

Bullhead City

General Plan



June 18, 2002

RESOLUTION NO. 2002R-031

**A RESOLUTION OF THE MAYOR AND COUNCIL OF
THE CITY OF BULLHEAD CITY, ARIZONA,
REGARDING ADOPTION OF THE BULLHEAD CITY
GENERAL PLAN UPDATE.**

WHEREAS, the City of Bullhead City adopted its first General Plan in June, 1986; and

WHEREAS, due to the tremendous growth of Bullhead City and legislative requirements, updates to the General Plan were prepared, updated and adopted in January, 1991 and May 1996; and

WHEREAS, once again due to the growth of Bullhead City and legislative requirements, a third Update to the General Plan was prepared by HDR Engineering, Inc. (formerly Cornoyer- Hedrick and DFD Architecture, Inc.); and

WHEREAS, during the update process several public hearings and workshops were held by the Planning and Zoning Commission in accordance with the requirements of Arizona Revised Statutes 9-461.05 through 9-461.10; and

WHEREAS, on September 4, 2001 the City Council adopted a Public Participation Program and followed it during the update process; and

WHEREAS, the General Plan Update was routed to the appropriate state and county agencies during the required sixty day review period and there were not any changes recommended to the document; and

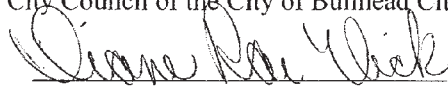
WHEREAS, the Planning and Zoning Commission recommended approval and adoption of the General Plan Update dated June 2002 during their June 6, 2002 meeting, subject to following:

1. Staff shall be permitted to make housekeeping changes as necessary to complete the Plan.
2. The comments received from the Bureau of Land Management and US Army Corps of Engineers shall be incorporated into the Plan as applicable, as well as others that may yet be received from the reviewing agencies, provided they do not change the substance of the Plan.
3. The Tesota Way alignment in Sections 13 and 18 shall be curved to the east, yet still connect Plata Caleta to Rio Rancho Blvd.

4. The Tesota Way alignment in Section 25 shall be curved in a more southeasterly direction, yet still connect Tesota Way in Colorado River Estates to the Tesota Way alignment in Section 36.


NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Bullhead City that the General Plan Update dated June 2002 shall replace the previously adopted General Plan Update and become the General Plan for the City of Bullhead City upon approval by the voters during the November 5, 2002 election.

PASSED AND ADOPTED by the City Council of the City of Bullhead City, Arizona, this 18th day of June, 2002.


Diane Rae Vick, Mayor

Date: 6/19/02

ATTEST:


Diane Heilmann, CMC, City Clerk

APPROVED AS TO FORM:


Ron Ramsey, City Attorney

CERTIFICATION

THE FOREGOING INSTRUMENT IS A FULL, TRUE AND CORRECT COPY OF THE RECORD ON FILE IN THIS OFFICE.

DATED: 6/20 20 02

ATTEST: C. E. Bean, Deputy city clerk
OF THE CITY OF BULLHEAD CITY, AZ



VISION STATEMENT

WHAT WE ENVISION FOR OUR CITY

As our children and grandchildren grow up, they will benefit from our successful efforts to create a community that is a great place to live and visit.

Future residents and visitors will benefit from quality police and fire protection and other public services and facilities. Our development and design will offer a variety of housing choices to residents of all ages and reflect the beauty of our river, mountains, and desert. Residents and visitors enjoy quality parks, desert landscaped and adequate streets, and public facilities. Residents and visitors will use public transportation to help travel within the city and across the river, air service to nearby regional hub airports, and ferry boats on the river. The area will offer quality schools, a university and first-rate convention and medical facilities. The growing economy reflects a wide variety of economic activities and provides a range of recreation, water-based activities, cultural, shopping and entertainment choices to residents and encourages tourism, income to the City and employment opportunities for residents.

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Bullhead City Council

Diane Rae Vick, Mayor
 Patricia Coburn
 Diane Valentine

Don Sullivan, Vice Mayor
 Jack Hakim

Franz Bruck
 Maggie Martinez

Acknowledgments

Bullhead City thanks the members of the Technical Advisory Committee and those committed citizens who attended the General Plan meetings and devoted their time, energy, and ideas to help guide the development of this Plan.

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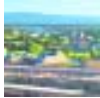





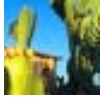
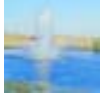

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Purpose of the Bullhead City General Plan

The Bullhead City General Plan provides a clear vision for City decision-makers, residents, and others working with the City. It includes separate elements that, taken together, provide a blueprint for growth and development that will enhance the life of Bullhead City residents and businesses. The goals, objectives, and policies of this plan constitute the implementation strategy, and they will be carried forward as time, circumstances and resources allow, when practical and possible. All parts of this Plan are related and should be collectively applied. This Plan meets the requirements of Arizona Revised Statutes (ARS) for General Plans, ARS §9-461.05.

What is a General Plan and Who Uses It?

A general plan is an expression of long-term community intentions regarding the future development and physical form of the community. It contains maps, goals, objectives, and policies that are used to coordinate and implement land use decisions with other decisions about infrastructure, parks, recreation and open space, city services, housing supply and affordability, and environmental resources such as air and water.



Many individuals contributed to the development of the General Plan. Public input was solicited at public meetings and civic meeting presentations on the Plan by the Bullhead City Planning staff. Information on the plan was also made available on the City's website at www.bullheadcity.com

City decision-makers and staff, residents, and others working with the City may use this Plan to describe a common understanding of the expectations of the community and the actions needed to achieve these expectations. Residents can use the Plan to learn about their City, how it plans to maintain or enhance the high quality of life that residents and businesses now enjoy and the City's long-term plans for growth and development. The City staff, the Planning and Zoning Commission, City Council, and other decision-making or advisory entities within the City will use the Plan as a guide to make sure that infrastructure, land use, and other decisions are closely coordinated. Those working with the City can use the General Plan to help them understand the types of developments appropriate to the City and the plans for future development.

Public Involvement in the Development of this Plan

Residents were provided information about the Plan at the annual Hardyville Days Celebration and at presentations made by City staff to civic groups such as the AARP, American Legion, BETA SIGMA PHI, Board of Realtors, H.U.G.G.G., Kiwanis Club, Mohave Valley Contractors Association, River Valley Democrats, Rotary Club, Soroptomists, VFW, and the Women's Council. The consultant team and City staff worked with a Technical Advisory Committee throughout the process to guide the development of the Plan, and public meetings were conducted as working sessions, where residents had an opportunity to discuss the issues important to them and how the City should address them. During this process a mailing list of over 150 persons was created and used to notify the stakeholders. In addition, monthly briefings on the Plan were provided to the City Council, Bullhead Area Transit System Committee, Colorado River Heritage Greenway Trails Committee, Municipal Arts Commission, Parks and Recreation Commission, Planning and Zoning Commission, and Water Resources Advisory Committee.

The City hosted a web site in an effort to keep residents informed about the Plan development process. The web site included information on public meetings, the Existing Conditions Report, and a copy of the Plan and the draft Land Use Map. An infomercial describing the purpose and content of the General Plan was produced and aired on the City's public information channel throughout the General Plan update process. The infomercial, produced in English, was also dubbed in Spanish. Meeting dates were also announced throughout the process.

Bullhead City promoted and actively involved residents, business owners and other stakeholders including minority stakeholder groups in the planning of the community. The City adopted goals and strategies to promote effective, early and continuous public participation in the development of the Plan and future Plan updates.

How This Plan Is Organized

This Plan is organized into ten elements, which contain specific goals, objectives and policies that will be used to guide the City's growth and development in a variety of areas. Goals are defined as the desired results and are broad in definition. An objective is a level of achievement or benchmark toward achieving a goal. Policies are defined as measures that the City can take to reach the objectives and attain the goals.

