



TOWN OF  
**WELLTON**  
2013 GENERAL PLAN

FINAL



Adopted October 2013



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## ACKNOWLEDGMENTS

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# Town of Wellton

## RESOLUTION # 562

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE TOWN OF WELLTON, YUMA COUNTY, ARIZONA, REPEALING THE WELLTON COMPREHENSIVE GENERAL PLAN ADOPTED IN MAY 1974 AND ALL SUCCESSOR AMENDMENTS THERETO AND ADOPTING A NEW 10-YEAR PLAN, THE NEW WELLTON GENERAL PLAN 2013-2023, IN FULL COMPLIANCE WITH TITLE 9, CHAPTER 4, ARTICLE 6, ARIZONA REVISED STATUTES.

**W**HEREAS, the Wellton Town Council has resolved that it expects to expand, modify or otherwise update the General Plan as provided for by law or as deemed appropriate in the opinion of the Town Council; and

**W**HEREAS, in accordance with the Growing Smarter and Growing Smarter Plus legislation as set forth in the Arizona Revised Statutes, The Town of Wellton is required to update it's General Plan to include certain elements; and,

**W**HEREAS, the Town has been actively updating its General Plan to comply with this legislation; and,

**W**HEREAS, this plan included Public Involvement Procedures adopted by Council on October 1, 2013; and


**W**HEREAS, the Wellton General Plan 2013-2023 adopted by this resolution replaces the 1974 Wellton Comprehensive General Plan adopted on December 3, 1974, and successor amendments thereto; and,

**W**HEREAS, all State of Arizona legal requirements for amending and adopting the General Plan have been met, including one (1) public hearing held at the Yuma County Offices on September 25, 2013; and,

**N**OW, THEREFORE, BE IT RESOLVED that the Wellton Planning and Zoning Commission hereby recommends that the Mayor and Town Council of the Town of Wellton, Arizona, adopt the Wellton General Plan 2013-2023 as contained in the

attached text and maps and in the elements and by philosophy, and

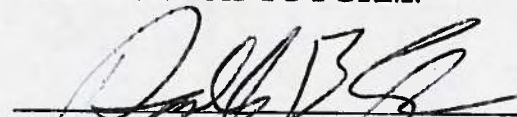
**P**ASSED AND ADOPTED by the Mayor and Council of the Town of Wellton, Arizona, this 15th day of October 2013.

  
James L. Deermer, Mayor

ATTEST:

  
Joseph A. Grant Interim, Town Manager

APPROVED AS TO FORM:

  
Donald B. Engler, Town Attorney

## 1. GENERAL PLAN INTRODUCTION

### 1.1. PURPOSE OF THE GENERAL PLAN

The 2013 General Plan (the Plan) provides guidance to Town of Wellton (Town) staff, citizens, and others doing business with the Town to help achieve the Town's vision for future land use and development. The Plan serves as a pattern and guide for the orderly growth and development of Wellton and as a basis for the efficient expenditure of the Town's funds relating to the elements of the Plan, which are:

- Land Use
- Circulation
- Parks and Open Space
- Growth Area
- Environmental Planning
- Cost of Development
- Water and Wastewater Resources

Together, these elements provide guidance in the form of goals, objectives and policies to help Town staff and appointed/elected officials make decisions about future growth and development in Wellton.

### 1.2. COMMUNITY VISION

The foundation for the General Plan is the Community Vision described below.

#### COMMUNITY VISION

Our name, Wellton, reflects our heritage as a source of water. The Gila and Colorado Rivers provided a source for the irrigation canals of original American settlers. Early settlers, who moved west and established our town as an agricultural center, also provided an important stop for the Butterfield Overland Mail stagecoach and the railroad. We are proud of our history. Our connections to agriculture and the railroad remain today.

We envision that through the implementation of the Town of Wellton 2013 General Plan, our town will continue to be safe, affordable, and surrounded by farms and open desert, and it will continue to offer excellent educational opportunities to its residents. Through the implementation of the General Plan, we will also strive to enhance our already satisfying quality of life by:

- Supporting beautification efforts in our town;
- Enhancing the shopping and dining opportunities in Wellton;
- Providing employment opportunities for our residents;
- Preserving our historic buildings and sites;
- Supporting the construction of an overpass or underpass of the Union Pacific Railroad in the vicinity of Avenue 29E/William Street;
- Supporting the construction of a wastewater treatment plant to serve our residents and businesses; and
- Creating trails connected to parks and other destinations throughout our town.



### 1.3. GENERAL PLANS AND HOW THEY ARE USED

In Arizona, all municipalities are required to have a General Plan to help guide future land use and development in their community. This General Plan, required by Arizona Revised Statute (A.R.S.) §9-461.05, is prepared in conformance with A.R.S. §9-461.06 and contains the elements that are required by State Law. General Plans are required to be updated at least every ten years. The 2013 General Plan supersedes the 2003 General Plan that guided the Town's planning decisions over the last ten years.

General Plans reflect long-term development goals of the community and guide future growth. General Plans are comprehensive because they seek to coordinate all the systems of a city or town. They usually contain maps and goals, objectives and policies that help staff and citizens make decisions regarding future growth and the physical form of the community. Specifically, they are used to guide decisions about specific types and intensities of land uses desired by a community and the open space, infrastructure, transportation network, and financing tools necessary to accomplish them.

Town staff and appointed/elected officials may use the General Plan to guide and coordinate decisions about rezoning, future capital investment and open space and development priorities. Citizens can use the General Plan to better understand their town and its future plans. Those wishing to develop projects within the Town can use the General Plan to understand what types of development are desired by the Town and where they should be located.

**The General Plan does not change existing zoning.** For example, if a property is currently zoned and it is not in conformance with the adopted General Plan, the **property may be developed according to its in-place zoning.** Any proposed zoning changes, however, must conform to the adopted General Plan. This does not mean the General Plan is static. There are provisions under A.R.S. §9-461.06 for amendments to the General Plan and procedures for considering them. This process is described later in this chapter.

The General Plan affects every resident and business in Wellton. It provides guidance to the Town and to individuals and entities that do business with the Town about the density and intensity of development the Town desires and about the types and locations of transportation facilities necessary to serve the development proposed in the Plan and to accomplish the Plan's goals and objectives.

The General Plan elements are inter-related and are related to other pertinent Town documents and regional plans that may be adopted by other entities. As such, the General Plan elements and related documents and plans should be considered collectively in any decision-making process. No single element or excerpted statement should be used to reach a particular conclusion. Related documents and plans include:

- Town of Wellton Transportation Long Range Plan
- Town of Wellton Infrastructure Improvements Plan and Development Fee
- Town of Wellton Water Preliminary Feasibility Assessment Report
- Town of Wellton Water System Master Plan
- City of Yuma 2012 General Plan
- Yuma County 2020 Comprehensive Plan
- Yuma Regional Development Plan
- Yuma Metropolitan Planning Organization (YMPO) 2014-2037 Regional Transportation Plan

### 1.4. Public Input Process

Arizona law requires that each entity preparing a General Plan adopt written procedures to provide effective, early and continuous public participation in the development and major amendment of General Plans from all geographic, ethnic and economic areas of the municipality. The procedures shall provide for: 1) the broad dissemination of proposals and



alternatives; 2) the opportunity for written comments; 3) public hearings after effective notice; 4) open discussions, communications, programs and information services; and 5) consideration of public comments.

Strong community participation is key to strong support for a community plan. Involving the residents, businesses and staff of Wellton is a fundamental component of the planning process. The ideas and opinions of Wellton residents, businesses and staff will be solicited in two public meetings held during the development of the General Plan. The first meeting is scheduled for June 13, 2013 while the second meeting is tentatively scheduled for late September 2013. The General Plan Public Involvement Plan is available for review, upon request, at the Town of Wellton Town Hall.

## 1.5. Town of Wellton Overview

The Town of Wellton is located in Yuma County, Arizona. The Town includes land on both sides of Interstate 8 (I-8), the main road between San Diego, California, Yuma, Arizona and Phoenix, Arizona. The Yuma region is known for its agricultural products, proximity to San Diego and Mexico, and the Colorado River, which passes through Yuma. Wellton is conveniently located less than a thirty minute drive from Yuma, ninety minutes from Phoenix, three hours from San Diego, and five hours from Los Angeles. The beaches of El Golfo, Mexico are only 130 miles away.



The incorporated area of the Town of Wellton is approximately 29 square miles. For purposes of this General Plan, a 44-square mile municipal planning area (MPA) has been delineated that encompasses the area bounded by Avenue 20E, County 10<sup>th</sup> Street, Avenue 31E, and County 14<sup>th</sup> Street, as shown in **Figure 1**. The MPA boundary is shown in red. The MPA encompasses the Town limits with the exception of a 5-square mile area bounded by Avenue 20E, County 14<sup>th</sup> Street, Avenue 25E, and County 15<sup>th</sup> Street. This 5-square mile area that has been annexed by the Town is actually part of the Barry M. Goldwater Range and as such will likely remain undeveloped for the foreseeable future.

The elevation of Wellton is 256 feet. The topography in the area is relatively flat, with the Gila River to the north and mountains to the north, west, and south.

### Background and History

The land in the Wellton-Mohawk Valley has been occupied since prehistoric times. Native Americans were living here when the Spanish explorers arrived the late 1600s. These earliest settlers used the Gila and Colorado River waters to irrigate maize, beans, calabashes and watermelons. As the need arose for stations to serve the Butterfield Overland Mail stagecoaches, many areas along the route were settled by the 1860s. Permanent settlement of the Wellton area took place around 1875, when fifteen thousand acres were plowed and cultivated.<sup>1</sup>

Wellton was officially founded in 1878, and incorporated in 1970. Wellton (originally Well Town) was named for the time when water wells were drilled to service the Southern Pacific Railroad. The railroad was built east from Los Angeles and reached Yuma in 1877, and probably reached Wellton around 1878. With the railroad eventually replacing the stagecoach lines in the 1870s, several communities were established along the railroad tracks to provide water facilities for the old steam-powered engines. While rail service is still maintained through the Wellton-Mohawk Valley, Interstate 8 has replaced the railroad as the Town's main transportation artery.<sup>2</sup>

<sup>1</sup> Wellton-Mohawk Irrigation District, Early History of the Area, <http://www.wmidd.org/history.html>, accessed 4/29/2013.

<sup>2</sup> History of the Town, <http://town.wellton.az.us/history-of-the-town/>, accessed 4/28/2013.





# TOWN OF WELLTON 2013 GENERAL PLAN

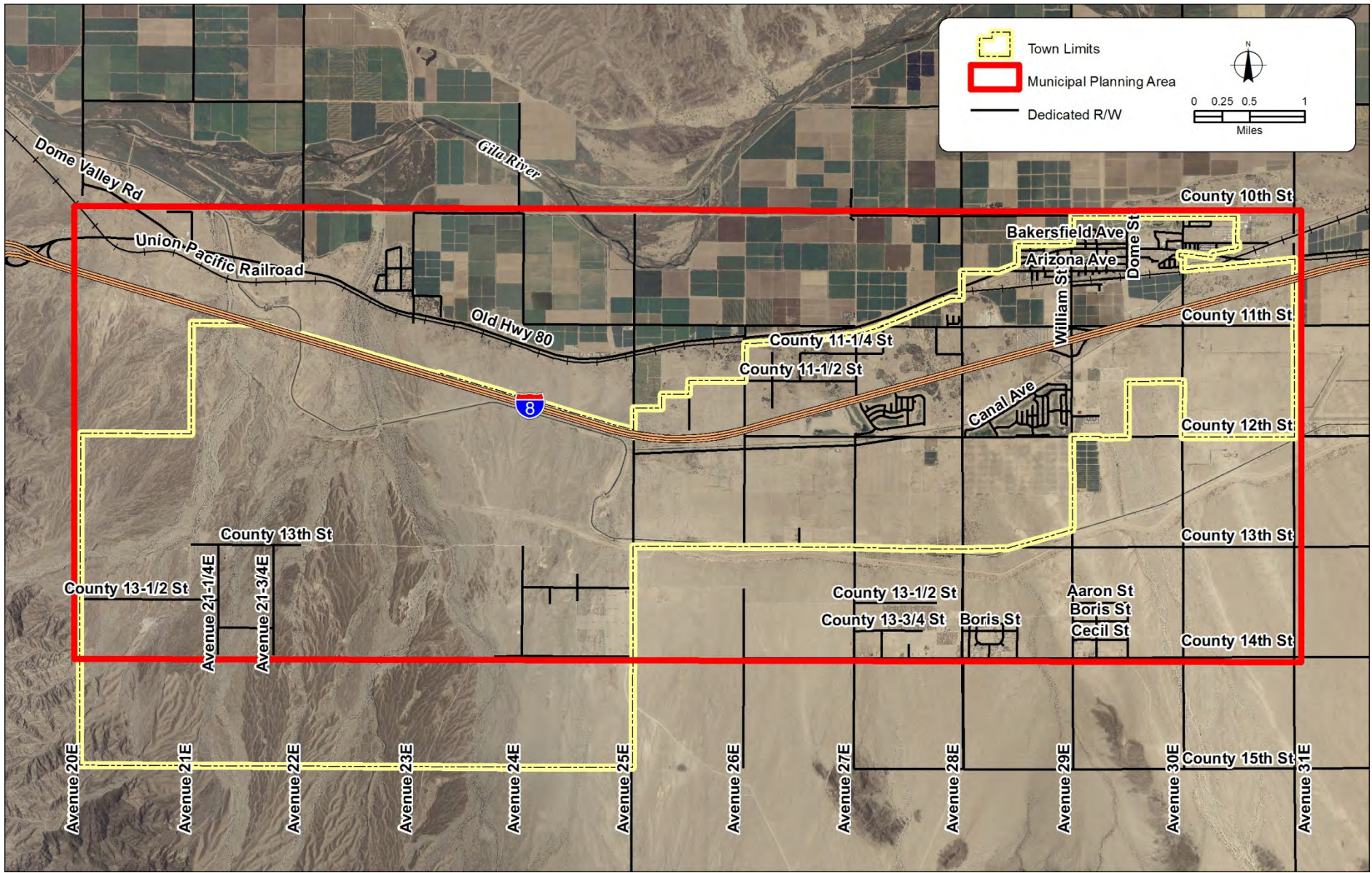


Figure 1 – Wellton Town Limits and Municipal Planning Area





# TOWN OF WELLTON 2013 GENERAL PLAN

In 1951 the Wellton-Mohawk Irrigation and Drainage District (WMIDD) was formed by an act of the Arizona State Legislature. WMIDD was organized to provide a legal entity that could enter into a contract with the United States to repay the cost of the Wellton-Mohawk Irrigation and Power project. WMIDD owns much land within and near the Town of Wellton and provides water to the Town and to agriculture operations in the area through a network of canals. The Town has become a destination for winter and retired visitors, yet the economic base remains agriculture. Products that are grown in the Wellton area include alfalfa, barley, sorghum, wheat, bermuda, specialty seeds, cotton, citrus, lettuce, melons, nuts, and safflower. Commercial livestock, cattle, sheep and ranching operations are also located in Wellton.<sup>3</sup>



## Socioeconomic and Demographic Profile

The 2010 Census population for Wellton was 2,882 persons. Population has been steadily increasing over the last 20 years, at a compound annual growth rate of 5.1% per year, as noted in **Table 1**. Per the 2010 Census, the median age of Wellton residents is 55.5 years, which is older than the state median age (35.9 years) and the Yuma County median age (33.8 years). Eighty-two percent of the population is 18 years of age or older. A significant portion of the population is 65 years of age or older (35.3%). These data indicate that Wellton has a large proportion of retirees in its population.<sup>4</sup>

**Table 1 – Town of Wellton Population Growth 1990-2010**

1990 Population	2000 Population	2010 Population	Compound Annual Growth Rate, 1990-2010
1,066	1,829	2,882	5.1%

Per the 2010 Census, the average household size in Wellton is 2.36 persons, compared to the statewide average household size of 2.63 persons. The predominant household type is family households (73.4%), with the remaining 26.6% being non-family households. The median household income in Wellton is \$41,413 according to the 2007-2011 American Community Survey 5-year Estimates. Self-reported data on race per the 2010 Census is summarized in **Table 2**.

