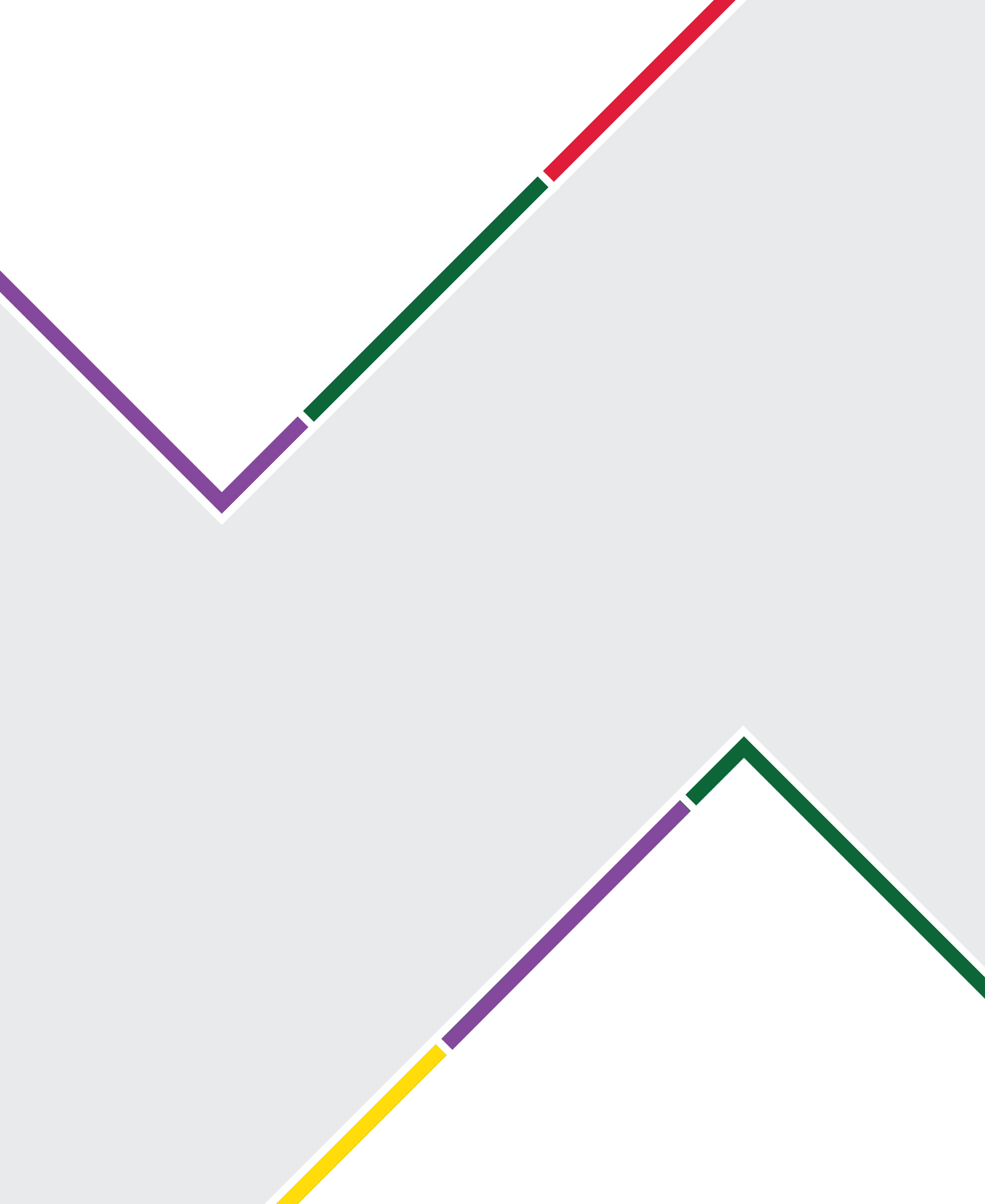
Xeriscape. Arid climate tolerant native plants utilized in landscape designs to conserve water by utilizing low-water use plants and minimizing or eliminating turf areas.