Regional Context

Bullhead City, including the areas located in Mohave County, previously known as Bullhead City and Riviera, was incorporated as the City of Bullhead City on August 28, 1984. The incorporation of these areas included approximately 40.4 square miles. The current incorporated area of the City is 42.9 square miles.

Mohave County encompasses over 13,300 square miles. Bullhead City is located in west central Mohave County, along the Colorado River. The County ranks 6th out of fifteen counties in the State for population, with 155,032 persons residing in the County in 2000. Mohave County experienced the largest 1990-2000 percent population growth in the State at 65.8%.

Bullhead City elevation ranges from about 500 feet above mean sea level at the Colorado River to over 1,400 feet in the eastern portion of the planning area. Topographically, the area consists of alluvial fans and fan terraces emanating from the Black Mountains to the east and the Colorado River channel and associated floodplain areas. The alluvial fans are dissected by ephemeral drainages or washes that carry runoff from the Black Mountains to the Colorado River.

These washes are flanked by steep side slopes (up to 50 percent slope), although the majority of the planning area is gently sloped (one to seven percent slope). Washes typically support runoff during the monsoon season (July, August, and September) and may result in localized flooding. The Colorado River is perennial and its flows are regulated through the operation of upstream dams (Davis Dam).

Soils in the planning area are generally deep well to excessively drained sandy-loams with moderate to very rapid permeability. Development constraints related to soils include potential for soil blowing (high silt content), flooding, low strength, and sewer seepage (high permeability).

Climate in the planning area is characterized by high summer temperatures, mild winter temperatures, and low annual precipitation. The average daily high temperature exceeds 100 degrees Fahrenheit from June through September. The average daily high temperature in winter (December, January) is 65 degree Fahrenheit or higher. Average annual rainfall is approximately 6 to 7 inches with highest monthly rainfall occurring in January and August.

Bullhead City lies near the juncture of Arizona, Nevada and California. As such, it is greatly impacted by its neighbors, most notably Laughlin, Nevada, located directly across the Colorado River (see Figure 2, Regional Context Map). A major rail line, established in 1883 passes through the near-by community of Needles, California.

Bullhead City's historic growth has been built upon retirement housing, commercial uses, and a relationship with Laughlin, Nevada. Laughlin has an active gaming and hospitality industry, which has been a catalyst for Bullhead City's economic growth. At the same time, Bullhead City provides services and housing for Laughlin. Physical and economic proximity requires Bullhead City and Laughlin to work closely together to take full advantage of the benefits of cooperation. As a result a mutually beneficial relationship has developed between the two jurisdictions.

Davis Dam is located in the northwest corner of Bullhead City. Davis Dam is part of the Lower Colorado Dams Project. Its primary purpose is to regulate Hoover Dam releases to meet downstream needs. Parker Dam, Hoover Dam, and Davis Dam are operated integrally to control floods along the River and furnish hydroelectric energy through interconnections with Western Area Power Administration power systems. Davis Dam forms Lake Mohave, so named for the Mojave Indians.

In addition to its role as a major water reservoir, Lake Mohave provides recreation and habitat for fish and wildlife. The Lake also provides important flood control by capturing and delaying the discharge of flash floods from side washes below Hoover Dam.

Bullhead City and its environs provide a range of recreation activities for sports people and outdoor enthusiasts. The City is bordered to the west by the Colorado River, to the north by the Lake Mead National Recreation Area, and to the east and south by lands located within Mohave County. Due to its location and warm year round temperatures, recreation activities associated with the River attract retirees and visitors to Bullhead City. The rugged attractiveness of the area and closeness to major recreational amenities provide Bullhead City with a unique opportunity to develop into a recreation hub of the region.

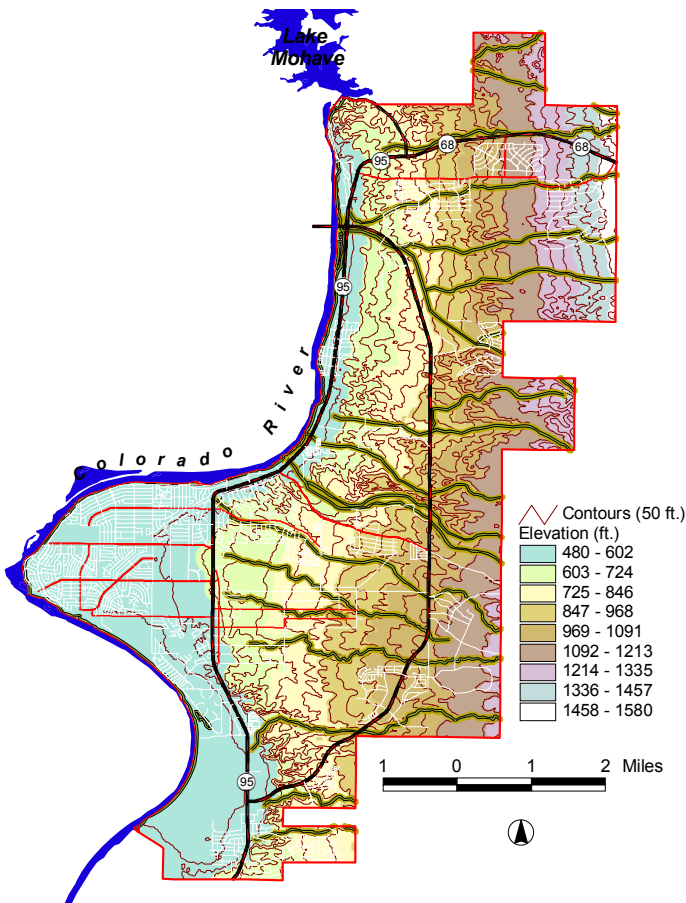


Figure 1, Bullhead City Topography.

Bullhead City

GENERAL PLAN UPDATE

CONTEXT MAP



Figure 2, Regional Context Map

History

Early Settlement of Bullhead City

The early settlement of Bullhead City began with the native inhabitants of the area, the Mojave Indians. The Mojave believe life began on nearby Spirit Mountain, the highest mountain in the region, located on the Nevada side of Davis Dam. The Mojave Indian Reservation contains 39,999 acres along the Colorado River, in Arizona, Nevada, and California. Bullhead City (originally "Bull's Head City"), was named after a huge rock in the middle of the Colorado River, shaped like a bull, with its head above water. The rock was an important navigational aid for Colorado River travelers in the early 1800's, and is still partially visible in Lake Mohave. From 1863 through the 1930's gold mining occurred throughout the Bullhead City area.

American soldiers began arriving in the area in the late 1850's and 1860's and established their future post, Fort Mojave. The soldiers were the first component of the early development of the area. Many of the soldiers at Fort Mojave were previously miners from California and began gold prospecting in the area in conjunction with the other civilians.

The sternwheeler riverboats were another important component of the early development of the areas bordering the Colorado River. In 1862, ocean steamers from San Francisco unloaded mail and passengers at Port Isabel on the Gulf of Mexico and transferred it to riverboats, which made regular trips up the Colorado River. On the return trip, the cargo was gold, copper, and silver ore, which was transferred to ocean steamers at the Gulf. In 1864, Captain William H. Hardy established a supply center for miners, a ferry, and a river port for steamers at a point two miles below the present site of original Bullhead City. The supply center was called Hardyville and at one time was the center for mining activities in the area and the Mohave county seat. Hardyville was the first post office in Mohave County in 1865, and the County Seat from 1867 to 1873.

Hardyville had the largest mercantile store in the territory and was the forerunner of Bullhead City. Until the railroad came in 1883, Hardyville was a thriving community. Consisting of mostly adobe buildings, the only existing remnant of Hardyville is the cemetery that is located on the east side of Highway 95 between Verano and Colina Drives. In August of 2001, Hardyville Cemetery was listed on the National Register of Historic Places. A group of citizens has prepared a conceptual plan for the Cemetery and continues to work through the City to obtain funding for the proposed improvements. Bullhead City is committed to the preservation of this site and we take pride in our heritage.