**Table 2 – 2010 Census Data on Race in the Town of Wellton**

Race	Number	Percent
Hispanic or Latino	1,038	36.0
White alone	1,761	61.1
Black or African American alone	31	1.1
American Indian and Alaska Native alone	13	0.5
Asian alone	8	0.3
Native Hawaiian and Other Pacific Islander alone	1	0.0
Two or more races	30	1.0
<b>Total</b>	<b>2,882</b>	<b>100.0</b>

<sup>3</sup> Dome Valley/Wellton Development Study Area, October, 200, Yuma County Department of Development Services

<sup>4</sup> [http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC\\_10\\_DP\\_DPDP1](http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC_10_DP_DPDP1)





# TOWN OF WELLTON 2013 GENERAL PLAN

## Housing

The 2010 Census indicates that there are 2,081 total housing units in Wellton. According to the 2007-2011 American Community Survey 5-Year Estimates, the median home value in Wellton is \$70,700, compared to a median housing value of \$138,600 in Yuma County. Manufactured housing comprises almost 60% of the total housing stock in Wellton as compared to 30.1% in Yuma County. Wellton’s housing stock is similar in age to that of Yuma County. Twenty-nine percent of Wellton’s housing stock was constructed prior to 1980 as compared to 33% of Yuma County housing stock.



Of the 2,081 housing units identified in the 2010 Census, 58.6% were occupied, with 41.4% being vacant; which is a higher vacancy rate than the County average of 26.3%. The high vacancy rate indicates that Wellton caters to winter visitors. Almost 35% of the housing units in Wellton are identified as seasonal, recreational, or occasional, as compared to 18.4% of the housing units in Yuma County. In Wellton, owner-occupied housing units equal 81.2% of the total housing stock as compared to approximately 69.2% for Yuma County.

## Commercial and Industrial Development

Employment data within the Town of Wellton was based on the 2007-2011 American Community Survey 5-year Estimates shown in **Table 3**. These data indicate that that the largest employment sector is agriculture, forestry, fishing, hunting, and mining, with approximately 18% of the employed population working in that sector. Retail trade was another high category of employment, with 16.8% of employees.

**Table 3 – Employment in Wellton**

Type of Employment	Number of Employees	Percent of Employees
Civilian employed population 16 years and over	674	100.0%
Agriculture, forestry, fishing and hunting, and mining	121	18.0%
Retail trade	113	16.8%
Construction	92	13.6%
Educational services, and health care and social assistance	89	13.2%
Arts, entertainment, and recreation, and accommodation and food services	75	11.1%
Transportation and warehousing, and utilities	63	9.3%
Professional, scientific, administrative, and waste management services	55	8.2%
Manufacturing	29	4.3%
Other services	17	2.5%
Public administration	12	1.8%
Finance and insurance, and real estate and rental and leasing	8	1.2%

Source: [http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS\\_11\\_5YR\\_DP03](http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_11_5YR_DP03)

## 1.6. Organization of the General Plan Document

This General Plan is organized into seven elements. Each of the General Plan elements contains specific goals, objectives and policies that provide guidance to citizens and Town decision-makers about future land use and development. Broadly defined, goals are the desired result, objectives are benchmarks toward achieving the goals, and policies are the action

items that the Town can take to reach the objectives and the desired goals. In compliance with A.R.S. §9-461.05-General Plans; Authority; Scope, the General Plan Elements contain the information listed in **Table 4**.

**Table 4 – General Plan Elements**

<b>Element</b>	<b>Content</b>
<b>Land Use Element</b>	<ul style="list-style-type: none"> <li>(a) Designates the proposed general distribution and location and extent of land uses.</li> <li>(b) Includes a statement of the standards of population density and building intensity recommended for land use categories covered by the plan.</li> <li>(c) Identifies specific programs and policies that the Town may use to promote infill or compact form development activity and locations to encourage those development patterns.</li> <li>(d) Includes consideration of air quality and access to solar energy for all general categories of land use.</li> <li>(e) Includes policies that address maintaining a broad variety of land uses, including uses existing in the Town when the plan is adopted, readopted or amended.</li> <li>(f) Includes consideration of the operations of nearby military airports or ancillary military facilities, where applicable.</li> <li>(g) Includes sources of currently identified aggregates from maps that are available from state agencies, policies to preserve currently identified aggregates sufficient for future development and policies to avoid incompatible land uses, except that this shall not be construed to affect any permitted underground storage facility or limit any person's right to obtain a permit for an underground storage facility.</li> </ul>
<b>Circulation Element</b>	<ul style="list-style-type: none"> <li>(a) Consists of the general location and extent of existing and proposed freeways, arterial and collector streets, bicycle routes and any other modes of transportation as may be appropriate, all correlated with the land use element of the plan.</li> </ul>
<b>Parks and Open Space Element</b>	<ul style="list-style-type: none"> <li>(a) Includes a comprehensive inventory of open space areas, recreational resources and access.</li> <li>(b) Includes an analysis of forecasted needs, policies for managing and protecting open space areas and resources, and implementation strategies to acquire additional open space areas and further establish recreational resources.</li> <li>(c) Includes policies and implementation strategies designed to promote a regional system of integrated open space and recreational resources and a consideration of any existing regional open space plans.</li> </ul>
<b>Growth Area Element</b>	<ul style="list-style-type: none"> <li>(a) Identifies those areas, if any, which are particularly suitable for planned multimodal transportation and infrastructure expansion and improvements designed to support a planned concentration of a variety of uses.</li> <li>(b) Includes policies and implementation strategies that are designed to:               <ul style="list-style-type: none"> <li>(i) Make automobile, transit and other multimodal circulation more efficient, make infrastructure expansion more economical, and provide for a rational pattern of land development.</li> <li>(ii) Conserve significant natural resources and open space areas in the growth area and coordinate their location to similar areas outside the growth area's boundaries.</li> <li>(iii) Promote the public and private construction of timely and financially sound infrastructure expansion through the use of infrastructure funding and financing planning that is coordinated with development activity.</li> </ul> </li> </ul>
<b>Environmental Planning Element</b>	<ul style="list-style-type: none"> <li>(a) Contains analyses, policies and strategies to address anticipated effects, if any, of plan elements on air quality, water quality and natural resources associated with proposed development under the general plan. The policies and strategies to be developed under this element shall be designed to have community-wide applicability.</li> </ul>



Element	Content
<b>Cost of Development Element</b>	(a) Identifies policies and strategies that the Town will use to require development to pay its fair share toward the cost of additional public service needs generated by new development, with appropriate exceptions when in the public interest. (b) Includes a component that identifies various mechanisms that are allowed by law and that can be used to fund and finance additional public services necessary to serve the development, including bonding, special taxing districts, development fees, in-lieu fees, facility construction, dedications and service privatization. (c) Includes a component that identifies policies to ensure that any mechanisms that are adopted by the Town under this element result in a beneficial use to the development, bear a reasonable relationship to the burden imposed on the Town to provide additional necessary public services to the development, and otherwise are imposed according to law.
<b>Water and Wastewater Resources Element</b>	(a) Includes known legally and physically available surface water, groundwater and effluent supplies. (b) Includes the demand for water that will result from future growth projected in the general plan, added to existing uses. (c) Includes an analysis of how the demand for water that will result from future growth projected in the general plan will be served by the identified water supplies or a plan to obtain additional necessary water supplies.

## 1.7. AMENDMENTS TO THE GENERAL PLAN

### Major Amendments

A major amendment to the General Plan is any proposal that would result in a change that would substantially alter the Town’s planned mix or balance of land uses. The following criteria are to be used to determine whether a proposed request for rezoning or change to the General Plan would be considered a major amendment:

1. Any request for rezoning for a development of more than forty (40) acres that is not in conformance with the General Plan Land Use Map.
2. Any change/elimination of a goal, objective, or policy that would result in a change of these amendments procedures, the intensity or density of a General Plan map land use category or would result in the modification, addition, or deletion of a freeway, highway, arterial or collector road standard or alignment.

A designation of a proposal as a “major amendment” essentially affects the processing of the proposal and does not directly relate to the merits of the proposal. By State Statute, the key procedural elements that apply to a major amendment proposal are: 1) Public participation, coordination, and notification requirements are similar to those required for the General Plan itself; all major General Plan amendment plans are presented at a single Town Council hearing during the calendar year; and 2) a 2/3 majority vote of the Town Council is needed to approve them. The Town of Wellton will hear major General Plan amendment proposals each year at the Town Council session closest to June 15. Further information on requirements for major amendments to the General Plan is provided in A.R.S. §9-461.06.

### Minor Amendments

Any change that does not meet the above criteria defining “major” amendments shall be considered a minor amendment that can be considered by the Town staff and Town Council in accordance with the regularly scheduled General Plan amendment process. Amendments to this General Plan may be initiated by the Town and/or may be requested by private individuals and/or agencies in accordance with the procedures set forth in Arizona State Law.

### Text Amendments

Text amendments to this Plan shall be considered major amendments if they are in conflict with, eliminate, alter, and/or misconstrue the intent of any goal or objective. Text changes that affect a policy or policies may be considered minor





amendments if the goals and objectives are not directly or indirectly affected. The Town Council shall not consider any rezoning requiring a General Plan amendment until Town Council action has been taken on the General Plan amendment.



## 2. LAND USE ELEMENT

### 2.1. ELEMENT STATEMENT

The Land Use element describes the location and types of land use and land use intensities desired by the Town of Wellton. By law, all rezoning must be in conformance with the General Plan. The land use map guides rezoning and does not change existing zoning. Existing zoning is shown in **Figure 2**.

### 2.2. EXISTING LAND USE



The majority of developed areas within the Town are located between Avenue 27E and Avenue 31E and between County 10<sup>th</sup> Street and County 12<sup>th</sup> Street. Downtown Wellton is located along Old Highway 80/Los Angeles Avenue on both sides of Avenue 29E. The predominant land use within the developed parts of the Town is residential, with commercial areas located along Avenue 29E (William Street) near I-8, and along Los Angeles Avenue/Old Highway 80 between Avenue 28E and Avenue 30E. Industrial and commercial uses are located along the Union Pacific Railroad lines and I-8.

Since the adoption of the prior 2003 General Plan, two significant new developments have occurred in Wellton. The partially built-out Coyote Wash master-planned community will ultimately include over 2,500 single-family homes, condominiums, two 18-hole golf courses, and commercial areas adjacent to I-8. A new Customs and Border Protection

(CBP) Border Patrol station is located west of Avenue 31E between I-8 and County 11th Street. The new Border Patrol station accommodates approximately 300 agents.

Wellton contains large tracts of agricultural land, mostly north of Old Highway 80 and south of the Gila River. These agricultural lands are irrigated with water from the WMIDD canal network, which includes the Mohawk Canal, Wellton Canal, and Wellton-Mohawk Canal. The Gila River flows north of the Town and dips into the MPA between Avenue 24E and Avenue 26E. No mining exists within the Gila River floodplain or at other locations within the Town.



In addition to existing commercial, industrial and residential development, the Wellton MPA also includes several square miles of undeveloped open space, most of which is located on the western side of the planning area.

Immediately south of the MPA is the Barry M. Goldwater Range (BMGR). Development of BMGR land for non-military uses is prohibited, and development of land near BMGR is restricted. Per the Yuma Regional Development Plan, the development of land within one-half mile of BMGR is restricted to no more than one dwelling unit per five acres while land within one mile of BMGR is restricted to no more than one dwelling unit per two acres. The areas affected by the BMGR development restrictions are located along the southern edge of the MPA between County 13<sup>th</sup> Street and County 14<sup>th</sup> Street.