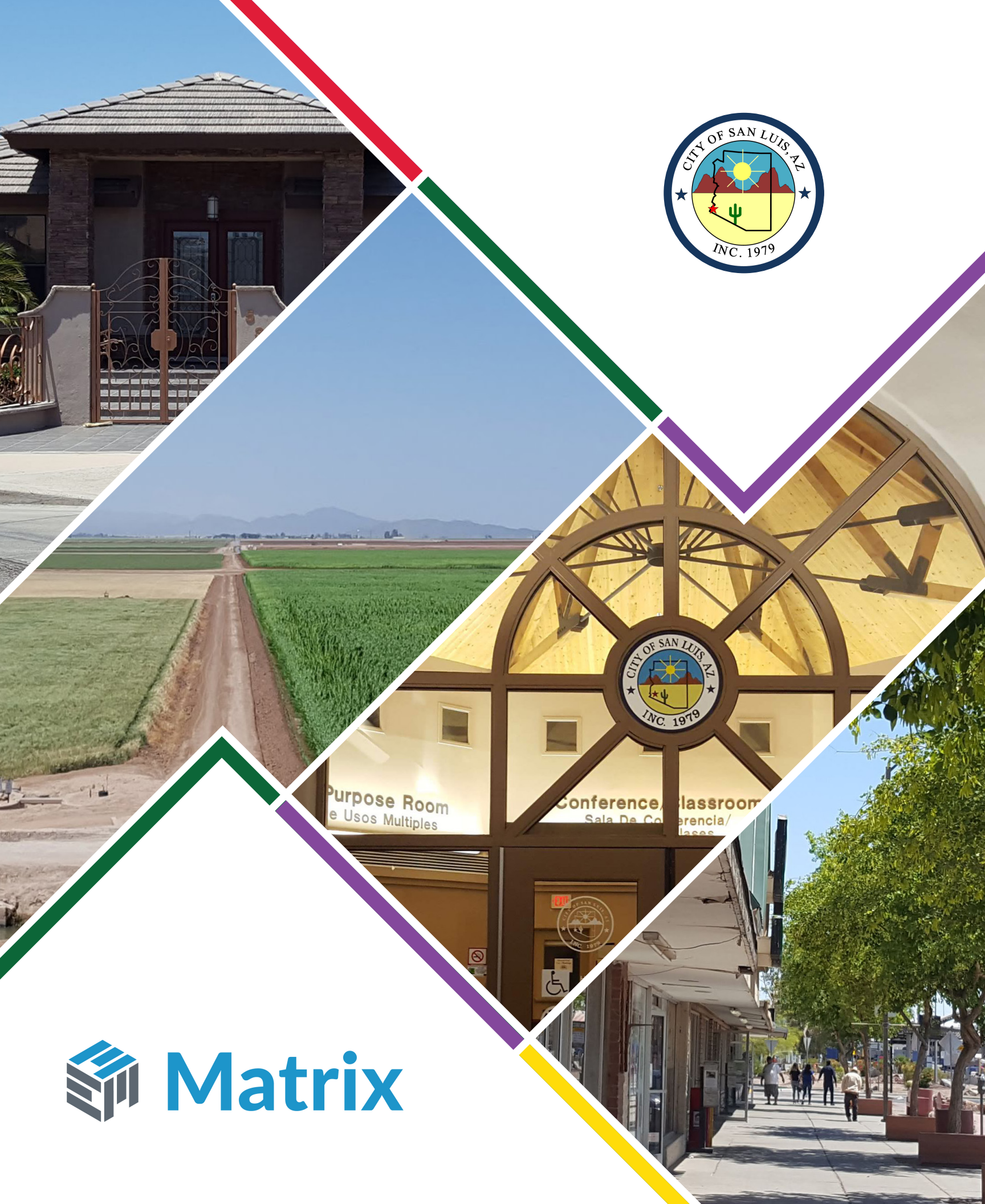
Z

Zoning. The primary tool through which governments control the physical development of and establish the allowable uses of land and other standards and regulations related to the development and use of land.



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