During the 1860's, a wagon road connected Fort Mojave to Hardyville and paralleled the Colorado River through present day Bullhead City. The railroad, an important component of the early development of the area, was later constructed between Needles and Kingman and was used to bring supplies into the Bullhead City area and ship ore out of it. Needles is the closest rail link to Bullhead City.



The Colorado River Museum contains memorabilia that interprets the history of Bullhead City and the surrounding area.
Source: www.bullheadcity.com/tourism/hismuseum.shtml

In late 1939, Alonzo (Bud) Williams subdivided and developed the Bullhead City town site and land was acquired from the State by W.J. Lee and W.H. Long, near the proposed site of Davis Dam. Bullhead City's birth in 1945 is tied to the construction of Davis Dam, which began construction in August 1942, but was interrupted in December, due to a shortage of materials needed for World War II operations. In 1945, Bullhead City was initiated with the construction of a service station and bait shop. The following year a post office and telephone service were established. Davis Dam was completed in October 1950. Located on the Arizona side of the river, the Davis Dam Power Plant is immediately downstream from the dam embankment. Lake Mohave, behind Davis Dam, is part of Lake Mead National Recreation Area, administered by the National Park Service. After the completion of the Dam, people attracted to a small community with year around sunshine began moving to the area.

A prominent figure in the development of the City was L.C. Langford. He bought large amounts of property and owned the first home located between Needles, California, and Bullhead City. By 1951, Bullhead City's population had grown to approximately 800 residents. In the mid-1960's, Langford sold most of his land to Holiday Shore Developers. By 1973, 6,000 residents lived in Bullhead City. Many of the new homes were manufactured homes and used as vacation or second homes by visitors.

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Land Use Element

Introduction

The purpose of this element is to identify the types and general locations of future land uses to meet the needs of Bullhead City residents over the next decade. The element is prepared in conformance with ARS §9-461.05 and §9-461.06 and contains a land use map, description of the land use categories shown on the General Plan map, an explanation of the General Plan Amendment Process, and a definition of Major and Minor General Plan Amendments.

Current Situation and Future Trends

Of Bullhead City's 43 square miles, approximately 60% remains undeveloped compared to nearly 80% undeveloped in 1996, the time of the last plan update. According to the Arizona Department of Economic Security (DES), Bullhead City's population is projected to grow to 60,694 by the year 2020, and aggressive projections result in an even higher population of 89,599 by the year 2020. DES projections are based on an annual growth rate of 2.5% and the aggressive projections equate to 5% annually. Planning for future land uses will help guide development decisions over the next decade.

Most of the City's future growth is planned for the Bullhead City Parkway area and in the southern parts of the City, although numerous options exist for infill development in established portions of the City.

Zoning

The Bullhead City Zoning Ordinance (Title 17, Zoning Regulations) is updated on a regular basis and includes seventeen zoning districts. Zoning is an entitled right, and adoption of the General Plan will not change the existing zoning. Therefore understanding the type and distribution of existing zoning offers some insight into how Bullhead City may develop.

Table 1, Summary of Zoning By Category, shows the distribution of zoning throughout Bullhead City.

Zoning	Category	Acres	Percent
Public Lands	PL	10,738	37.9%
Residential: Single Family Limited	R1L	9,523	33.6%
Residential: Single Family Manufactured Home	R1MH	4,109	14.5%
General Commercial	C2	1,460	5.1%
General Limited Industrial Zoning	M1	872	3.1%
Multiple Family Residential	R2MF	854	3.0%
Residential Park	RP	298	1.1%
Heavy Industrial	M2	181	0.6%
Residential/Services	RS	140	0.5%
Commercial and Minor Industrial	C3	112	0.4%
Golf Course	GC	42	0.1%
Commercial Neighborhood Sales and Services	C1	35	0.1%
Parking	P1	2	0.0%
Airport Noise and Height Overlay District	ANH	-	
	TOTAL*	28,366	100%

*Areas where calculated from digitized zoning polygons and are approximate. Since parcels exclude streets and other easements, total area does not equal incorporated area of Bullhead City.

Source: Bullhead City Planning and Zoning.

Public Lands (PL) is the largest zoning category with 38% of the zoned land. PL zoning includes parks, public open space, government owned buildings, facilities, land, and schools and school grounds (note: lands held in private ownership cannot be designated Public Lands).

The Residential: Single Family Limited (R1L) zoning category includes about one-third (34%) of the zoned acreage. R1L permitted uses include single family detached dwellings (except manufactured or factory built buildings), churches, residential care homes, fire and police stations, home occupations, public schools and temporary mining operations. This category allows up to seven dwelling units per acre.

Another 14% of the City is zoned Residential: Single Family Manufactured Home (R1MH). This zoning category encompasses approximately 4,100 acres. The actual percentage of manufactured homes has decreased slightly over the past ten years. This category allows up to seven dwelling units per acre.

Land Administration

State and federal agencies administer approximately 30% of the incorporated area of Bullhead City. The major landowners or land administrators in Bullhead City are described in Table 2, Major Land Owners. The Bullhead City Land Use Plan reflects the most recent approved development plans on record for these parcels. The distribution of land administered by governmental agencies in Bullhead City is shown in Figure 3, Public Land Ownership in Bullhead City.

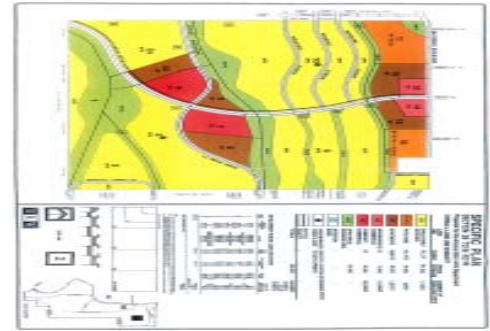
Owner	Acres	Percent
Private	19,670	71.6%
State Trust	4,131	15.0%
Bureau of Land Management	2,118	7.7%
Lake Mead National Recreation Area	1,537	5.6%
Total	27,456	100%

Source: Arizona Land Resource Information System.

State Trust Lands

The Arizona State Land Department (ASLD), the largest governmental landowner in Bullhead City, controls approximately 15% of the incorporated area of the City. The State Trust lands are held in trust for designated beneficiaries that derive operating funds from these lands. As such they are more similar to lands held in private ownership. Some of this land may remain as open space. However, most of these parcels are available for development through one of their processes. In particular, portions of Sections 30 and 31 are currently leased for parking to support the Laughlin casinos. This land along the Colorado River and directly adjacent to the Bullhead-Laughlin Airport offers a unique opportunity for resort commercial development. This land use is reflected in the Plan.

The ASLD has also prepared conceptual development plans for three of their larger land holdings in Bullhead City. These plans include 7,260 dwelling units, but the maximum density would permit 9,441 dwelling units. It is unlikely that these plans will be fully realized due to topographic constraints.



Example of the development plans prepared by the Arizona State Land department for State Land parcels in Bullhead City. This particular plan, the Landon/La Mesa Amended Site Development Plan, is located in the northern part of the city.



Gary Keith Park, situated on leased Bureau of Land Management land, is an example of how the City can work with federal and state land owners to benefit Bullhead City residents.



As of 2001, approximately 60% of Bullhead City remains undeveloped, compared to 80% in 1996.

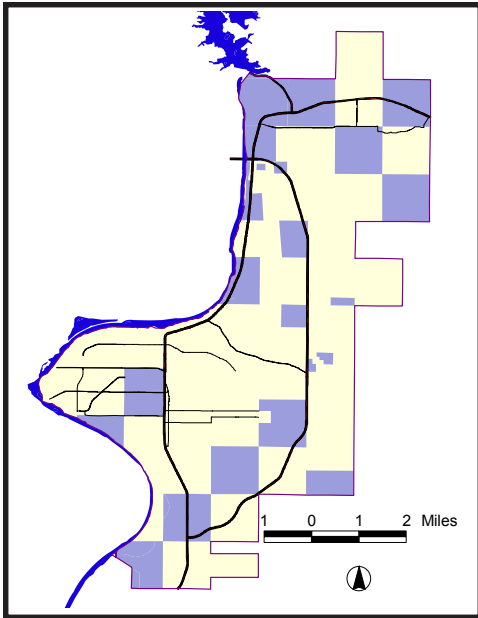


Figure 3, Public Land Ownership in Bullhead City. Shaded areas in this figure depict public land in Bullhead City that is under state or federal administration.