# TOWN OF WELLTON 2013 GENERAL PLAN

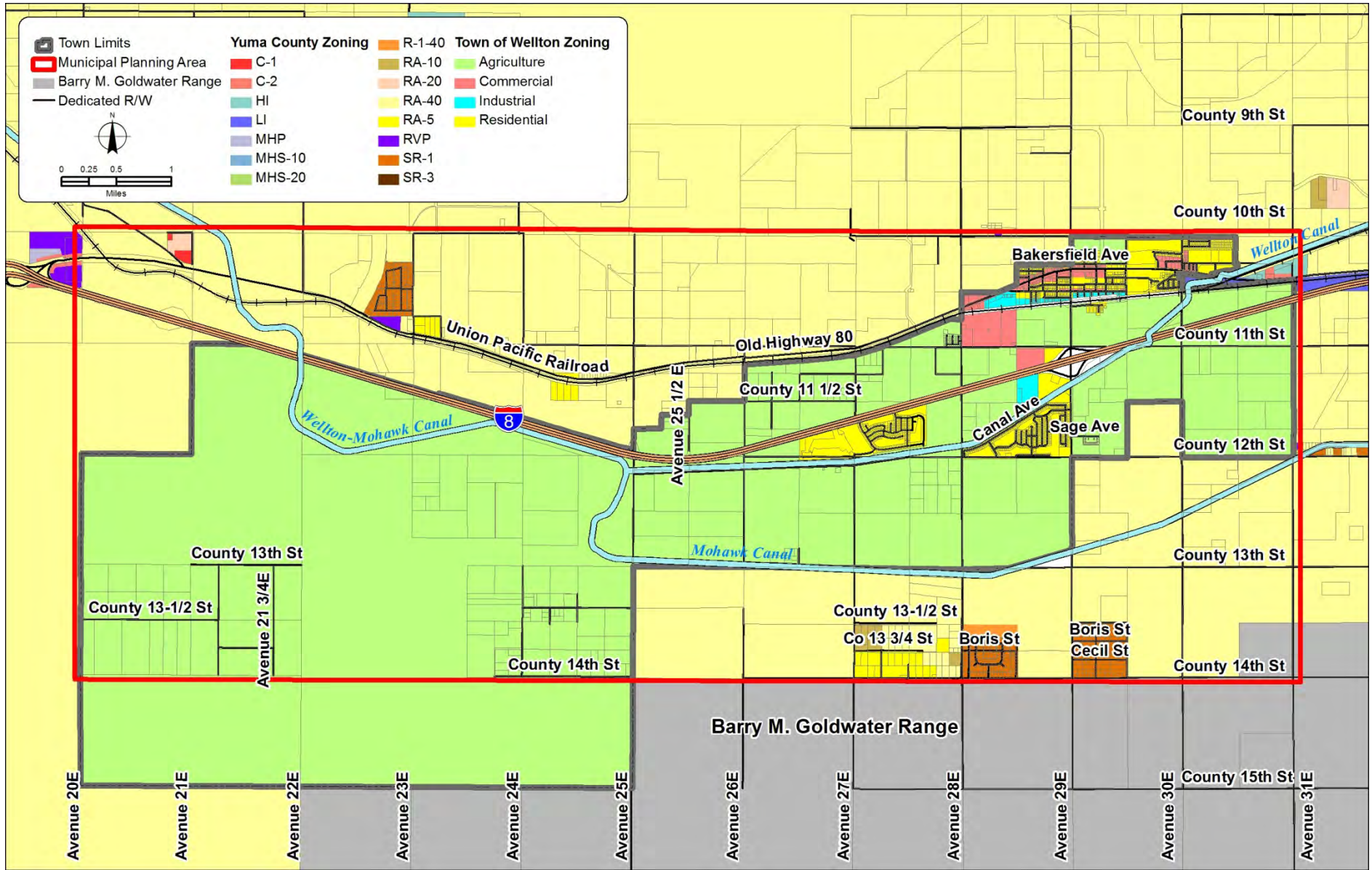


Figure 2 – Existing Zoning



### 2.3. FUTURE LAND USE

As the Yuma region continues to grow, it is anticipated that Wellton will also continue to grow. The Town of Wellton Transportation Long Range Plan PARA Study forecasts future conditions in the year 2033 as well as at build-out. Build-out occurs when all developable land is developed per the land use plan. There is no specific year assigned to build-out as it is highly dependent on how quickly land develops.

Population growth in the Wellton MPA is anticipated to occur at a compound annual growth rate of 2.2% through 2033, resulting in a 2033 population projection of 4,735. The population is anticipated to ultimately reach 102,995 at build-out. The Wellton MPA population growth projections are summarized in **Table 5**.

**Table 5 – Wellton MPA Population Growth Projections**

2010 Population	2033 Population	Build-out Population
2,882	4,735	102,995

Employment levels in the Wellton MPA are anticipated to generally be about 40% of population levels in the future, resulting in an employment/population ratio of approximately 0.40 in 2033 and at build-out. The Wellton MPA employment growth projections are summarized in **Table 6**.

**Table 6 – Wellton MPA Employment Growth Projections**

2010 Employment	2033 Employment	Build-out Employment
674	1,894	41,198

It is anticipated that the majority of the Town’s growth in the MPA will occur west of Avenue 29E and south of I-8. To accommodate this growth, the General Plan designates a large majority of the land south of I-8 for low density residential development with a few areas designated for medium density residential development.

Additional commercial and industrial developments are anticipated along the railroad and along I-8. To accommodate this growth, the General Plan includes commercial and industrial areas along the railroad tracks near existing agriculture-based industrial developments as well as near the existing I-8 traffic interchanges at Old Highway 80 and at Avenue 29E and the planned I-8 traffic interchanges at Avenue 23E, Avenue 25E, and Avenue 31E.

The existing development patterns associated with the agriculture and open space land uses near the Gila River, the canals, and Ligurta Wash are anticipated to remain relatively unchanged through build-out, as are the areas affected by the BMGR development restrictions.

The General Plan land use plan shown in **Figure 3** shows the anticipated land uses at build-out.



# TOWN OF WELLTON 2013 GENERAL PLAN

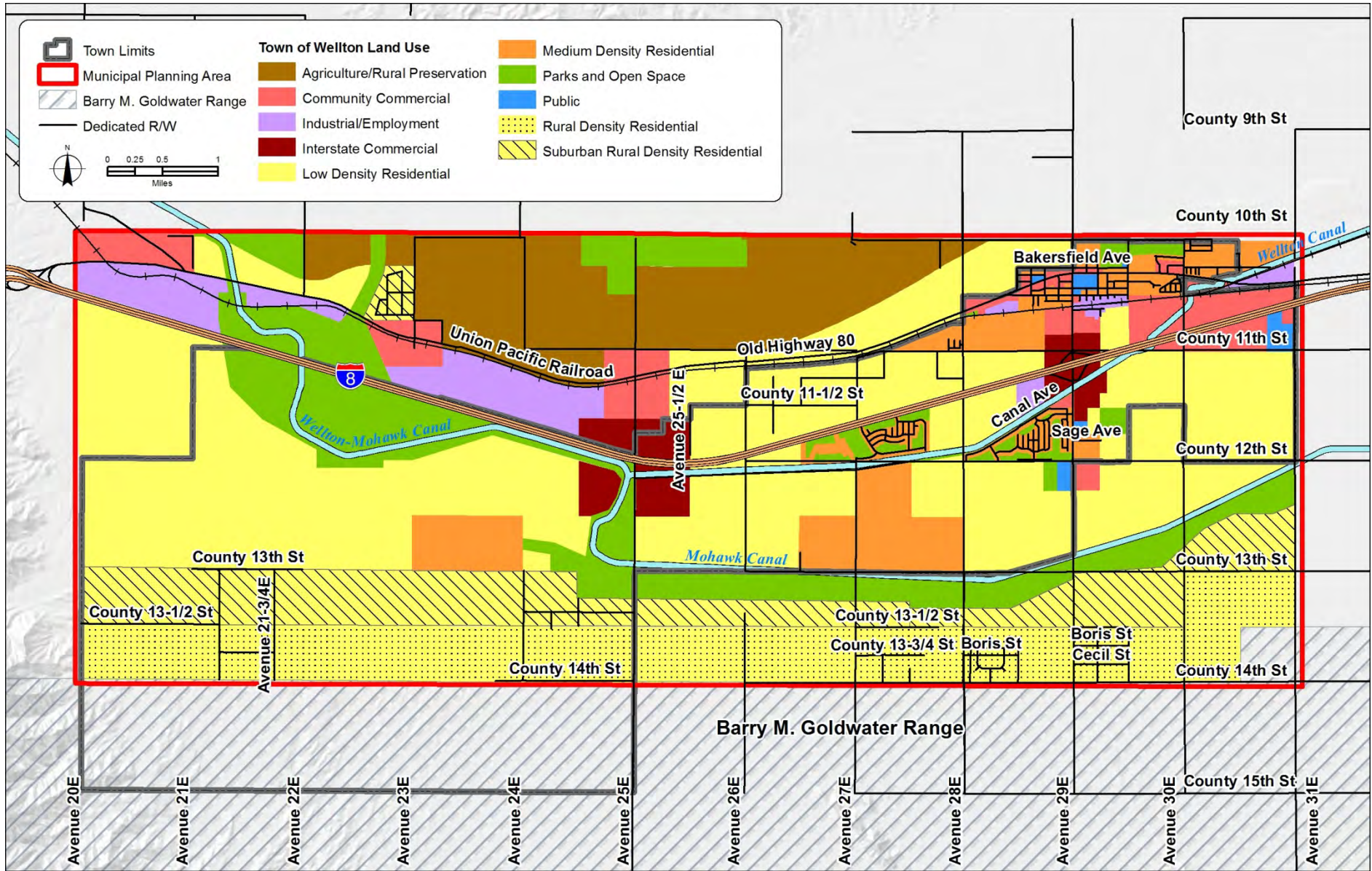


Figure 3 – Build-out Land Use Plan





## 2.4. LAND USE CATEGORIES

The General Plan includes ten land use categories. Each land use category describes a character of development, and a range of appropriate development densities. The General Plan land use categories are described in **Table 7**.

**Table 7 – Future Wellton Land Use Categories**

Category	Density / Minimum Parcel Size	Development Characteristics
<i>Agriculture/Rural Preservation</i>	Minimum parcel size of 40 acres	This land use category applies to commercial and small scale farmland and agricultural uses, and transitions between valued natural resources and development areas. It is appropriate for resource conservation districts and reserves with an emphasis on preserving farm communities and rural character.
<i>Rural Density Residential</i>	Minimum parcel size of 5 acres per dwelling unit	This land use category applies to agricultural/rural business and residential. It is appropriate for resource conservation districts. Development characteristics include small scale agriculture-related businesses, hobby/small farms, no perimeter screen walls or fencing (except fencing for livestock and privacy areas), unpaved driveways, outbuildings, outdoor commercial uses permitted by code. Commercial non-farm development that supports agricultural operations and rural lifestyles, such as feed shops, equipment repair, hardware and farm supply stores are appropriate within this land use category on parcels up to ten acres. Commercial uses within this land use category shall screen the perimeter of all outdoor storage and work areas and provide designated, on-site parking areas.
<i>Suburban Rural Density Residential</i>	Minimum parcel size of 2 acres per dwelling unit	Large lot housing. Development characteristics within this land use category includes no perimeter screen walls (except for livestock fencing and privacy areas), unpaved driveways, some unpaved streets, unpaved pedestrian areas/pedestrian equestrian paths along streets, separate garages and outbuildings.
<i>Low Density Residential</i>	Maximum 4 dwelling units per acre	<p>This is the predominant General Plan land use category within the town. This land use category includes residential subdivisions, master planned communities, commercial development serving the immediate area and, in some circumstances, freeway oriented uses.</p> <p>Residential development appropriate to this land use category includes a variety of development types including low density subdivisions and large lot housing developments. Characteristics of development in this land use category include paved driveways, landscaped sidewalk areas and common areas maintained by HOAs (required within this land use category for all developments more than 2 dwelling units per acre).</p> <p>Development characteristics for subdivisions less than 2 dwelling units per acre may include unpaved sidewalk areas/pedestrian equestrian paths, separate garages, and equestrian facilities. No outdoor uses (with the exception of equestrian facilities) are permitted within residential developments in this land use category.</p> <p>Neighborhood commercial uses that serve the immediate area such as restaurants, doctor's offices, small convenience stores on sites less than ten acres are appropriate within this land use category. Neighborhood commercial activities within this land use category shall occur within enclosed buildings and paved parking areas. These developments shall be separated from residential developments by a minimum 50 foot landscaped area.</p> <p>Public uses including schools, parks, community centers and town offices on parcels less than ten acres are appropriate within this land use category.</p>





# TOWN OF WELLTON 2013 GENERAL PLAN

Category	Density / Minimum Parcel Size	Development Characteristics
<i>Medium Density Residential</i>	4 to 8 dwelling units per acre	<p>This land use category provides a location for higher density residential developments and assisted living facilities. All residential development within this land use category shall be within a subdivision in accordance with an approved land use plan.</p> <p>Characteristics of development within this land use category include paved and landscaped sidewalks along all streets within the development, paved driveways, landscaped common areas maintained by a Homeowners Association, optional privacy fencing, no outdoor uses, and no outbuildings. Manufactured housing is permitted within this land use category. Public uses including schools, parks, community centers and town offices on parcels less than ten acres are appropriate within this land use category.</p>
<i>Interstate Commercial</i>	Minimum parcel size of 10 acres	<p>This land use category is located along Avenue 25E and Avenue 29E and designed to accommodate high-volume vehicular-oriented commercial and employment uses. Development within this land use category includes commercial uses on sites greater than 10 acres that are separated from residential uses by landscaped areas that are at least 75' wide and have paved parking areas and egress/access from the site onto an Arterial or freeway access road.</p> <p>Along Avenue 29E, and between the canal and I-8, development in this land use category is envisioned to complement downtown and provide a transition to the community commercial and elementary school north of the canal. Development at Avenue 25E is envisioned to provide a gateway to the town's western entrance.</p>
<i>Community Commercial</i>	Maximum parcel size of 5 acres	<p>This category is intended to encourage retail and commercial developments of all types that serve the town of Wellton and surrounding areas. If the development is for a single use, it should occur on a site less than five acres. Developments that include more than one commercial use should occur on sites of five acres or more and be unified through design and consistent signing and include sidewalks and landscaped parking areas.</p>
<i>Industrial</i>	None	<p>This land use category is intended to provide locations for railroad related development and high intensity land uses serving the surrounding agricultural communities. Developments in this category should be separated from residential, school, community activity and park areas by landscaped areas that are at least 100' wide and screen the commercial development from view.</p>
<i>Parks and Open Space</i>	None	<p>This land use category applies to publicly owned parks, non-developable floodplain and publicly owned areas with significant natural resources. Land owned and managed by the Arizona State Land Department is not included in this land use category.</p>
<i>Public</i>	None	<p>Public uses are any property or development owned by the Town, State, Federal Government or School District currently used for a public function or planned to be used for a public function on parcels larger than 10 acres. These uses include town offices and maintenance yards, public parks, schools, and community centers.</p>

## 2.5. LAND USE ISSUES

- The projected population of Wellton is anticipated to increase from 2,882 (2010 census) to 4,735 in 2033. Based on a 2010 household size of 2.5 persons per housing unit, approximately 740 new housing units would be required to accommodate anticipated growth through 2033. At densities as low as one unit per acre, less than two square miles of residential development would be needed to accommodate future growth through 2033. As the Town approves new development to accommodate this growth, it should discourage leapfrog type projects that result in extending new infrastructure through vacant areas with a long development horizon.

- The build-out population and employment numbers represent significant growth compared to existing conditions. New development should be encouraged that is compatible with existing development while also conforming to the Town’s vision for development patterns at build-out.
- New development provides an opportunity to diversify the Town’s population. As new development occurs, a range of housing types should be provided so that current Town infrastructure, such as schools, parks, and community services continue to stay relevant.
- Much of the area planned for residential development that is anticipated to develop in the near future is currently zoned for agricultural uses. This provides the town with an excellent opportunity to ensure that new development provides amenities including trails, common areas and parks that will enhance the development and the Town.
- Planned new residential development located south of I-8 and west of Avenue 28E is separated from Town amenities and services by I-8. Future and current development on the south side of I-8 should be connected to the Town via infrastructure, roads, paths and trails.
- As new development occurs on the south side of I-8, the Town will need to continue to ensure that this area is served by parks, emergency response, and other Town services.
- Downtown Wellton is located approximately 2/3 mile north of I-8 along Old Highway 80/Los Angeles Avenue and Avenue 29E. The area between downtown Wellton and I-8 is currently used for agriculture. As the Town grows, a rural main street feel should be promoted along Old Highway 80/Los Angeles Avenue and a gateway “feel” should be considered along Avenue 29E/William Street that connects the existing Coyote Wash development and other planned developments south of I-8 to downtown Wellton and other planned developments north of I-8.
- As Wellton continues to develop, older and outdated platted subdivisions may become active. Many of these subdivisions were platted in the early 1990s and do not include landscaped common areas, sidewalks or other improvements. When these older subdivisions within the Town limits become active, the Town should work with property owners to bring the design and infrastructure planned for these areas up to date so it is compatible with new development and enhances quality of life within the town. As development occurs adjacent to or near the Town limits, the Town of Wellton should work with Yuma County to ensure that these projects contribute to the quality of the Town and its environs.