Bureau of Land Management

Within Bullhead City the Bureau of Land Management (BLM) manages almost 2,200 acres or approximately 8% of the City. While the BLM is authorized to sell land when it is specifically identified for disposal in the Land Use Plan, they currently lease land to various local agencies, organizations, districts, and governments for recreation and public purposes. Approximately 284 acres in Section 12 have been leased to a concessionaire for recreational commercial development. The overall project is called Silver Shores. The Bullhead City Administrative Complex property is leased from the BLM, as well as numerous other civic, government, and park facilities.

Bureau of Reclamation

The Bureau of Reclamation (BOR) acts as the Colorado River water manager, contracting with water users and managing the flow of the Colorado River and water releases from Davis Dam, located at the north end of Bullhead City.

The BOR's land management responsibilities are limited to the areas surrounding Davis Dam. The BOR primarily sees its role in land management as facilitating the recreational use of the land it administers. The operation of these sites normally becomes the responsibility of other federal, state and local agencies. Currently, the BOR is holding public meetings to determine the best recreation uses for the land it administers in the Bullhead-Laughlin area.

U.S. Army Corps of Engineers

The U.S. Army Corps of Engineers (Corps) regulates the discharge of dredged and/or fill materials into waters of the U.S., which includes the Colorado River, as well as most of the washes that traverse the City. Authorization to conduct construction activities, included, but not limited to, residential, institutional, and commercial development, mining, infrastructure placement (roads and utilities) and recreational development must be obtained from the Corps prior to commencement of the activity. In planning projects, proponents are encouraged to avoid impacts to the waters of the U.S. Any impacts which cannot be avoided must be mitigated. Mitigation can occur on-site or off-site (such as the Colorado River Nature Center) or in lieu fees can be accepted when there is an acceptable land trust sponsor.

Pattern of Development

The topography of the region is characterized by extensive alluvial fans and wide alluvial washes which drain the Black Mountains to the east. More than thirteen major washes traverse the City from east to west. Early development occurred largely in the Colorado River floodplain where there was abundant level land. The construction of Highway 95 encouraged additional development along the River. Currently, much of the level floodplain land and areas adjoining Highway 95 are built out and development pressure is now focused to the east and south, primarily along the Bullhead Parkway.



As development occurs in Bullhead City, areas of level terrain, like that pictured here, are becoming scarce.

As stated in the 1996 General Plan, in order to develop the land, "ridges have historically been leveled and terraced to provide unobstructed views for residential subdivisions and developable parcels for employment uses." In the past, developments along the many washes that traverse the community have failed to provide access to them, resulting in the loss of opportunities for using the washes as an open space amenity.

Today, residential developers are more willing to integrate the washes into their projects and take advantage of the open space amenity. The washes also offer opportunities to develop pedestrian and non-motorized connections throughout the City.

Build Out Population and Land Use Discussion

The build out population is a hypothetical projection of what the population would be, were every parcel of land developed in accordance with the land use plan. Specific infrastructure requirements, such as roads and sewers are based on the General Plan Land use maximum densities and intensities.

Table 3, Calculation of Land Use Areas and Population, summarizes the maximum population and employment that could result if the entire incorporated area were developed in accordance with the Land Use Plan. The residential densities utilized in Table 3 are the maximum allowable densities for each land use category. In the event that every acre of Bullhead City was built out at the maximum allowable density under the land use map, the population would be 260,050. The lower population figure of 124,505 represents the population based on build out at the low end of the allowable densities. With approximately 40% of Bullhead City

Table 3 Calculations of Land Use Areas and Population									
Land Use Description	Du/Acre		Sub Totals	Total Acres	Percent	Residential Units		Population⁸	
	Low	High				Low	High	Low	High
Residential									
Low Density Residential	0	3		2,884	11.60%	577 ¹	8,653	1,396	20,941
Med Density Residential	3	6		12,189	48.90%	36,568	73,135	88,494	176,987
Med High Density Residential	6	12		915	3.70%	5,491	10,981	13,287	26,575
High Density Residential	12	20		734	2.90%	8,813	14,689	21,328	35,546
			<i>Sub Total</i>	16,723		<i>Total Units</i>	51,448	107,459	124,505 260,050
				Total Acres	Percent	Floor Area Ratio		Employment	
Commercial									
Community Commercial ²				1,349	5.40%	0.25		27,061	
Regional Commercial ³				629	2.50%	0.25		13,698	
Commercial Resort ⁴				473	1.90%	0.15		6,180	
			<i>Sub Total</i>	2,451					
Industrial									
Light Industrial ⁵				755	3.00%	0.22		11,853	
General Industrial ⁶				297	1.20%	0.22		4,658	
			<i>Sub Total</i>	1,051					
Other									
Public/Semi-Public ⁷				1,618	6.50%	0.15		21,140	
Park/Open Space				3,085	12.40%				
			<i>Sub Total</i>	4,703					
			<i>Total Acres</i>	24,928	100.00%	<i>Total Employment</i>	84,590		
Notes to Table:									
1 - 0.2 du/acre used for calculation			5 - Based on 610 square feet per employee						
2 - Based on 543 square feet per employee			6 - Based on 610 square feet per employee						
3 - Based on 500 square feet per employee			7 - Based on 250 square feet per employee						
4 - Based on 500 square feet per employee			8 - Based on average household size of 2.42						
Dwelling units per acre (Du/acre)			1 acre = 43,560 sq. ft.						
Source: Sunregion Associates, Inc., October 1993 BRW, Inc. November 1995, Elliot Pollack, Inc. 2002.									



The numerous washes that traverse the City present unique challenges and opportunities for development.



The Bureau of Reclamation currently directs mitigation projects to the restoration of lands in the Colorado River Nature Center, pictured here.

now built out and a 2000 population of 33,769, it is unlikely that Bullhead City will even obtain the low population build out projection, given current development patterns, where physical constraints, such as the City's steep topography and numerous washes make it unlikely that Bullhead City will achieve maximum build out as shown on the Land Use Map (see Figure 4, Land Use Plan). Many existing developments are built out below densities. Based on existing development patterns and densities, a more reasonable build out population projection is 84,423.

Planning Considerations

Bullhead City will continue to be an attractive place to which people migrate. Never-ending sunshine, abundant recreation activities and a high quality of life continue to attract people, young and old, to Bullhead City. The City's new residents will need new housing, employment, retail, and adequate infrastructure. In addressing these needs the following factors and planning issues may need to be considered:

- Administration of approximately 30% of Bullhead City by federal and state agencies requires collaborative planning with them.
- The topography of the region, specifically the east west washes that traverse Bullhead City, present significant constraints to development and the provision of infrastructure.
- Some parcels are planned for densities that are not likely to be achieved due to topography.
- Natural washes offer design opportunities that have been largely ignored.
- The City has substantial commercial zoning and commercial land use designated.
- Most new development will occur in the southern portion of Bullhead City or to the east along the Bullhead Parkway.
- As new development occurs, older areas must be maintained and infill encouraged.

Goals, Objectives and Policies

Goals, objectives and policies are the backbone of the General Plan, and can be defined as follows:

Goals are desired conditions. They are supposed to be general, and speak to the basic needs that are to be addressed.

Objectives are a desired level of achievement or a measurable step towards achieving goals. They should be significant, quantifiable, and possible to maintain over the long run.

Policies are steps the City can take to reach the objectives and achieve its goals.

GOAL: **Encourage land uses that are compatible and result in a balanced and efficient overall City development pattern.**

Objective: Encourage development of a full range of properly located and well-designed community commercial facilities proximate to residential areas.