## 2.6. LAND USE GOALS, OBJECTIVES, AND POLICIES

### GOAL 1: CURRENT AND FUTURE RESIDENTS ENJOY WELLTON’S “SMALL RURAL TOWN” AMBIANCE.

**OBJECTIVE 1.1:** Encourage development that enhances the existing community by providing the appropriate “small rural town” scale and character.

Policy 1.1.1: Develop design standards or guidelines that define the elements of Wellton’s “small rural town” character such as roadway width, architectural character, building size, common areas, and elevations.

Policy 1.1.2: Discourage the construction of gated communities, walled subdivisions, and other developments that are physically enclosed such that they are intended to be isolated from the community rather than part of the community.

**OBJECTIVE 1.2:** Promote aesthetically designed developments.

Policy 1.2.1: Develop design standards or guidelines for all types of new and renovated developments (residential, commercial, and employment).

Policy 1.2.2: Revise the zoning ordinance as needed to address issues of beautification including landscape, parking, and site planning standards.

**OBJECTIVE 1.3:** Promote a rural main street feel along Old Highway 80/Los Angeles Avenue.

Policy 1.3.1: Encourage low-intensity retail and commercial uses along Old Highway 80/Los Angeles Avenue between Avenue 28E and Avenue 30E.

**OBJECTIVE 1.4:** Promote a gateway feel along Avenue 29E/William Street.

Policy 1.4.1: Encourage high-intensity retail and commercial uses and aesthetic treatments that provide a gateway feel along Avenue 29E/William Street between Old Highway 80/Los Angeles Avenue and County 12<sup>th</sup> Street.

**OBJECTIVE 1.5:** Plan the vacant, developable land.

Policy 1.5.1: Develop specific area plans for the undeveloped south and west portions of Town that contain strategies and policies to guide development, particularly for higher intensity development such as interstate commercial and medium density residential.

**GOAL 2: CONFLICTS BETWEEN LAND USES ARE MINIMIZED.**

**OBJECTIVE 2.1:** Provide a compatible mix of land uses.

Policy 2.1.1: Locate higher density residential and recreational vehicle parks near commercial and employment land uses.

Policy 2.1.2: Locate recreational vehicle (RV) parks in areas with convenient access to I-8, Avenue 29E/William Street, or Old Highway 80/Los Angeles Avenue.

Policy 2.1.3: Buffer residential uses from industrial land uses or commercial development that have intense noise or other impacts that would degrade the quality of adjacent residential use.

Policy 2.1.4: Continue to permit development at densities of no more than one (1) dwelling unit per five (5) acres within one-half mile of BMGR and no more than one (1) dwelling unit per two (2) acres within one mile of BMGR.

**OBJECTIVE 2.2:** Buffer or screen residential uses from adjacent incompatible uses and adjacent utility corridors.

Policy 2.2.1: Revise the zoning ordinance to require appropriate space and/or buffering between low-density residential and RV parks or medium-density residential development.

Policy 2.2.2: Revise the zoning ordinance to require appropriate space and/or buffering between residential land uses and interstate transportation and utility corridors.

Policy 2.2.3: Revise the zoning ordinance to include two residential zones – one for low density housing (manufactured and RV housing allowed with conditional use permit) and one for attached, apartment, and manufactured and/or RV housing.

Policy 2.2.4: Revise the zoning ordinance to include two commercial zones – one for neighborhood and community commercial and one for regional and interstate oriented commercial development.

**OBJECTIVE 2.3:** Minimize the impacts of development on significant natural features.

Policy 2.3.1: Continue to support low density agricultural uses around important natural features such as the Gila River and the Muggins Mountains.

**GOAL 3: THE SAFETY AND QUALITY OF NEIGHBORHOODS ARE PROTECTED AND PRESERVED.**

**OBJECTIVE 3.1:** Residents participate in keeping their neighborhoods safe.

Policy 3.1.1: Support the formation of block watch organizations.



**OBJECTIVE 3.2:** Promote a high level of property maintenance.

Policy 3.2.1: Consider adopting a neighborhood maintenance ordinance for mobile houses and other housing.

**OBJECTIVE 3.3:** Secure funds to assist with housing renovation and neighborhood improvements.

Policy 3.3.1: Work with regional, state, federal, and not-for-profit entities to secure housing rehabilitation and community revitalization funds such as Community Development Block Grant (CDBG) funds.

**GOAL 4: A RANGE OF HOUSING INTENSITIES AND DENSITIES IS AVAILABLE AND CONTRIBUTES TO WELLTON'S RESIDENTIAL DIVERSITY AND STABILITY.**

**OBJECTIVE 4.1:** Encourage the development of a range of housing densities and intensities.

Policy 4.1.1: Encourage a minimum of three lot sizes in all new subdivisions 40 acres or larger.

Policy 4.1.2: Encourage a variety of housing types to accommodate all income levels and lifestyles.

**OBJECTIVE 4.2:** Support the development of age-restricted RV projects.

Policy 4.2.1: Permit age-restricted RV developments in locations that have access to major streets and I-8.

Policy 4.2.2: Using landscaped setbacks, buffer RV developments from lower density residential uses.

Policy 4.2.3: Within RV developments, encourage amenities that may include and should not be limited to a community center, common area landscaping along roads, swimming pool, leisure/park areas and walking trails.

**GOAL 5: WELLTON ACHIEVES ITS GOALS, IN PART, BY WORKING WITH OTHER ENTITIES AND JURISDICTIONS.**

**OBJECTIVE 5.1:** Cooperate with YMPO, Yuma County, City of Yuma, and WMIDD on issues of regional and inter-jurisdictional importance.

Policy 5.1.1: Coordinate with Yuma County and WMIDD regarding land uses along shared borders with Dome Valley, Ligturta, Pratt Acres, and Wellton Hills on issues such as buffering, screening, and compatible land uses.

Policy 5.1.2: Work with YMPO on issues of regional importance.

Policy 5.1.3: Work with local, state, and federal entities to achieve Wellton's goals.

**OBJECTIVE 5.2:** Work with Yuma County on the conservation of visual resources along Old Highway 80/Los Angeles Avenue.

Policy 5.2.1: Identify visual resources along Old Highway 80/Los Angeles Avenue and encourage their conservation through design, setbacks, building placement, rehabilitation, and other means.

**GOAL 6: ENSURE THAT TOWN PLANNING DOCUMENTS ARE CURRENT AND CAN EFFECTIVELY ACHIEVE THE DESIRED TYPE OF GROWTH.**

**OBJECTIVE 6.1:** Bring the zoning ordinance and other development related documents into conformance with the updated General Plan.

Policy 6.1.1: Revise and update the zoning ordinance to include residential, employment and commercial zone standards that implement the General Plan.



## 3. CIRCULATION ELEMENT

### 3.1. ELEMENT STATEMENT



The Circulation Element is intended to support and correlate with the Land Use Element outlined in the General Plan. This element provides for a circulation system that is safe, efficient, and convenient for residents and visitors. The Circulation Element addresses the need for a multimodal transportation system to allow for travel choices so that travelers can easily move within the community and throughout the region. The Circulation Element includes goals, objectives, and policies for multimodal mobility throughout Wellton and between Wellton and adjacent communities.

### 3.2. TRANSPORTATION NETWORK

#### Roadway Network

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##### *Existing Roadways*

The current roadway network in the study area is composed of an interstate highway and local roadways. The major existing paved roadways are described below.

**I-8** – I-8 is an east-west interstate highway that runs from San Diego, California to its junction with I-10 near Casa Grande, Arizona. Within the MPA, access to I-8 is limited to the interchange at Avenue 29E/William Street. I-8 has four through lanes (two in each direction). I-8 is also a part of the Strategic Highway Network (STRAHNET), a system of roads deemed necessary to support U.S. military operations. I-8 is maintained by the Arizona Department of Transportation (ADOT).



**Old Highway 80/Los Angeles Avenue** – Within the MPA, Old Highway 80 (also known as Los Angeles Avenue) is typically a two-lane rural roadway that runs east-west in between I-8 and the Gila River. Old Highway 80 has four lanes (two through lanes in each direction) plus a center median between Arizona Avenue and Jessie Street.

**Avenue 29E/William Street** – Avenue 29E (also known as William Street) is a two-lane north-south roadway that provides access to I-8 via a traffic interchange. Avenue 29E provides the most direct connection between downtown Wellton north of I-8 and the residential and commercial developments south of I-8. Avenue 25E and Avenue 31E are the only two other roadways within the MPA that cross I-8, though neither of them has a traffic interchange at I-8.

Other paved roadways in the MPA are generally concentrated in the downtown Wellton area or in the Coyote Wash development. Several miles of unpaved roadways provide additional access in the MPA. All intersections in the town are currently unsignalized.

I-8, the railroad, and the canals pose barriers to travel within the MPA, particularly north-south travel, as there are limited crossings of these features. With only a few paved roads and limited crossings of I-8, the railroad, and the canals, route options are limited, inhibiting mobility. This is particularly a potential issue for emergency response providers who like to have multiple alternate routes in case the primary route is blocked.



## *Functional Classification of Roadways*

Functional classification defines the hierarchy of streets in a roadway network according to the character of service they are intended to provide as it relates to mobility, access, and trip length. The roles and standards for each type of roadway must be established in order to plan an efficient and effective system. Most travel involves movement through a network of roadways of varying functional classification.

The Federal Highway Administration (FHWA) has developed guidelines for federal functional classification of roadways. The federal functional classification groups include principal arterials, minor arterials, collectors, and local roads. In general, the principal and minor arterials provide a high level of mobility for the traveling public with minimal allowance for access, while the collectors and local roads provide for residential and non-residential access. Roadways in urban areas typically function differently than in rural areas, and as such they are typically designated as either urban or rural roadways.



## *Build-out Roadway Network*

The Town of Wellton Transportation Long Range Plan PARA Study analyzed future roadway conditions in the year 2033 as well as at build-out to determine what changes need to be made to the roadway network to accommodate the increased traffic associated with the projected increases in population and employment in the MPA. A comprehensive roadway network based on a one-mile grid system will ultimately be needed at build-out. This build-out roadway network, shown in **Figure 4**, includes additional crossings of I-8, the railroad, and the canals, along with additional interchanges along I-8 at Avenue 23E, Avenue 25E, and Avenue 31E.

The Town of Wellton Transportation Long Range Plan PARA Study also developed roadway cross-sections for the different classifications of roadways called for in the build-out roadway network. These roadway cross-sections were developed with the intent of creating “complete streets” that allow all travelers (e.g., drivers, bicyclists, pedestrians) to safely and effectively move along and across the roadway network. Elements of the roadway cross-sections include travel lanes, raised medians or two-way left-turn lanes, multi-use lanes intended for use by bicycles and golf carts (as long as the posted speed limit is no higher than 35 miles per hour per State statute), graded shoulders in rural areas, and sidewalks, curb, gutter, and landscaping in urban areas. The Town’s roadway cross-sections are shown in **Figure 5** through **Figure 9**.





# TOWN OF WELLTON 2013 GENERAL PLAN

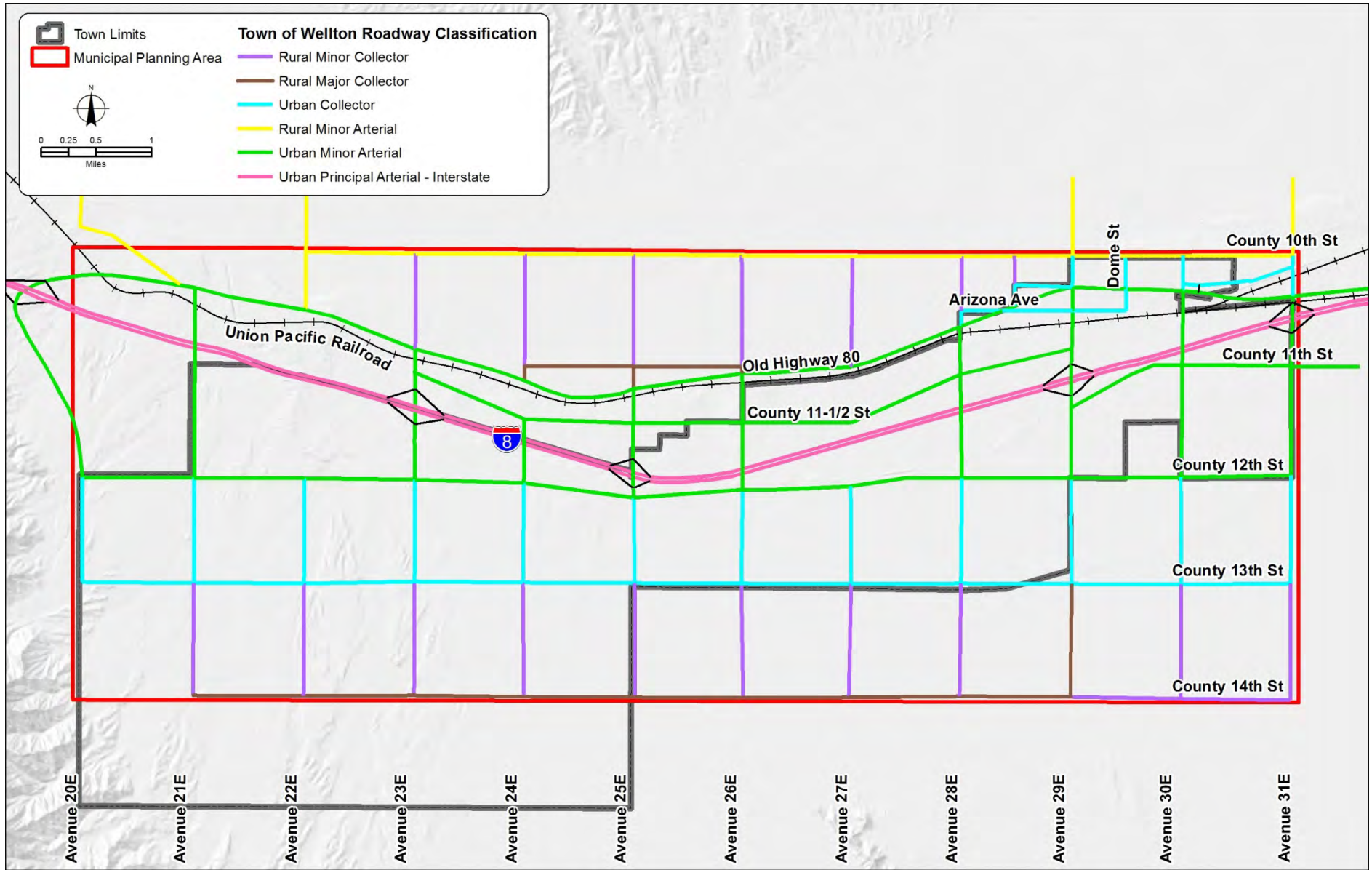


Figure 4 – Build-out Roadway Network



Figure 5 – Rural Minor Collector Cross-Section



Figure 6 – Rural Major Collector Cross-Section





Figure 7 – Urban Collector Cross-Section



Figure 8 – Rural Minor Arterial Cross-Section





**Figure 9 – Urban Minor Arterial Cross-Section**

## Non-Motorized Network

Non-motorized (i.e., bicycle and pedestrian) facilities are an important part of the multimodal transportation network in that they provide alternate options for travel besides motorized vehicles (which is especially critical for travelers who cannot drive).

Elements that make up bicycle networks can include designated bike routes, striped bike lanes, paved shoulders along roadways, wide outside lanes, multi-use paths, and sidewalks. There are currently no designated bike routes or striped bike lanes in Wellton. The only roadway within the study area with paved shoulders is Old Highway 80/Los Angeles Avenue outside of the downtown Wellton area. Bicyclists traveling on Old Highway 80/Los Angeles Avenue in the downtown Wellton area can utilize the existing sidewalk between Hindman and Fresno Street and the asphalt-paved multi-use path between Fresno Street and Mohawk Boulevard (except for a gap at the Coyote Wash bridge).



Pedestrian networks are typically comprised of sidewalks, trails, and multi-use paths. Existing sidewalks within the MPA are primarily located along Old Highway 80/Los Angeles Avenue and Avenue 29E/William Street in downtown Wellton and along County 12<sup>th</sup> Street in the Coyote Wash development. Pedestrians can also utilize the existing multi-use path on Old Highway 80/Los Angeles Avenue.

Portions of two historic trails, the Juan Bautista de Anza National Historic Trail and the El Camino del Diablo Trail, are also located within the planning area. These off-road multi-use trails provide recreational opportunities. Unpaved roadways such as maintenance roads along canals are also sometimes used as unofficial trails.



# TOWN OF WELLTON 2013 GENERAL PLAN

## Transit

The Yuma County Intergovernmental Public Transportation Authority (YCIPTA) provides Yuma County Area Transit (YCAT) fixed route and demand-responsive service to Wellton. Gold Route 8 provides fixed route service between the Downtown Yuma Transit Center and Wellton via Arizona Western College/Northern Arizona University and the Fortuna Foothills (with an additional stop at Ligurta Station in the northwest corner of the MPA upon request). Operating Monday through Friday, there is one westbound morning run and one eastbound afternoon run. The route travels to the shopping center at Coyote Wash and then goes through downtown Wellton on Avenue 29E/William Street, Arizona Avenue, Dome Street, and Old Highway 80/Los Angeles Avenue. This route can flex off route, which means that passengers can request the bus operator to deviate off route up to 1.5 miles on either side of the route.

YCIPTA implemented new paratransit service to Wellton in 2013 called WelltonCAT. WelltonCAT is a door-to-door demand-responsive shared-ride service that currently operates every Friday from 3:00 p.m. and 7:00 p.m. WelltonCAT provides service anywhere within the Town of Wellton as well as serving Tacna, Dome Valley, and the Walmart in the Fortuna Foothills area of Yuma. Passengers must call YCAT at least 15 minutes prior to pick up. This service is open to the public with no eligibility restrictions or required application.



## Rail

The railroad tracks that run east-west through the MPA are owned by Union Pacific Railroad (UPRR). UPRR provides freight services on the tracks while Amtrak provides passenger services. The main railroad tracks are part of UPRR's Sunset Route, which runs as many as 70 trains per day from Los Angeles to Houston. The Sunset Route tracks were recently double-tracked by UPRR to promote more efficient and safer movement of train traffic. A branch track known as the Wellton Branch splits off from the Sunset Route tracks just east of Avenue 30E and continues northeast towards Roll. Other sidings and spur tracks exist along the one-mile segment of the Sunset Route tracks between Hindman Street and Dome Street near downtown Wellton.



The unstaffed Amtrak station in nearby Yuma provides passenger rail service. Amtrak's Texas Eagle and Sunset Limited routes currently stop at the Yuma station three times a week.

There are three at-grade roadway crossings of the main railroad tracks in the MPA at Avenue 25E, Avenue 29E/William Street, and Avenue 31E. There is one grade-separated roadway crossing of the main railroad tracks near Ligurta Station in the northwest corner of the MPA and one grade-separated roadway crossing of the Wellton Branch railroad tracks east of Avenue 30E. A railroad quiet zone has been established at the Avenue 29E/William Street at-grade crossing, effectively eliminating train horn noise through most of the developed parts of Wellton.

## Air

The closest commercial service airport to Wellton is the Yuma International Airport, approximately 30 miles to the west in Yuma. Military air operations are conducted regularly at the BMGR just south of the Wellton MPA.

### 3.3. CIRCULATION ISSUES

- Paving of multiple roadways is needed to improve mobility, emergency response service times, and air quality.
- Additional crossings of I-8, the railroad, and the canals are needed to improve mobility and emergency response service times.

- A grade-separated crossing of the railroad in downtown Wellton along Avenue 29E/William Street or Dome Street is needed to improve circulation and safety in the downtown area.
- A comprehensive grid network of paved streets, along with additional interchanges along I-8, will ultimately be needed in the MPA to accommodate build-out travel demands.
- Increased frequency of the fixed route and demand-responsive services in Wellton will make transit more accessible and convenient to existing and potential riders.
- There is a need for bicycle and pedestrian facilities on most roadways within the study area, particularly in the vicinity of activity centers such as school and government facilities. Bicycle and pedestrian trails are also desirable along canals.
- Complete streets roadway cross-sections should be implemented as development and roadway improvements occur to better accommodate bicycle and pedestrian travel.
- Current transportation funding levels are barely adequate to fund existing operations and maintenance activities and do not provide sufficient funding for capital improvements to the transportation network. Additional funding sources, such as a potential local or regional dedicated transportation tax, need to be identified.

### **3.4. CIRCULATION GOALS, OBJECTIVES, AND POLICIES**

#### **GOAL 1: WELLTON MAINTAINS A CONVENIENT AND EFFICIENT TRANSPORTATION SYSTEM.**

**OBJECTIVE 1.1:** Identify and prioritize roadway improvement projects.

Policy 1.1.1: Annually assess and prioritize needed roadway operations and maintenance improvements.

Policy 1.1.2: Annually assess and prioritize needed roadway capital improvements.

Policy 1.1.3: Pursue opportunities to pave heavily-traveled roadways that are currently unpaved.

**OBJECTIVE 1.2:** Ensure adequate funding to address long-term transportation needs.

Policy 1.2.1: Continue to work with YMPO, ADOT, YCIPTA and Yuma County to fund long-term transportation needs.

Policy 1.2.2: Coordinate with other jurisdictions to get the most out of regional, federal, and state roadway funding.

**OBJECTIVE 1.3:** Identify funding sources for continued development of the transportation network.

Policy 1.3.1: Pursue regional, state, and federal grants for transportation projects.

Policy 1.3.2: Support efforts to evaluate options for developing a local or regional dedicated transportation funding source.

**OBJECTIVE 1.4:** Reduce or eliminate bottlenecks or barriers to efficient travel on the transportation network.

Policy 1.4.1: Support the development of new freeway traffic interchanges along I-8.

Policy 1.4.2: Support the development of new roadway crossings of the railroad tracks.

Policy 1.4.3: Support the development of new roadway crossings of the canals.

#### **GOAL 2: WELLTON PROMOTES REGIONAL COOPERATION ON TRANSPORTATION ISSUES.**

**OBJECTIVE 2.1:** Work with regional, state, and federal agencies and other entities to enhance transportation options to, from, and within Wellton.

Policy 2.1.1: Participate in the regional, state, and federal planning processes.



Policy 2.1.2: Work with the Union Pacific Railroad to improve mobility and safety across the railroad tracks.

Policy 2.1.3: Work with the Wellton-Mohawk Irrigation and Drainage District to improve mobility and safety across canals.

**GOAL 3: WELLTON'S TRANSPORTATION NETWORK MEETS CURRENT AND FUTURE CIRCULATION DEMANDS.**

**OBJECTIVE 3.1:** Assess impacts of proposed developments on existing and planned roadways.

Policy 3.1.1: Accept only those private roads as public right-of-ways that meet the Town's adopted standards for local, collector, and arterial roadways.

Policy 3.1.2: Require new development to pay for the costs of needed transportation improvements that will occur within the development boundaries.

Policy 3.1.3: Require new development to pay for the costs of all off-site transportation improvements that are needed as a result of increased traffic due to that development.

Policy 3.1.4: Require new development to dedicate the public right-of-way for roadways within or on the border of the development boundaries that corresponds to the functional classification of those roadways per the Town's planned build-out roadway network.

**GOAL 4: RESIDENTS HAVE TRAVEL OPTIONS.**

**OBJECTIVE 4.1:** Provide non-motorized transportation facilities to all areas of Wellton, particularly to access shopping, schools, and other activity centers.

Policy 4.1.1: Eliminate the gap in the multi-use path along Old Highway 80/Los Angeles Avenue at the crossing of Coyote Wash.

Policy 4.1.2: Develop a trails/bicycle/pedestrian plan that provides more detail on the location, type, and design parameters of non-motorized improvements in Wellton.

Policy 4.1.3: Support the development of non-motorized multi-use pathways along canals and drainageways.

Policy 4.1.4: Support the development of a 'safe routes to school' plan in coordination with the Wellton Elementary School District.

Policy 4.1.5: Provide pedestrian access across Interstate 8 along Avenue 29E.

**OBJECTIVE 4.2:** Encourage the use of transit.

Policy 4.2.1: Encourage expansion of transit service between Yuma, Wellton and other regional destinations.

Policy 4.2.2: Encourage increases in the frequency of both regional fixed route and local transit circulator service.

**OBJECTIVE 4.3:** Promote compliance with the Americans with Disabilities Act (ADA).

Policy 4.3.1: Assess existing transportation infrastructure and identify opportunities to improve ADA-accessibility.

Policy 4.3.2: Seek funding to improve the accessibility of non-vehicular travel routes.

**OBJECTIVE 4.4:** Promote road improvements that incorporate infrastructure supporting bicycle and pedestrian travel.

Policy 4.4.1: Implement complete street cross-sections where feasible for all classifications of roads to accommodate bicycle and pedestrian travel.

**GOAL 5: MOTORIZED AND NON-MOTORIZED TRANSPORTATION FACILITIES IN WELLTON ARE SAFE.**

**OBJECTIVE 5.1:** Support implementation of measures that promote safety on the transportation network.

Policy 5.1.1: Pursue the development of a design concept report for a grade-separated railroad crossing at Avenue 29E/William Street or Dome Street.

Policy 5.1.2: Conduct periodic safety evaluations to ensure traffic control measures meet current standards.

Policy 5.1.3: Conduct periodic safety evaluations to identify locations with higher than normal crash rates and potential countermeasures.

Policy 5.1.4: Apply for available regional, state, and federal funding set aside for safety improvements.

Policy 5.1.5: Promote the development of emergency response services on the south side of the railroad tracks and I-8.



## 4. PARKS AND OPEN SPACE ELEMENT

### 4.1. ELEMENT STATEMENT

The Parks and Open Space Element identifies open space and recreation resources and estimates future open space and recreation needs based on forecasted growth. The goals and policies of this element provide a framework for managing and protecting open space areas and resources and further develop recreational resources.

### 4.2. PARKS AND OPEN SPACE

A map showing existing and planned parks and open space is provided in **Figure 10**.

#### Parks and Recreational Facilities

The Town of Wellton provides several parks and other recreation facilities. Town parks include Butterfield Town Park and the Westside Neighborhood Park. Recreation facilities in Wellton include the Wellton Community Center, the Butterfield Golf Course, the N.D. and Katie Kline Pool, and the Links at Coyote Wash Golf Course. These parks and recreation facilities are described below:

**Butterfield Park** – This 8.8-acre park has a variety of opportunities for the town’s community including two jungle gyms, four basketball courts, a volleyball court, six picnic ramadas, barbecue grills and a walking path.

**Westside Park** – This 1.1 acre, passive neighborhood park is located on the southwest corner of Old Highway 80/Los Angeles Avenue and Hindman Street. The park is the location of the Christmas Tree lighting, and the starting point of the Pioneer Days Parade, which terminates at Butterfield Park.

**Wellton Community Center** – The 7,569 square foot community center is located at 10234 Dome Street at Butterfield Park. The community center includes meeting space for community events.



**Butterfield Golf Course** – Surrounded by the Gila Mountains, the Butterfield Golf Course has 18 holes as well as a driving range, a putting green, and a Pro Shop that rents handcars, bags and clubs, and golf carts. The course is open to the public.

**N.D. and Katie Kline Pool** - located on 29318 Bakersfield Avenue, the N.D. and Katie Kline Pool is opened seasonally from May until September each year.

**The Links at Coyote Wash Golf Course** – Surrounded by the Coyote Wash development, this golf course has 18 holes as well as a driving range, a putting green, and a Pro Shop that rents handcars, bags and clubs, and golf carts. The course is open to the public.

The Town currently provides 3.15 acres of developed park per 1,000 residents. To maintain this standard as the Town continues to grow, an additional 5.83 acres of developed park will be required by 2033. This demand can be met through the development of an additional park. The Town already has preliminary plans for a multi-sport complex on land just south of County 12<sup>th</sup> Street and west of Avenue 29E. This facility is planned to include lit sports fields, bleachers, and a snack bar.