Policy: *Encourage community commercial development at the intersections of major arterial, minor arterial, and/or collector streets.*

Policy: *Encourage regional gateway style commercial, industrial and employment uses around the Laughlin/Bullhead International Airport.*

Policy: *Encourage regional gateway-style commercial development at the Bullhead Parkway at Highway 95 at the southern end of the City limits.*

Objective: Encourage the development of neighborhoods that offer quality housing, recreation, and retail services in close proximity.

Policy: Support the development of mixed-use housing and retail.

Objective: Require new subdivisions to provide for the passive and active recreation needs of residents.

Policy: Require developers to provide park and/or open space in accordance with the park and open space standards set forth in the Open Space element.

Objective: Minimize conflicts between land uses.

Policy: Require that developers use changes in residential density and intensity, landscaping and other techniques to create transitions between residential development and other land uses.

Objective: Encourage commercial development that minimizes potentially adverse impacts on existing or planned surrounding areas.

Policy: Limit main vehicular access points to and from commercial centers to major arterial or minor arterial, and/or collector streets.

Policy: Require lighting, material loading, refuse storage, and delivery areas to be buffered from adjacent residential uses.

Objective: Support the development of industrial uses compatible with adjacent land uses.

Policy: Encourage industrial development around the Bullhead/Laughlin International Airport.

Policy: Encourage industrial uses that do not negatively affect the quality of Bullhead City air, water and natural resources.

Objective: Work with adjacent jurisdictions, districts and other entities to enhance the compatibility of adjacent land uses.

Policy: Provide comments to Mohave County on proposed land use changes in the County within two miles of the Bullhead City border.

Policy: Continue to coordinate with the Arizona State Land Department (ASLD) and the Bureau of Land Management (BLM), regarding development plans for these lands as necessary and appropriate.

GOAL: Encourage land use patterns and development that contribute to a safe, healthy environment for Bullhead City residents and visitors.

Objective: Locate residential development in a manner that minimizes the impact of noise.

Policy: Prohibit residential development in areas of 65 ldn or greater.

Policy: Use natural features, landscaping, or other acceptable noise attenuation techniques to minimize the noise to residential development adjacent to major and minor arterial streets.

Policy: Update as necessary the Airport Noise and Height Overlay (ANH) Zone with respect to existing and future land use.

Objective: Locate development in a manner that minimizes the hazards associated with flooding and storm water.

Policy: Allow development to occur in accordance with adopted floodplain regulations.

Policy: Encourage the preservation of natural wash areas to the maximum extent possible.

Objective: Update the Bullhead City Zoning Ordinance.

Policy: Periodically review and update the zoning ordinance to improve its function as an implementation tool of the General Plan.

GOAL: Enhance the visual quality of the City.

Objective: Enhance the appearance of City streets.

Policy: Investigate implementation of a comprehensive streetscape program (e.g. landscaping, lighting, signs, street furniture) in public spaces and along major roadway corridors such as Highway 95 and Hancock Road, which will contribute to a more positive aesthetic image for the City.

Policy: Provide gateway beautification enhancements (e.g. signs, lighting and landscaping) at key entry points in the City to denote a sense of arrival and enhance the City's image for tourists, residents and employers.

Policy: Require utilities to be placed underground in accordance with adopted city codes.

Land Use Categories

Land use definitions were developed for use in understanding and implementing the Land Use Plan. These corresponding definitions were established for each land use category to assure consistent interpretation for each land use.



Low Density Residential, LDR (0-3.0 Dwelling Units per Acre)

The Low Density Residential category denotes areas where single-family residential development is desirable and urban services (sewer, water, law enforcement, fire protection, schools, parks, etc.) are available or will be provided. Suitability is determined on the basis of location, access, existing land use patterns, and natural or man-made constraints. Within any particular development densities greater than 3.0 du/acre may be permitted, but only if areas of lower densities offset the increase such that an average of less than 3.0 du/acre is maintained. In addition to residential uses, limited community commercial uses may also be permitted, provided there is direct access to arterial streets.



Medium Density Residential, MDR (3.0 - 6.0 Dwelling Units per Acre)

The Medium Density Residential category denotes areas where medium density residential development is appropriate and all urban services (sewer, water, law enforcement, fire protection, schools, parks, etc.) are available or will be provided. Within any particular development densities greater than 6.0 du/acre may be permitted, but only if areas of lower densities offset the increase such that an average of 6.0 du/acre or less is maintained. Community commercial uses may also be permitted, provided there is direct access to arterial streets.



Medium High Density Residential, MHDR (6.0 - 12.0 Dwelling Units per Acre)

The Medium High Density Residential category denotes areas where medium high-density residential development is appropriate and all urban services (sewer, water, law enforcement, fire protection, schools, parks, etc.) are available or will be provided. Within any particular development, densities greater than 12.0 du/acre may be permitted, but only if areas of lower densities offset the increase such that an average of 12.0 du/acre or less is maintained. Community commercial uses may also be permitted, provided there is direct access to arterial streets.



High Density Residential, HDR (12.0 - 20.0 Dwelling Units per Acre)

The High Density Residential category denotes areas where higher residential development densities are appropriate and where all urban services (sewer, water, law enforcement, fire protection, schools, parks, etc.) are available or will be provided. Residential densities for specific projects may exceed 20.0 du/acre, but only if areas of lower densities offset the increase such that an average of 20.0 du/acre, or less is maintained. Community commercial uses may also be permitted, provided there is direct access to arterial streets.



San Antonio's River Walk provides an excellent example of the type of successful development that can be created in Bullhead City along the Colorado River. (Source: <http://thesanantonioriverwalk.com>)



Community Commercial would include uses such as shopping centers like the one shown above.

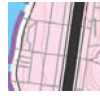


Regional Commercial centers would include shopping centers, power centers or major commercial developments.



Community Commercial, CC

The Community Commercial category denotes areas providing for the sale of convenience goods (food, drugs, and sundries) and personal services that meet the daily needs of a multi-neighborhood trade area. Typical characteristics of such a trade area include a population ranging from approximately 15,000-35,000 people located within a one to two mile radius service area.



Commercial Resort, CR

The Commercial Resort category includes a variety of retail and service uses targeted for recreational activities, which will be located within close proximity to the Colorado River. Specific uses and location shall be based upon market needs. Uses permitted in this category include motel, hotel, convention facilities, high density residential, retail, office and commercial service uses to support economic development activities along the Colorado River. It is important to note that a significant portion of the property designated as Commercial Resort is public land administered by the Bureau of Land Management (BLM) and, as such, can only be developed for leased commercial purposes.

Regional Commercial, RC



The Regional Commercial category includes a full spectrum of retail and service uses at a community-wide and/or regional scale. Such a trade area typically has a minimum population of approximately 150,000 people. Specific uses and location shall be based upon market needs and direct access to arterial streets.



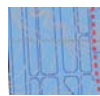
Light Industrial, LI

The Light Industrial category denotes areas where the location of major employment, wholesaling, manufacturing and assembly operations function in an enclosed building; or any other commercial or light industrial establishment achieving the purpose of this district and is appropriately located in a business park/light industrial environment. Direct access to arterial or collector streets is required.



General Industrial, GI

The General Industrial category denotes areas for the location of major employment centers. Uses permitted in this category include general warehousing, storage, distribution activities, general manufacturing, assembly of small parts and mineral extraction activities. Urban services are currently available or will be provided. Direct access to arterial or collector streets is required.



Public/Semi-Public, P/SP

The Public/Semi-Public category denotes those regional and linear corridor areas (i.e., airport, recreational, educational and utility facilities) dedicated for public use. Other areas designated for residential or employment development may be utilized as public/semi-public uses if the proposed use does not negatively infringe upon the health, safety and general welfare of the surrounding area and is appropriately buffered from adjacent land uses.