# TOWN OF WELLTON 2013 GENERAL PLAN

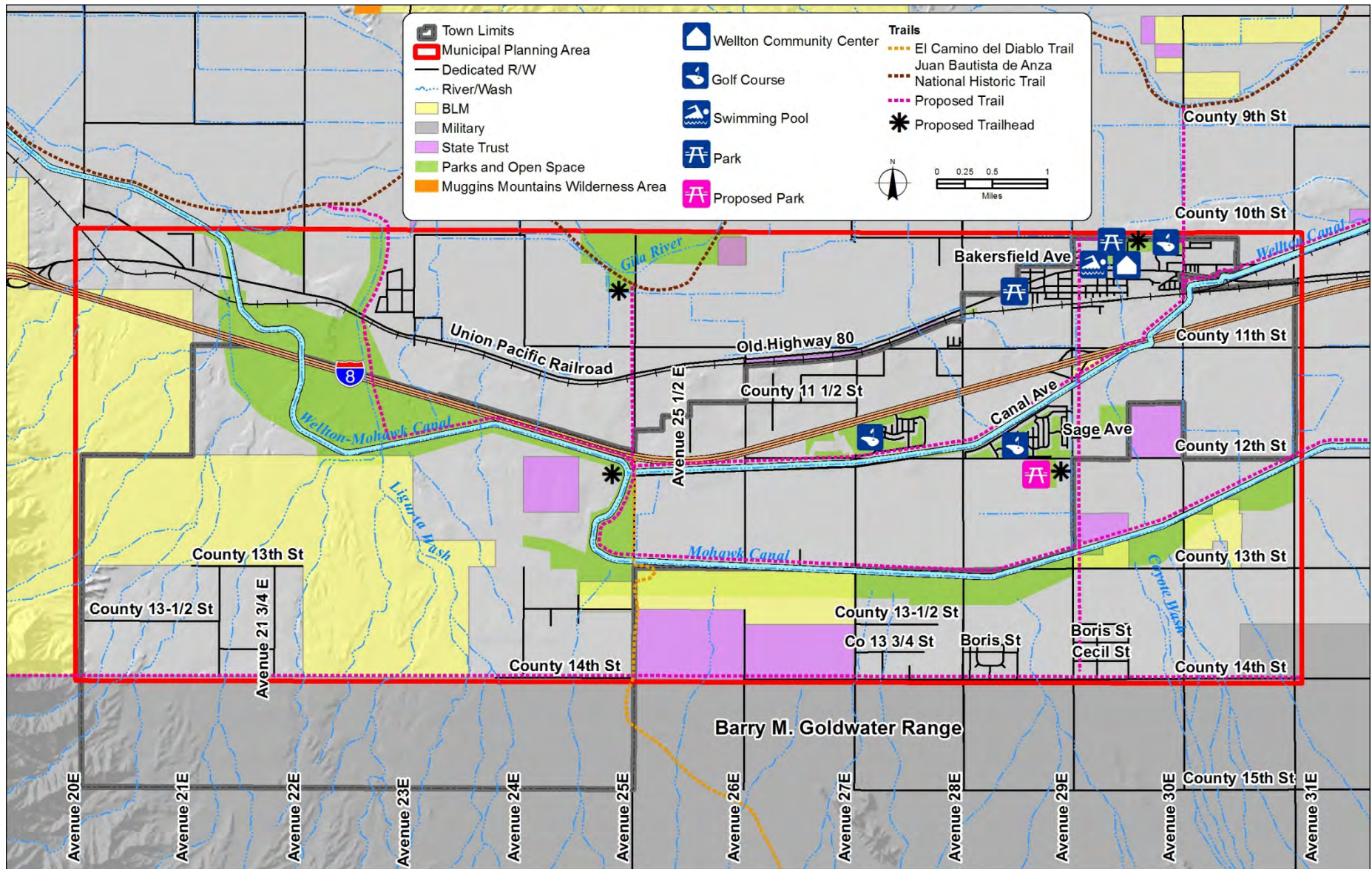


Figure 10 – Parks and Open Space Map

## Open Space and Trails

Wellton is located in the Dome Valley, with the Gila River and Muggins Mountains on the north side of the MPA, the Gila Mountains on the west and south sides of the MPA, and BMGR on the south side of the MPA. The southern boundary of the Muggins Mountains Wilderness Area is located approximately two miles north of the MPA near Avenue 23E. The Bureau of Land Management (BLM) owns significant amounts of undeveloped land in the western and southern parts of the Wellton MPA. The Arizona State Land Department (ASLD) manages the State Trust land within the MPA, which is also undeveloped. All of these represent existing open space that is undeveloped desert that provides habitat for a range of wildlife species.

The Town is connected to these open space areas by two historic trails: the El Camino del Diablo trail that extends south from Avenue 25E through BMGR to the Gila Mountains, and the Juan Bautista de Anza National Historic Trail that follows the Gila River. Other informal connections, such as irrigation canals and unpaved roadways, also provide access to open spaces and natural resources within and near the MPA.

Per the Town's build-out land use plan, open space is designated at the existing parks and recreational facilities as well as along the Gila River, Ligurta Wash, and canals within the MPA.

### 4.3. PARKS AND OPEN SPACE ISSUES

- The planned multi-sport complex should meet future needs for recreation facilities such as fields. However, this facility should be designed to include other facilities that are typically located in parks, such as children's play areas with play structures, other lit sports courts such as volleyball and basketball, restrooms, picnic ramadas and barbeques.
- As the Town develops, additional community recreation facilities, including a community center, may be appropriate on the south side of I-8.
- The Town is surrounded by substantial open space resources that can attract visitors and tourists and support economic development. These resources should be considered as the town develops.
- The open space within and around the MPA is discontinuous. Existing wildlife movement corridors should be preserved when undeveloped land is ultimately developed, particularly near the northern, western, and southern boundaries of the MPA, to enable continued wildlife movement.
- The Gila River is an important riparian resource that provides opportunities for birding and other activities. Opportunities exist to provide interpretation, trails and other amenities within the designated open space area that could encourage visitors and provide education and recreation opportunities for the Town.
- The Muggins Mountains Wilderness is located just north of the designated open space near the Gila River. Opportunities to connect the open space near the Gila River to the Muggins Mountain Wilderness should be explored.
- The El Camino del Diablo Trail along Avenue 25E currently terminates at I-8. Opportunities to extend the trail to the north to the Juan Bautista de Anza trail and the Gila River open space should be explored.
- The Town benefits from several east-west canals owned by WMIDD. The canal banks provide opportunities for trails that could link many of the open spaces in the MPA.
- County 14<sup>th</sup> Street is adjacent to BMGR. This undeveloped area provides a unique opportunity for a trail that abuts a significant open space corridor.

### 4.4. PARKS AND OPEN SPACE GOALS, OBJECTIVES AND POLICIES

**GOAL 1: CONTINUE TO PROVIDE A RANGE OF ACTIVE RECREATION OPPORTUNITIES WITHIN THE TOWN.**

**OBJECTIVE 1.1:** Maintain existing facilities and levels of service.



Policy 1.1.1: As the Town develops and population increases, continue to provide active parks at a ratio of 3.15 acres per 1,000 residents.

**OBJECTIVE 1.2:** Expand recreation opportunities and events.

Policy 1.2.1: Add a ramada and picnic area to the Westside Park.

Policy 1.2.2: Pursue the development of a multi-sports facility west of Avenue 29E and south of County 12<sup>th</sup> Street.

Policy 1.2.3: Continue to promote special events and festivals such as the Pioneer Day Parade and Fiesta and the Wellton-Mohawk Tractor Rodeo that are focused around unique interests and that support tourism opportunities.

Policy 1.2.4: Expand the types of special events to capitalize on the Town's access to natural resources and wildlife areas. These could include seasonal events focused around wildlife attracted to the Gila River and the surrounding mountains or running events along canals within the Town.

**OBJECTIVE 1.3:** Continue to provide recreation facilities through a variety of funding sources.

Policy 1.3.1: Support grant applications that seek to improve parks or open spaces.

Policy 1.3.2: Work with ADOT to provide trails when constructing interchanges, bridges, and other structures across I-8.

Policy 1.3.3: Work with BLM and other federal agencies to identify funding sources for making trail connections and improvements to the Juan Bautista de Anza National Trail and the El Camino del Diablo trail.

Policy 1.3.4: Identify opportunities to obtain funding for parks and open space resources through regional, state, and federal sources such as the Transportation Alternatives Program and the Federal Recreation Trails Program.

Policy 1.3.5: Consider creating a not-for-profit organization that supports open space and recreation within the Town. Solicit donations that could be used for recreation programs, signing, and maintenance of open space and recreation areas within the Town.

## **GOAL 2: CONNECT TOWN PARKS AND OPEN SPACES TO ONE ANOTHER AND LOCAL, NATIONAL AND REGIONAL TRAILS.**

**OBJECTIVE 2.1:** Provide trail access to and between recreation facilities and open spaces.

Policy 2.1.1: Extend the El Camino del Diablo Trail across I-8 to connect to the Gila River open space and the Juan Bautista de Anza National Trail.

Policy 2.1.2: Work with WMIDD to provide trails along its canals.

Policy 2.1.3: Provide a trail connecting the Butterfield Park to the Juan Bautista de Anza National Trail.

Policy 2.1.4: Provide a trail along County 14<sup>th</sup> Street along the BMGR boundary that connects to the El Camino del Diablo trail and the Gila Mountains to the west of the MPA.

Policy 2.1.5: Provide a trail along Avenue 29E between County 10<sup>th</sup> Street and County 14<sup>th</sup> Street to provide connectivity between many of the Town's parks and open space resources.

Policy 2.1.6: Coordinate with development to preserve existing wildlife corridors through wide roadway setbacks or along natural washes within developments.

**OBJECTIVE 2.2:** Provide access to trails via trailheads at parks, open space areas and other locations within the Town.



Policy 2.2.1: Provide a trailhead with parking near Avenue 29E and County 12<sup>th</sup> Street through development or at the planned multi-sports facility.

Policy 2.2.2: Provide a trailhead for the El Camino del Diablo Trail and the proposed canal trails as part of the commercial development planned at I-8 and Avenue 25E.

Policy 2.2.3: Provide a trailhead near where the Juan Bautista de Anza Trail intersects Avenue 25E.

Policy 2.2.4: Provide a trailhead at Butterfield Park for the proposed trails in the area.

**GOAL 3: ENHANCE EXISTING PARKS AND OPEN SPACE RESOURCES THROUGH DEVELOPMENT AND COORDINATION WITH OTHER ENTITIES.**

**OBJECTIVE 3.1:** As new development occurs, identify and conserve open space, significant natural resources, and connections within them.

Policy 3.1.1: Require preservation of major washes within development areas.

Policy 3.1.2: Require that internal development trails connect to public trails at the periphery of the development if public trails exist in the vicinity.

Policy 3.1.3: Prohibit the gating or locking of trails internal to development.

Policy 3.1.4: Require trails that connect to planned and existing public trails and planned and existing open space resources as a component of new development.

**OBJECTIVE 3.2:** Provide recreation facilities within one-quarter mile of new residences.

Policy 3.2.1: Require all new development over 80 acres to provide neighborhood parks that are a minimum of five contiguous acres, with a minimum of three on-street parking spaces and at least one acre that is out of retention/detention areas and that include at least two of the following: sports court, shaded play area with play structure, Parcours-style fitness trail, ramada with picnic table, or multi-use play field (minimum size of 250' x 150').

**OBJECTIVE 3.3:** Coordinate with other entities to identify and conserve open spaces and trails.

Policy 3.3.1: Work with Yuma County, BMGR, BLM, and other interested public agencies to manage and conserve existing and planned open space resources.

Policy 3.3.2: Consider coordinating with private entities such as the Sonoran Institute, Nature Conservancy, and Audubon Society to develop programs that enhance resident and visitor appreciation of open space and identify grant opportunities.



## 5. GROWTH AREA ELEMENT

### 5.1. ELEMENT STATEMENT

The Growth Area Element identifies areas within the Wellton MPA that are particularly suitable for planned multimodal transportation and infrastructure expansion and improvements designed to support a planned concentration of a variety of uses. Growth areas within Wellton provide the opportunity for high levels of access, build on existing infrastructure, and have relatively few natural development barriers such as washes, mountains, or canals. The two growth areas that are the focus of this General Plan are shown in **Figure 11**.

### 5.2. GROWTH AREAS

The West Growth Area, which is bounded by Avenue 26E, the Wellton Canal, Avenue 29E, and the Mohawk Canal, is slightly less than three square miles in size. The West Growth Area includes approximately one square mile designated for medium density residential uses (the next phases of the partially developed Coyote Wash development, which are planned for an 18-hole championship golf course and approximately 1,500 homes). The existing Arizona Western College Wellton Learning Center and planned multi-sport complex occupy the northeast corner of the West Growth Area. The remainder of the West Growth Area is designated for low density residential uses.



The East Growth Area, which is bounded by Avenue 29E, County 11<sup>th</sup> Street, Avenue 31E, and County 12<sup>th</sup> Street, is slightly less than two square miles in size. The East Growth Area includes approximately 160 acres of unincorporated land that is currently State Trust land. Existing land uses along Avenue 29E at the western edge of the East Growth Area include a small farm, Wellton Memorial Cemetery, First Southern Baptist church, and condominiums and a driving range that are part of the Coyote Wash development. Most of the East Growth Area is designated for low density residential uses, although there is a 40-acre parcel designated as open space that contains Coyote Wash (the drainageway) and was used at one time as a borrow pit for construction of the Avenue 29E/I-8 traffic interchange.

### 5.3. GROWTH AREA ISSUES

#### General

- Both Growth Areas are adjacent to existing infrastructure. As these areas develop, growth should proceed from existing infrastructure and not extend infrastructure through undeveloped areas.
- Both Growth Areas abut Avenue 29E. As these areas develop, development should front onto and have primary access and egress onto Avenue 29E and include landscaping along Avenue 29E in keeping with the planned gateway character of Avenue 29E.
- Both Growth Areas are bordered by canals. As these areas develop, trails and community parks with trailheads that provide access to the planned trails along the canals should be included within the development. If separate developments are located within each growth area, the trail systems within developments should be linked to one another.





# TOWN OF WELLTON 2013 GENERAL PLAN

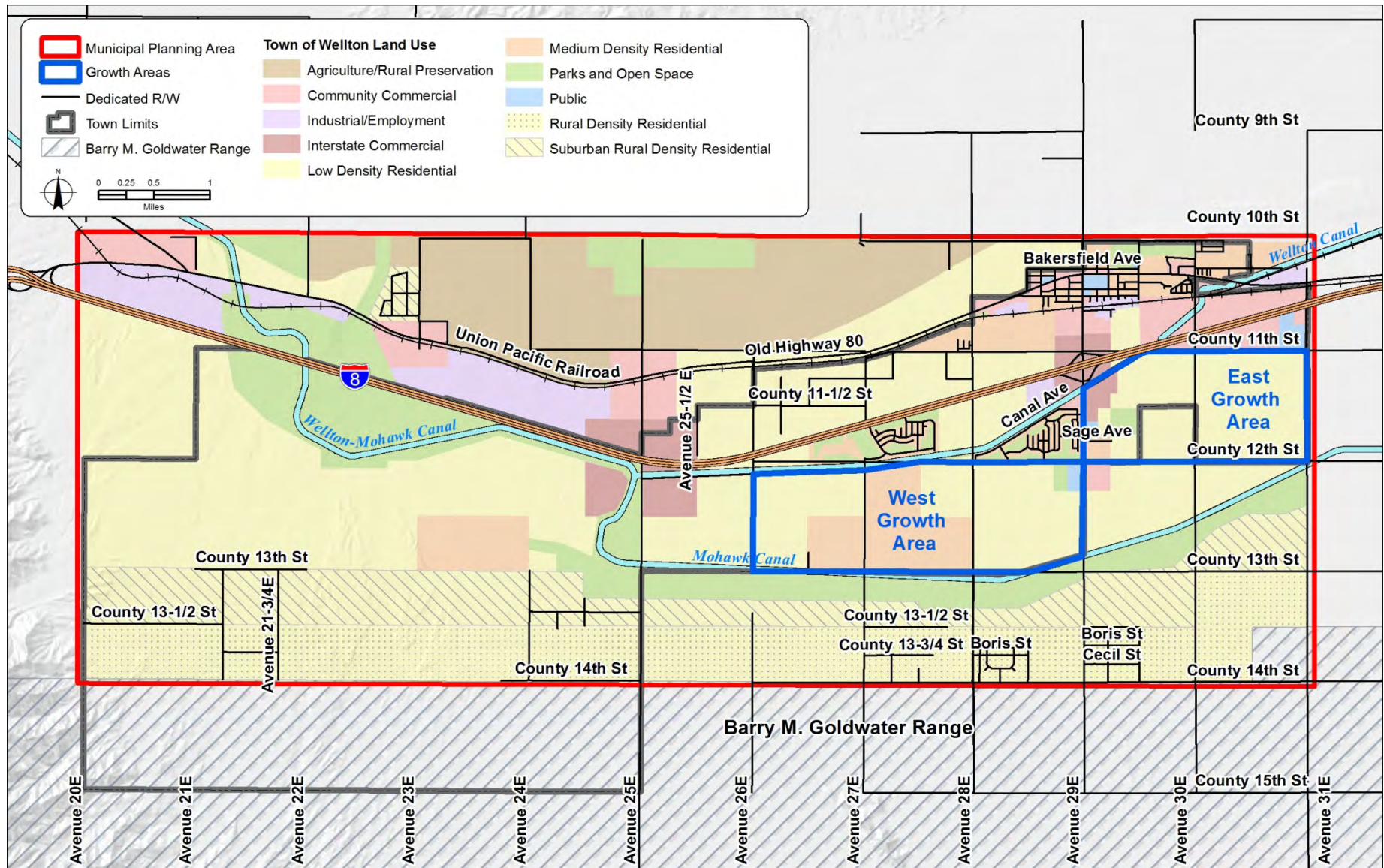


Figure 11 – Growth Areas





## West Growth Area:

- The only paved roadways in this growth area are Avenue 29E and County 12<sup>th</sup> Street between Avenue 27E and Avenue 29E. Additional development in the area will increase traffic volumes on the unpaved roadways (particularly County 12<sup>th</sup> Street between Avenue 25E and Avenue 27E) to the point that paving will likely be needed to maintain a drivable surface and to minimize air pollution.
- The existing Coyote Wash development along County 12<sup>th</sup> Street includes a 50' setback and views of the golf course. Additionally, a golf cart path extends in a landscape area along the north side of County 12<sup>th</sup> Street. This amenity and setback create a park-like feeling that could be enhanced through the installation of linear parks at least 50' wide on the south side of County 12<sup>th</sup> Street as development occurs.
- The planned multi-sports facility is located in the northeast corner of this growth area. When constructed, this facility will serve Wellton as well as the surrounding county areas. Evening events will require lights that may also illuminate surrounding areas, parking for teams and fans, and may include amplified sound that, without vegetation or other natural barriers, could carry up to one-half mile away.
- The area east of 27E includes a large area planned for medium density residential that is separated from Avenue 29E. As a result, traffic from the higher density area may impact lower density residential planned between this area and Avenue 29E. Consideration of higher density uses that still conform to the low density residential requirements between the existing planned medium density residential and Avenue 29E could address this issue.

## East Growth Area:

- The only paved roadways in this growth area are Avenue 29E and Avenue 31E. Additional development in the area will increase traffic volumes on the unpaved roadways (particularly County 11<sup>th</sup> Street between Avenue 29E and Avenue 31E) to the point that paving will likely be needed to maintain a drivable surface and to minimize air pollution.
- An existing Town-owned water line already exists along County 11<sup>th</sup> Street between Avenue 29E and Avenue 31E that could be accessed by development along County 11<sup>th</sup> Street.
- Approximately 160 acres within this growth area is State Trust land within the Wellton MPA but not within the Town limits. Because the Town zoning code differs from the Yuma County zoning code and ASLD requirements, development of this parcel may not reflect Wellton's zoning requirements
- Approximately 40 acres within this growth area is designated as open space and should not be developed.
- An opportunity exists to encourage connectivity within this growth area by providing access from the east side of commercial developments planned along Avenue 29E to the planned residential areas within this growth area.
- The northern edge of the growth area is adjacent to the existing Border Patrol station and planned commercial development adjacent to I-8, which will likely be auto-oriented uses that are potentially non-service commercial.

## 5.4. GROWTH AREA GOALS, OBJECTIVES, AND POLICIES

### GOAL 1: MAXIMIZE EXISTING INFRASTRUCTURE INVESTMENTS.

#### OBJECTIVE 1.1: Encourage development in areas with existing infrastructure.

Policy 1.1.1: Encourage development within growth areas to start closest to existing infrastructure such as near Avenue 29E, County 11<sup>th</sup> Street, and County 12<sup>th</sup> Street.

Policy 1.1.2: Leverage the planned multi-sports facility by requiring new development to provide trails that will provide non-motorized connections to the multi-sports facility, and in the West Growth Area, by providing open space and community areas adjacent to the multi-sports facility.

#### OBJECTIVE 1.2: Encourage connectivity between planned and existing infrastructure.

Policy 1.2.1: Whenever possible and practical, work with development to pave existing unpaved roadways in place of constructing new paved roads on parallel alignments.

Policy 1.2.2: Whenever possible and practical, connect new planned roadways to existing roadways across intersecting arterial, collector and/or local roadways.

Policy 1.2.3: Require new development in the West Growth Area east of Avenue 27E to provide a direct connection to Avenue 25E.

Policy 1.2.4: Require new development within Growth Areas to provide connections to planned and existing trails along the Wellton and Mohawk Canals and along Avenue 25E and Avenue 29E.

Policy 1.2.5: Provide access from the east side of commercial developments planned along Avenue 29E to the residential areas within the East Growth Area.

## **GOAL 2: ANTICIPATE FUTURE DEVELOPMENT TRENDS.**

**OBJECTIVE 2.1:** Ensure consistency between developments within Growth Areas.

Policy 2.1.1: Encourage land within Growth Areas to annex into Wellton to ensure consistent zoning and development requirements.

Policy 2.1.2: Work with new developments to connect roadways, trails, and open spaces to other planned and existing developments.

**OBJECTIVE 2.2:** Consider adjacent planned and existing uses when approving developments within Growth Areas.

Policy 2.2.1: Buffer residential development on the north edge of the East Growth Area boundary from commercial development with wide landscape setbacks (minimum 150') along County 11<sup>th</sup> Street.

Policy 2.2.2: Require a buffer of 150' on industrial sites between any industrial and residential developments. If outdoor uses are permitted on industrial sites, increase the buffer to up to 300' to mitigate the potential of impacts from noise and light on residential areas.

Policy 2.2.3: Provide a 50' vegetated buffer between planned residential development and the existing borrow pit in the East Growth Area.

Policy 2.2.4: To enhance access and increase separation between the planned multi-sports facility and planned residential development, require a roadway around the perimeter of the planned multi-sports facility and provide direct connections across this roadway from new development adjacent to the multi-sports facility.

**OBJECTIVE 2.3:** Consider future general plan amendments to reduce potential land use conflicts

Policy 2.3.1: To minimize the impacts of traffic on planned lower density residential areas in the West Growth Area, consider General Plan Amendments for medium density residential in the West Growth Area east of Avenue 27E.

Policy 2.3.2: Require new residential development in the West Growth Area adjacent to the multi-sports facility to provide adequate buffering to mitigate the impacts of noise and lights. Consider encouraging new development to locate community open space adjacent to the multi-sports facility.

## **GOAL 3: LEVERAGE EXISTING ENVIRONMENTAL AND DEVELOPMENT ASSETS WITHIN GROWTH AREAS.**

**OBJECTIVE 3.1:** Consider environmental assets within Growth Areas to enhance the quality of development.

Policy 3.1.1: Capitalize on existing open space along County 12<sup>th</sup> Street within Coyote Wash in the West Growth Area by encouraging the development of linear parks that are at least 50' wide on the south side of County 12<sup>th</sup> Street.

Policy 3.1.2: To enhance the benefits of the planned multi-use sports facility, consider encouraging new development to locate community open space adjacent to the multi-sports facility.

Policy 3.1.3: Encourage new development to provide trailheads that provide access to canal trails and community parks/open spaces at the intersection of the Mohawk and Wellton Canals with arterial streets.

Policy 3.1.4: Require all new development to provide trail connections to trailheads that provide access to planned trails along canals.



## 6. ENVIRONMENTAL PLANNING ELEMENT

### 6.1. ELEMENT STATEMENT

The Environmental Planning Element contains analyses, policies and strategies to address anticipated effects, if any, of plan elements on air quality, water quality and natural resources associated with proposed development under the General Plan. The policies and strategies to be developed under this element are designed to have community-wide applicability.

### 6.2. ENVIRONMENTAL CONDITIONS

Environmental features in the vicinity of the MPA include the Gila River and Muggins Mountains Wilderness to the north and the Gila Mountains to the west and south of the MPA.

Most of the MPA land is relatively flat with typical Sonoran Desert vegetation. Drainage flows from the surrounding mountains to the Gila River through numerous washes, as shown in **Figure 12**. Two large washes, the Ligurta Wash and the Coyote Wash, traverse the study area in a general north-south direction. These washes and other unnamed washes are likely considered waters of the United States (U.S.) by the U.S. Army Corps of Engineers.

#### Biological Resources

The Arizona Game and Fish Department's (AGFD) Heritage Data Management System provided a list of special status species that have been documented as occurring in the MPA vicinity (five-mile buffer). The following species are special status species for the U.S. Fish and Wildlife Service (USFWS), AGFD and/or the Arizona Department of Agriculture (AZDA):

- Sonoran Pronghorn
- Western Burrowing Owl
- Yellow-billed Cuckoo
- Clustered Barrel Cactus
- Least Bittern
- California Leaf-nosed Bat
- Yuma Clapper Rail
- Yuman Desert Fringe-toed Lizard

The Juan Bautista de Anza National Historic Trail follows along the Gila River through the MPA with the El Camino del Diablo Trail following Avenue 25E between I-8 and the BMGR.

Cultural resources have been identified within the BLM-designated Ligurta Area Special Cultural Resource Management Area (SCRMA) and Muggins Mountains Terraces SCRMA (see **Figure 12**). According to the BLM Yuma Field Office Approved Resource Management Plan, the cultural resources within the Ligurta Area SCRMA are considered to primarily be for scientific use while the cultural resources within the Muggins Mountains Terraces SCRMA are considered to be for traditional viewing and future conservation use.

#### Physiography

Wellton is situated in the Sonoran Desert physiographic province. Topographically, it consists of flood plains, low terraces, alluvial fans, and drainageways. Surrounding the area are rugged mountain ranges that rise abruptly from the flat desert. Surrounding peaks include Sheep Mountain (3,155'), Klothos Temple (1,666'), Muggins Mountains (1,424'), and Castle Dome Mountains (3,788').





# TOWN OF WELLTON 2013 GENERAL PLAN

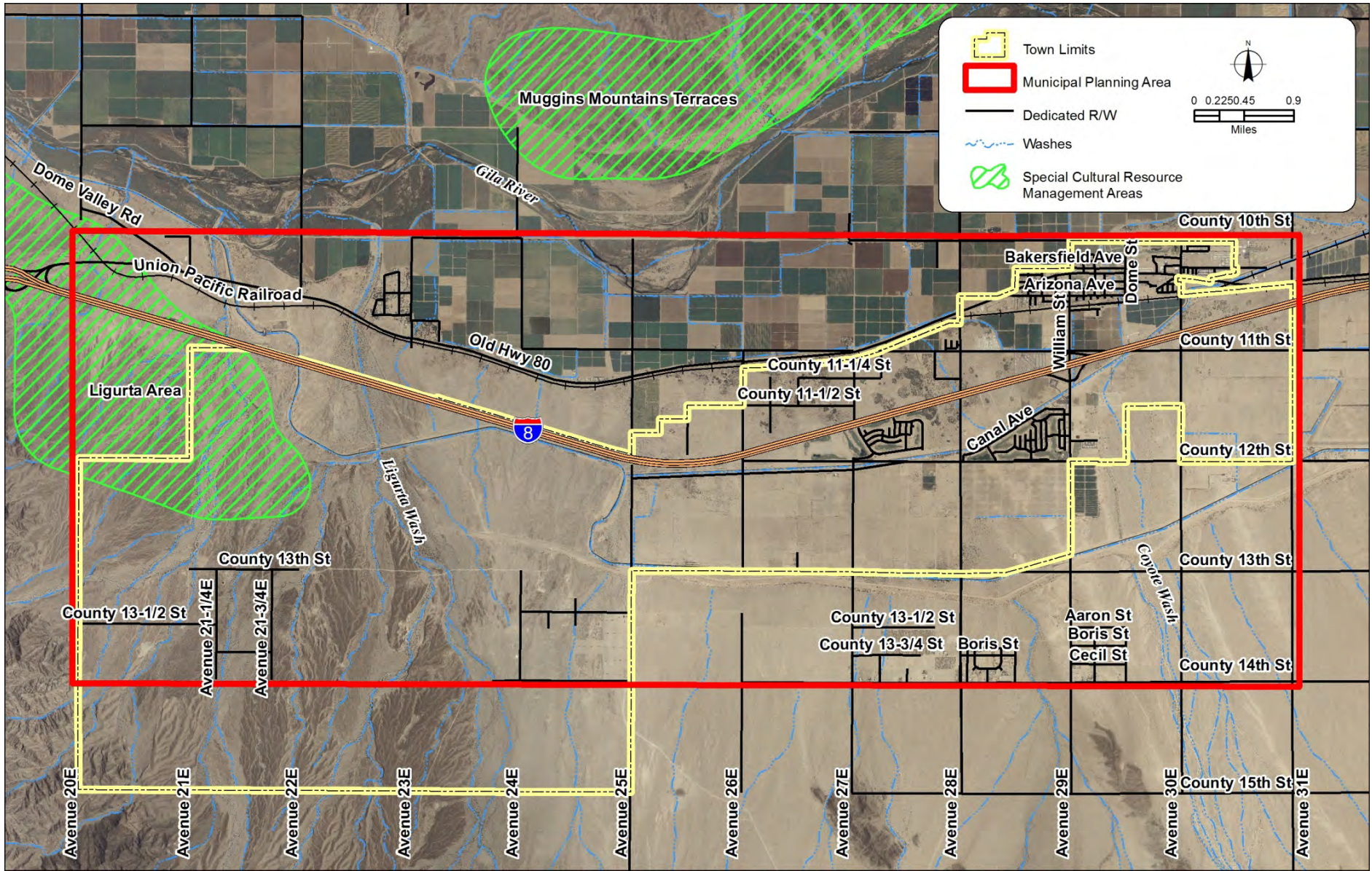


Figure 12 – Environmental and Drainage Features



Wellton is located in the Lower Colorado River Valley subdivision of the Sonoran Desertscrub biotic community. Typical plants along the drainageways within this subdivision are blue palo verde, catclaw acacia, mesquite, desert broom and smoketree. In the open areas, foothills palo verde, ironweed, creosote, ocotillo and brittlebush are typical. Saguaro and cholla are found in sparse amounts within this subdivision.