Parks and Open Space, P/OS

The Parks and Open Space category denotes regional park and open space facilities that will be located within the incorporated area. Although the definitions for park and open space are sometimes used interchangeably, the two designations denote differing, but related uses. A park is a highly developed parcel of land that includes a variety of active (i.e. baseball/softball diamonds, football/soccer fields, court sports, etc.) and passive (i.e. seating areas, walking paths, view points, etc.) recreation areas. Open space constitutes any space or area whose existing openness or natural condition if retained, would maintain or enhance the conservation of natural or scenic resources and/or reduce adverse impacts from development.



Ensuring public access to the Colorado River is an important issue to the community.

Land Use Plan Map Narrative

Bullhead City today is a result of numerous factors that influenced its development, the Colorado River and the building of Davis Dam, our neighbors across the River in Laughlin, Nevada, and the rugged topography. The Bullhead City Land Use Map is a vision of the City's future, respecting the existing development and bio-physical characteristics which contributed to making Bullhead City what it is today.

The purpose of this narrative is to walk readers through the land use map (see Figure 4, Bullhead City Land Use Plan), describing the influencing features which continue to contribute to the development of the City.

Influencing Features

No other City in the State has the same setting as Bullhead City. It is truly unique, with its location on the Colorado River, the topographical features, the relationship to the regional circulation system, and the influence of Laughlin, Nevada. The development response to all these influencing features has created a community that has a character all its own.



The Colorado River is the reason Bullhead City exists and it remains a focal point of the community today.

Development Response and Opportunities

Most of the early development of Bullhead City was within a mile or less of the River, not surprising since the River is a main attraction of the area, and offers some relief from the heat during those hot summer days. As the population increased and most of the available land close to the River was built upon, development spread to the higher elevations where more land was available. As the City grew, a number of distinct geographic regions formed. The following discussion identifies the regions, describes the current situation, and looks at the future opportunities associated with each.

Original Bullhead

The area that was the original downtown area for the town is now known as "Original Bullhead". This area included retail, tourist accommodations, and some housing. This location has the potential of once again becoming a viable tourist area. While this area requires some renovation, with the River frontage having a backdrop of the Laughlin casinos, the view is a one of a kind experience.



Even in the older sections of Bullhead City many homes are well maintained. As redevelopment occurs these areas will continue to be residential.



Bullhead City is unique in that it has private riverfront real estate. Housing along the Colorado River is decidedly upscale and increasing in value.



Today homes built within the Colorado River floodplain are elevated to prevent flooding problems.



The Laughlin-Bullhead Airport is poised to become Bullhead City's employment center.

The location is convenient to attractions on the other side of the River, but it has its own smaller scale character. There is community support to create a “riverwalk”, a pedestrian environment adjacent to the water so that the experience of this area is available to more people.

This area is identified as Commercial Resort on the land use map to take advantage of its unique setting along the Colorado River.

Riviera Area

This area is primarily residential with some businesses located along the minor arterial and collector streets. Most of the residential development here consists of small lots with manufactured housing. Originally, retired people and winter visitors occupied these homes. As the ownership has transitioned, however, this area has become a location for low rent housing and much of it is in disrepair. In contrast to the older housing, the area also has over 4 miles of River frontage lined with homes that tend to be very upscale.

As the City grows, there are a number of opportunities to improve these neighborhoods. A proposed bridge, currently being discussed in the general area, will bring more traffic and commercial opportunity to the businesses. As activity increases within the City Center, the influence on adjacent property should be positive. Bullhead City is growing, and as the revenues increase, more funds will become available to assist in the redevelopment of this area.

Land uses in this area are not expected to change considerably, with the majority of the land identified as Medium Density Residential. Adequate Community Commercial land is identified in the Riviera area to take full advantage of the commercial opportunities should a new bridge be constructed in this area.

Floodplain Area

At the south end of the City, where the River channel is less defined, there is a large floodplain area. Recent development in this area has created areas for housing above the floodplain by using fill dirt that is a result of excavation for marinas, golf courses, and other open spaces. The expectation is that the existing pattern will continue here, resulting in a mix of housing and community open spaces.

Airport Area

The location for the airport is the result of several factors. There was direct access to Highway 95, the terrain allowed a long flat area to be graded that aligned with the direction of the prevailing winds, and the drainage was not difficult to divert. There is sufficient land surrounding the airport to allow for an expansion of the facilities, and a plan exists for this. Other lands around the Airport, to the east and south are ideally suited for employment uses. The area has good access and employment uses are compatible with the airport operations. The large areas of employment land use in this area are made in anticipation of the airport becoming a major employment center in the future.

Higher Elevations

The land rises fairly steeply east of the River, so that at a distance of three to four miles the elevation is 800 feet higher than the River. Many of the homes located here have the benefit of magnificent views.

The early development of these higher elevations, such as Punta de Vista and Sunridge Estates were located near Highway 68 and consisted of low density housing.

Bullhead Parkway now provides access to much more of this land and a number of planned communities, including Desert Foothills Estates, Laredo Village, Fox Creek Estates, and El Camino Village are being developed along its length. Each of these communities has provisions for a commercial center, a mix of housing types, and open space. Some of the communities include school sites.

The existing pattern of development will likely continue in this area. A greater awareness of using the washes as open space amenities will only enhance the area by creating the potential for pedestrian/ bicycle access between these higher elevations and the River.

Open Space/Recreation

The Colorado River is the premiere open space and visual amenity for the community, and a number of recreational areas are located adjacent to it. At the north end of the City, Davis Camp is a large County operated facility located north of the bridge. Two miles south of the bridge is Bullhead Community Park, in a location that is convenient to Original Bullhead. Further south is Rotary Park, the newest of the City's recreational areas. This park is well located to serve the population from the Riviera area. At the south boundary of the City, is the Colorado River Nature Center.

Opportunities to provide additional facilities adjacent to the River are limited, primarily due to ownership issues and development cost. However, a goal exists to provide some river-oriented pedestrian areas in Original Bullhead and the State land to the north.

Most of the planned communities provide parks and open space. As more residential development occurs, open space will be developed to serve these new communities, with plans for at least three golf courses.

The existing washes represent a major opportunity to create linkages between facilities by developing a non-vehicular network.

City Center

The City Hall, along with the existing and planned uses surrounding it, represent some of the most intense uses in the community. This area is conveniently located to the overall community and will include government services, schools, parks, regional shopping, and high density residential.



Residential developments along Bullhead Parkway often offer spectacular views over the Colorado River Valley.



The area of the Bullhead City Administration Complex has become a center for civic, recreation, retail and employment activities.