Wellton lies within the Lower Gila River basin and watershed. The Gila River no longer flows except when there are releases from the Painted Rock Dam. Other area drainageways flow intermittently, subject to the Southwest's ephemeral rains. Wellton is also in the Lower Gila Groundwater Basin. Most groundwater development occurs in the Gila River floodplain and is at a shallow depth and unconfined. The water quality is generally saline and unsuitable for most uses.

The average rainfall is 3.78 inches. The daily minimum temperature is 53.1°; the maximum 87.2°. The highs can range from 115° in the summer to 70° in the winter.

### 6.3. ENVIRONMENTAL ISSUES

- Although Wellton is in attainment for all major National Ambient Air Quality Standards criteria pollutants, dust control is an issue, especially on County 11<sup>th</sup> Street and County 12<sup>th</sup> Street. Dust pollution along County 11<sup>th</sup> Street has increased since the U.S. Customs and Border Protection Border Patrol opened the Border Patrol facility north of County 11<sup>th</sup> Street.
- The concentration of nitrates in the groundwater is at an elevated level in Wellton. The elevated level of nitrates is related to irrigated agricultural practices and concentrated animal feeding operations. Septic systems also contribute to the elevated level of nitrates in the groundwater. Conventional septic systems only remove approximately 10%-30% of nitrogen, allowing the remainder to seep into the ground. The Wellton area is included in the Yuma 208 Plan, which was put in place to establish strategies and processes to provide regional coordination in developing wastewater treatment facilities and for efforts to protect water quality.
- The Gila River has primarily been dry since 1993. Flows that do occur in the Gila River are generally from agricultural runoff. In certain areas of the Gila River there is suitable habitat for several bird species that are considered special status species by the USFWS and/or the AGFD. Suitable habitat for other special status species is present in the MPA.
- Named and unnamed washes in the MPA may be considered waters of the U.S., therefore impacts to these washes could require permitting through the U.S. Army Corps of Engineers.

### 6.4. ENVIRONMENTAL PLANNING GOALS, OBJECTIVES, AND POLICIES

#### GOAL 1: PROTECT ENVIRONMENTAL ASSETS.

**OBJECTIVE 1.1:** Promote the implementation of wildlife-friendly planning where appropriate to help conserve local bird and wildlife populations, habitats, and associated recreational opportunities.

Policy 1.1.1: Preserve open space, natural beauty, and critical environment areas, particularly the Gila River area.

Policy 1.1.2: Protect farmland from encroachment.

Policy 1.1.3: Support renewable energy and other industrial developments that are located and designed to minimize the impact to wildlife populations, their habitats, and associated recreation opportunities.

**OBJECTIVE 1.2:** Coordinate with other entities to identify and conserve environmental resources.



Policy 1.2.1: Work with Yuma County, BMGR, BLM, and other interested public agencies to manage and conserve existing and planned open space resources.

Policy 1.2.3: Consider coordinating with private entities such as the Sonoran Institute, Nature Conservancy, and Audubon Society to develop programs that enhance resident and visitor appreciation of open space and identify grant opportunities.

**OBJECTIVE 1.3:** Promote clean air initiatives.

Policy 1.3.1: Continue to pave dirt roads to reduce levels of dust as opportunities become available.

## **7. COST OF DEVELOPMENT ELEMENT**

### **7.1. ELEMENT STATEMENT**

The Cost of Development Element identifies policies and strategies that the Town of Wellton will use to require development to pay its fair share toward the cost of additional public service needs generated by new development, with appropriate exceptions when in the public interest.

### **7.2. REVENUES FOR CURRENT SERVICES IN THE COMMUNITY**

The Town provides numerous services and facilities to the community, including public safety, administration, water, solid waste collection, library, parks, recreation, and roadways. The Town's main sources of revenue are a share of the State of Arizona sales, income, and gasoline tax, a Town sales tax, permit fees, and franchise fees from utilities. These revenues are collected into the Town's General Fund, which is the primary fund for financing Town operations. The Town does not currently collect property tax.

### **7.3. COST OF DEVELOPMENT ISSUES**

Currently, the costs of most public infrastructure improvements that are needed as a result of new development are borne by the Town. Most of these costs are associated with the maintenance and improvement of existing Town roadways and the construction of new roadways. Many of the roadways in the MPA are undeveloped, private, and unpaved. The Town Council has adopted policies, procedures and financing tools that will allow these roads to be improved and brought into the Town roadway network.

Currently a study is underway for Wellton, San Luis, and Somerton to develop impact fee schedules that will allow these jurisdictions to charge developers for their fair share of public infrastructure costs related to their developments. This study is being undertaken to comply with Senate Bill 1525, which places limits on the types of services for which cities can impose fees and revises how the fees are calculated. Development fees can only be assessed if it can be demonstrated that new development will necessitate the construction of additional capital improvements and benefit from those capital improvements. Development fees must be proportional, meaning new development bears only its fair share of the capital cost of infrastructure improvements.

### **7.4. OPTIONS FOR FINANCING DEVELOPMENT**

Mechanisms for funding infrastructure improvements that are available to Arizona cities and towns, should they choose to use them, include:

- Taxes – Taxes are levied by a government entity on people or property for public purposes. Typical taxes include income, sales, property and gasoline tax.
- Development Fees – Development fees are dedicated to specific capital infrastructure for public services needed to support new development.
- Bonds – Bonds are a means by which the Town borrows money by selling a bond for the construction of needed projects. The bond is repaid over a number of years with interest.
- Lease Agreements – Lease purchase agreements allow for the cost of items to be spread out over many years.
- Special Taxing Districts – Taxing districts can be set up to fund construction or maintenance within a defined area, with the cost of improvements being shared among the property owners in that area.
- In-Lieu Payments – In-lieu payments are collected when development pays fees to a government entity for future needed improvements in a specific area that are the responsibility of the development rather than constructing the needed improvements due to the timing of when construction of those improvements will occur.

- Construction of Improvements – The developer constructs the future needed improvements in a specific area (typically on-site or adjacent to the development site) that are the responsibility of the development. Construction of improvements must still follow applicable agency standards and permit approval processes.
- Right-of-way Dedications – Right-of-way dedication consists of the conveyance of property to a government agency for public use, such as right-of-way for a public roadway.
- Service Privatizations – Service privatization occurs when a public service previously provided by a public entity is transferred over to a private entity.
- Joint Use Agreements – Joint use agreements allow two or more public agencies to share in the construction, operations, or maintenance of infrastructure improvements, reducing the cost each agency has to bear.
- Public-Private Partnerships – Public-private partnerships allow public and private entities to share in the construction, operations, or maintenance of infrastructure improvements. Typically, private entities provide up-front funding for public improvement capital expenses and then are reimbursed over time from revenues generated from the public improvement.

## **7.5. COST OF DEVELOPMENT GOALS, OBJECTIVES, AND POLICIES**

### **GOAL 1: REQUIRE NEW DEVELOPMENT TO PAY ITS FAIR SHARE AND NOT UNDULY BURDEN EXISTING RESIDENTS.**

**OBJECTIVE 1.1:** Maximize the Town’s investment in infrastructure and services.

Policy 1.1.1: Encourage development in areas with existing infrastructure and services or where extensions to infrastructure and services can readily be made.

Policy 1.1.2: Encourage development in areas with excess capacity in existing infrastructure.

**OBJECTIVE 1.2:** Ensure that new development pays its fair share for the cost of infrastructure improvements.

Policy 1.2.1: Adopt impact fee schedules based on the recommendations of the Town of Wellton Infrastructure Improvements Plan and Development Fee study.

Policy 1.2.2: Regularly review and update rates and fee schedules to ensure they adequately reflect the public infrastructure improvement costs incurred as a result of new development.

Policy 1.2.3: Require proposed new development to conduct a traffic impact analysis to ascertain what transportation network improvements will be needed to accommodate the traffic generated by the new development.

Policy 1.2.4: Require new development to dedicate right-of-way for public roadways consistent with the Town’s build-out roadway network.

Policy 1.2.5: Consider alternate financing methods and potential new revenue sources if current and projected revenues are not anticipated to cover anticipated infrastructure improvement costs incurred as a result of new development.





## 8. WATER AND WASTEWATER RESOURCES ELEMENT

### 8.1. ELEMENT STATEMENT

The Water and Wastewater Element provides information on the surface water, groundwater, and treated effluent water supplies for the Town. It discusses the demand for water that will result from future growth projected in the general plan, and how the demand will be served by the existing water supplies or additional water supplies.

### 8.2. EXISTING WATER AND WASTEWATER RESOURCES

#### Water and Irrigation Systems

The Town of Wellton owns a community water system that currently provides surface water obtained under contract from WMIDD. WMIDD water comes from the Colorado River. Flow is diverted at the Arizona abutment of Imperial Dam into the Gila Canal, a joint-use facility shared by five Yuma-area irrigation districts. WMIDD's share of the flow is delivered at Gila Canal Mile 15 into the Wellton-Mohawk Canal. In 1967, a water treatment plant and Town-wide distribution system were dedicated. The contracted annual allotment of 2,100 acre-feet (ac-ft) is sufficient to meet current demands.



Potable water demands in Wellton are limited to residential and commercial customer uses only. Large-scale non-potable water demands, such as for the Town's golf course, parks, and cemetery, are supplied directly by WMIDD.

All irrigation water is delivered through flow-measuring devices. In general, recovered groundwater is not used as part of the irrigation deliveries made through WMIDD facilities. However, groundwater irrigation using privately owned wells does exist within WMIDD boundaries.

#### Wastewater System

There is no centralized wastewater or sewer system in Wellton. Properties in Wellton are served by individual septic systems. To construct or upgrade a septic system, an application is required to Yuma County Development Services. A wastewater treatment plant was constructed as part of the Coyote Wash development that serves only Coyote Wash residents.

### 8.3. FUTURE WATER AND WASTEWATER DEMANDS

#### Water and Irrigation Systems

Water demands for 2010, 2033, and build-out population growth are summarized in **Table 8**. These demands are based on an assumed household size of 2.36 persons per unit (per the 2010 Census) and an annual water usage of 0.423 ac-ft per housing unit (per the Town of Wellton Water Preliminary Feasibility Assessment Report).

**Table 8 – Wellton MPA Water Demand Projections**

2010		2033		Build-out	
<i>Population</i>	<i>Water Demand (ac-ft)</i>	<i>Population</i>	<i>Water Demand (ac-ft)</i>	<i>Population</i>	<i>Water Demand (ac-ft)</i>
2,882	517	4,735	849	102,995	18,461

The Town’s contracted WMIDD annual allotment of 2,100 ac-ft is sufficient to meet Wellton’s water needs through 2033 but not through build-out. Per input provided by WMIDD, WMIDD has access to an annual allotment of approximately 13,000 ac-ft of water for potable and non-potable uses. Even if all of WMIDD’s annual allotment were allocated to Wellton, an additional 5,461 ac-ft of water would need to be supplied from other sources. Potential additional water sources include groundwater via wells or an expansion to the WMIDD annual allotment of Colorado River water.

The existing treatment capacity at the Town’s water treatment plant is 1,100 gallons per minute (gpm). The plant is expandable to a future capacity of 1,700 gpm, which is sufficient to meet Wellton’s water treatment needs through 2033 but not through build-out. The plant is only designed to treat surface water from the WMIDD canal system. Additional treatment capacity will be needed at build-out if an expansion to the WMIDD annual allotment is obtained to meet build-out water demand needs. If the future water supply includes groundwater, wellhead treatment will be required at each specific wellsite.

### Wastewater System

One of the water resources available to Wellton to consider in its growth is reclaimed effluent. A centralized sewer collection and wastewater treatment system would replace aging septic systems that dispose of wastewater below ground and allow the treated effluent to be reused for irrigating golf courses and parks. This would make more WMIDD water available for municipal use. Available land that is potentially suitable for a wastewater treatment plant and associated gravity feed system needs to be identified, along with potential opportunities for reuse of the effluent.

## 8.4. WATER AND WASTEWATER RESOURCES ISSUES

- Demand for water supply for long-term build-out population growth will need to be supplemented by additional surface water allotment to be negotiated with WMIDD, by pumped groundwater, or by reclaimed water. The ability of MWIDD to increase water supply to Wellton is restricted by capacity in the canal system and obligations to other water users.
- Pumped groundwater is a viable water supply option for future growth, however, the number and locations of new wells needed to meet future demands is uncertain as specific aquifer information is limited.
- There is some land potentially suitable for a wastewater treatment plant and associated gravity feed system, with many nearby opportunities for reuse of the effluent.



## **8.5. WATER AND WASTEWATER RESOURCES GOALS, OBJECTIVES, AND POLICIES**

### **GOAL 1: NO NEW DEVELOPMENT OR POLICY SHOULD DEGRADE THE WATER RESOURCES OF EXISTING WATER USERS AND DEVELOPMENT.**

**OBJECTIVE 1.1:** Determine the impact of proposed new development on water resources and the water system.

Policy 1.1.1: All Town residents should have access to high quality and reliably accessible drinking water.

Policy 1.1.2: The Town will work with WMIDD to continue to identify water system capital improvement needs to improve the quality of water that they deliver, and will then work to get these needed projects funded.

Policy 1.1.3: Land use adjacent to and in the immediate vicinity of major canals that supply irrigation and drinking water should not imperil the quality of water in these canals.

Policy 1.1.4: Regularly monitor and inventory the condition of the existing water delivery system, ensuring water quality.

Policy 1.1.5: Require proposed new development to identify the anticipated water demand generated by the new development.

### **GOAL 2: CONSIDER DEVELOPING A CENTRALIZED SEWER SYSTEM IN WELLTON.**

**OBJECTIVE 2.1:** Determine the feasibility of a centralized sewer collection and wastewater treatment system.

Policy 2.1: Prepare a feasibility study to identify the location of a wastewater treatment plant site and the amount of land that needs to be set aside for the plant use. The study should also review the natural slope of the study area to lay out needed sewer lines and identify lift station locations.

Policy 2.2: The use of septic systems for new residential and mixed use developments should be discouraged if centralized sewer systems, be they public or private, are feasible.

Policy 2.3: Investigate available technologies to transition homes on septic systems to gravity sewer lines, such as prepackaged grinder pumps and small diameter pressure sewer lines.

### **GOAL 3: PROMOTE A SUSTAINABLE AND CLEAN WATER SUPPLY.**

**OBJECTIVE 3.1:** Encourage water conservation and practices to minimize water pollution.

Policy 3.1: Encourage water conservation for new and existing development through the utilization of drought-tolerant plants, efficient irrigation systems (drip and low flow types) and water-conserving fixtures in all new residential and commercial construction.

Policy 3.2: Inform the public about practices and programs to minimize water pollution and provide educational and technical assistance to agriculture users regarding groundwater quality issues.