Bullhead City

GENERAL PLAN UPDATE

LAND USE PLAN

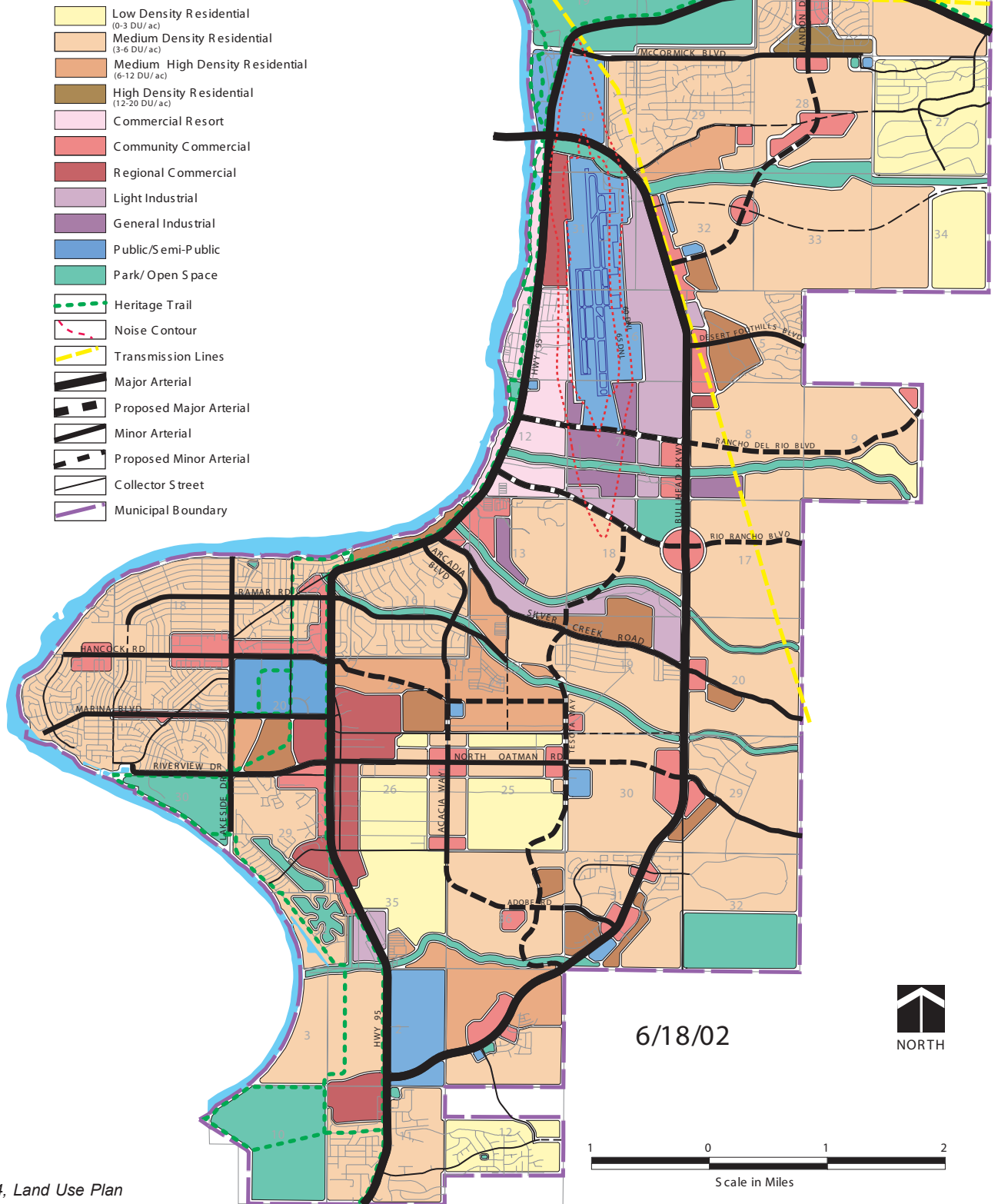


Figure 4, Land Use Plan

Land Use Plan Implementation Guidelines

When utilizing the Bullhead City General Plan Update, certain interpretations will occasionally be necessary due to the flexible nature of the Plan. Therefore, when implementing the Land Use Plan, the following guidelines will aid in interpreting any discrepancies, extraordinary conditions, or unusual circumstances during the review of development proposals and in setting City policy.

Residential Land Use Guidelines

The following guidelines will aid in governing all land use planning which pertains to the development of land designated as residential in the Land Use Plan:

Allowable Residential Densities

Low Density:	0-3	du/acre
Medium Density:	3-6	du/acre
Medium High Density:	6-12	du/acre
High Density:	12-20	du/acre

Conditions for Varying Residential Use Guidelines

Low and medium density residential uses will be allowed to locate in areas designated on the Land Use Plan as medium high and high density residential uses provided the use meets one or more of the criteria set forth below.

- The low and/or medium density residential use is part of a mixed-use planned development.
- Utilities/transportation facilities to the site are designed for the use and density designated on the Land Use Plan.
- The low and/or medium density residential development will not create a deterrent or problem for future higher density development.
- Low and/or medium density areas are adequately buffered from adjacent high density uses, commercial and industrial sites, and major arterial and/or minor arterial streets.
- An amendment to this Plan is required to review the appropriateness of the use in the non-designated area if the above conditions are not met.

Medium High and High density residential uses will be allowed to locate in areas designated on the Land Use Plan as low or medium density residential uses provided the use meets one or more of the criteria set forth below.

- The medium high and/or high density residential use is part of a mixed-use planned development.
- Utilities/transportation facilities are designed to accommodate the medium high and/or high density residential use.
- Medium high and high density residential uses are located adjacent to or very near principal arterial and arterial roadways and intersections.
- Medium high and high density residential uses buffer low and medium density residential uses from commercial or industrial uses and major arterial and minor arterial streets.
- An amendment to this Plan is required to review the appropriateness of the use in the non-designated area if the above conditions are not met.

In an effort to create quality neighborhoods in Bullhead City, commercial

uses will be allowed to locate in areas designated on the Land Use Plan as low, medium, medium high, or high density residential uses provided the uses will be located with direct access to arterial roadways or where collector streets intersect an arterial street.

In reviewing applications for commercial areas, within or near residential areas, the City will also consider the impact of these commercial requests on the future commercial success of areas designated specifically for community commercial uses on the Land Use Plan. The City will take precautions to assure that there is a viable market to support the City's designated community and regional commercial centers.

Community/Regional Commercial Land Use Guidelines

The following guidelines will aid in governing all land use planning pertaining to the development of land designated as Community or Regional Commercial in the Land Use Plan.

Allowable Land Uses

Land use activities in areas designated community or regional commercial include all commercial service, retail, professional office uses and multi-family development.

Conditions for Allowing Residential Uses

Medium high and/or high density residential uses will be allowed to locate in areas designated community commercial or regional commercial in the Land Use Plan providing the use meets one or more of the criteria set forth below.

- The medium high and/or high-density residential uses are part of a mixed-use, planned development.
- Residential densities do not exceed 20 dwelling units per acre.

Light Industrial and General Industrial Land Use Guidelines

The following guidelines will aid in governing all land use planning pertaining to the development of land designated as Light Industrial or General Industrial on the Land Use Plan.

Allowable Land Uses

Land use activities in areas designated light industrial or general industrial include office uses, light industrial uses, heavy industrial uses, commercial uses and warehousing.

Relationship to Arterial Streets

Light industrial uses may be located along arterial streets. Heavy industrial uses and warehousing activities will be located away from arterial streets, allowing the garden-type light industrial/business park uses to buffer the general view of heavy industrial activities.

Master Planning

To assure compatibility between industrial activities and adjacent sites, master planning of light industrial and general industrial developments may be required.

Additional Land Use Implementation Guidelines

In addition to the previous implementation guidelines, pertaining to specific land use designations, the following policies will also be used when determining land use planning issues.

Architectural and Site Design Standards

The City may adopt architectural and site design standards for patio home, townhome, apartment, condominium, manufactured home and commercial developments.

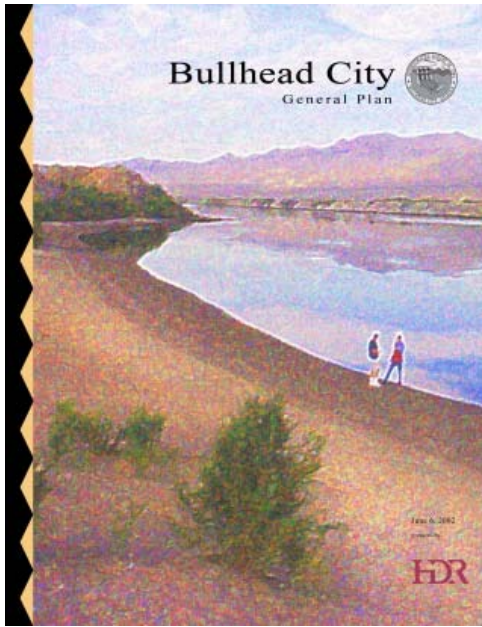
Architectural and site design standards may vary for different areas of the City but shall be related by common design of street furniture, (e.g. signs, light standards, bus shelters, trash receptacles, benches) and principal arterial/arterial roadway and open space system landscaping.

Buffering and Transitional Use of Proposed Development

When any two different land use types are shown on the Land Use Plan Map, or are approved as part of a development master plan, buffering or a transitional land use between the two land uses may be required, particularly if there is substantial reason to believe that the two land uses will be incompatible. Buffering consists of the placement of neutral space between two incompatible uses and will be required for the future, more intensive use, where a less intensive use already exists or where the Land Use Plan shows that a less intensive use is intended to be located adjacent to the more intensive use. Transitional land use consists of the placement of a compatible land use between two dissimilar or incompatible land uses.

Interpretation of Land Use Boundaries

The land use boundaries, as shown on the Land Use Plan, utilize natural or man-made demarcations where possible. Where such boundaries are not readily distinguishable, variations may be allowed, provided the intent of the Land Use Plan is not violated. Utilizing proper buffering and site planning techniques, variations of many feet may be allowed without diminishing the intended purpose of the Land Use Plan.



The General Plan is a living document. The "Amendments to the General Plan" section establishes a clear and consistent process to update and amend the Plan to fit Bullhead City's changing needs.

Amendments to the General Plan

ARS 9-461.06 (G) requires that a major amendment to the General Plan be approved by an affirmative vote of at least two-thirds of the legislative body, and that these amendments must be presented at a single public hearing during the calendar year during which the proposal is made. Bullhead city will hold their public hearing in October of each year. Any one wishing to be heard at this public hearing shall submit a complete application prior to August 1st of each year. The application shall comply with the submittal requirements for a conceptual plan as set forth in Title 16 of the city code. The law also states that to be considered a major amendment, a proposal to amend the General Plan must result in a substantial alteration of the municipality's land use mixture or balance as established in its existing General Plan Land Use Element and that the General Plan shall define the criteria to determine if a proposed amendment to the General Plan is to be addressed as a major amendment.

A major amendment to the General Plan is any proposal that would result in a change to the Land Use Element substantially altering the City's planned mixture or balance of land uses. The following criteria are to be used to determine whether a proposed amendment to the Land Use Element of the General Plan substantially alters the mixture or balance of land uses.

A major amendment is any proposal that meets any one of the criteria set forth below.

FOR DEVELOPMENTS THAT MAY OR MAY NOT BE PART OF A MASTER PLANNED COMMUNITY AND THAT ARE COMPRISED OF 640 ACRES OR LESS:	FOR DEVELOPMENTS THAT MAY OR MAY NOT BE PART OF A MASTER PLANNED COMMUNITY AND THAT ARE COMPRISED OF MORE THAN 640 ACRES:
Any change in a residential land use classification of 80 or more contiguous acres described in the Bullhead City General Plan or any amendments thereto, to either another residential land use classification or a non-residential land use classification.	Any change in a residential land use classification of 160 or more contiguous acres described in the Bullhead City General Plan or any amendments thereto, to either another residential land use classification or a non-residential land use classification.
Any change in a non-residential land use classification of 160 or more contiguous acres to a residential land use classification.	Any change in a non-residential land use classification of 320 or more contiguous acres to a residential land use classification.
Any proposal that would in the aggregate include changes in land use classifications of more than 320 acres described in the Bullhead City General Plan or any amendments thereto.	Any proposal that would in the aggregate include changes in land use classifications or more than 640 acres described in the Bullhead City General Plan or any amendments thereto.
Any modification or elimination of one or more of the stated goals contained in the land use element of the Bullhead City General Plan or any amendments thereto, that changes any policy regarding overall densities, intensities or arterial or collector street locations.	Any modification or elimination of one or more of the stated goals contained in the land use element of the Bullhead City General Plan or any amendments thereto, that changes any policy regarding overall densities, intensities or arterial or collector street locations.

It should be noted that a designation of a proposal as a “major amendment” essentially affects the processing of the proposal and doesn’t directly relate to the merits of the proposal. The ARS key procedural elements that apply to a major amendment proposal are listed below.

- There will be only one City Council hearing designated each calendar year to consider major amendments;
- Such proposals need to be submitted within the same year they are heard; and
- A 2/3 majority vote of the City Council is needed to approve them.

In addition, such proposals typically require several months of public awareness before they reach the Council hearing.

Any change that does not meet the above criteria defining “major” amendments shall be considered a minor amendment that can be considered by the Planning and Zoning staff, the Planning and Zoning Commission, and City Council in accordance with the regularly scheduled process as prescribed by the Arizona Revised Statutes.

Major and Minor General Plan Amendment Considerations

The recommendation to the Planning and Zoning Commission and City Council prepared for each request for a major, minor or text amendment to the General Plan shall include, but not be limited to, consideration of how the proposed amendment furthers the goals of the General Plan and the following topical areas:

Circulation: How will the proposed amendment impact the existing transportation system? What is the extent to which new roads, nonvehicular transportation facilities and access proposed as part of the development contributes to the City’s planned vehicular and non-vehicular transportation system and trails?

Cost of Development: Does the proposed amendment affect the City’s ability to maintain its current level of service or will it prohibit it from public services in the future?
Will this request require the City to provide additional services?

Environment: What is the impact of the proposed amendment on the natural environment and open spaces identified in the Plan?

Open Space: What is the impact of the proposed amendment on recreation facilities, parks, and open space and natural resources identified in the Plan? How does the proposed amendment contribute to the City’s existing and proposed recreation, parks, and open space and natural resources?

Sewer: How will the proposed amendment impact current and future sewer capacities?

Water: How will the proposed amendment impact current and future water supplies?

No rezoning requiring a General Plan amendment shall be considered by City Council until a date after the General Plan amendment.



Circulation Element



Bullhead City developed along Highway 95, the major north-south arterial.

Introduction

The Circulation Element examines the current and future mobility options for Bullhead City. This Element is prepared in accordance with ARS §9-461.05 and includes a street classification map.

Current Situation and Future Trends

Three highways lead into Bullhead City. Highway 95 connects Interstate 40 in Needles, California to Bullhead City, Highway 68 enters Bullhead City on the northern limit and connects to Kingman, Arizona, and, Nevada Highway 163 connects into Bullhead City at the northern end across the only bridge spanning the Colorado River within the City limits. All the highways are four-lane fully improved highways that offer efficient entry into and exit out of the City.

The Bullhead City roadway system is a grid system modified by the City's topography. The City's main north/south arterial corridors are Highway 95 and the Bullhead Parkway. Due to existing and future traffic demands additional north/south alternatives will need to be provided. One possible alignment follows along Arcadia Boulevard to Acacia Way to Adobe Road and the Bullhead Parkway. A second alternative extends a road along the Tesota Way alignment.

Minor east and west arterial streets include Hancock, Marina, North Oatman, Ramar, Riverview, and Silver Creek. Silver Creek Road is the only east/west minor arterial street connecting Highway 95 and the Bullhead Parkway.

In the past, relocation of Highway 95 was considered by the City and ADOT. The relocation envisioned was a parallel road to Highway 95 generally along the Vanderslice alignment from Mohave Valley connecting to the Bullhead Parkway near Fox Wash and then an additional connection at the north end of the Bullhead Parkway extending to Highway 68.

Arizona Department of Transportation (ADOT), Mohave County, and Bullhead City have also discussed the possibility of a completely separate road bypassing Highway 95. The road would commence at I-40 in the area proposed as Sterling then northerly along the foothills of the Black Mountains on an alignment roughly 2 miles east of the Bullhead Parkway alignment. The bypass road would then connect into Highway 68 east of the La Puerta Road intersection with Highway 68.

Connections Between Highway 95 and Bullhead Parkway

Silver Creek Road is the only connection between Highway 95 and the Bullhead Parkway. Five additional connections are proposed: Rancho del Rio, Rio Rancho, Black Mountain Road, North Oatman Road, and the extension of Acacia Way/Adobe Road. All of these are proposed as minor arterials with the exception of Black Mountain Road, which is designated as a collector roadway. As the City's population increases these connections will be needed to provide adequate circulation between new development along the Bullhead Parkway and employment services located on Highway 95.

Improvements in Existing Major Arterial System

ADOT has recently completed improvements to Highway 68 within the City limits from La Puerta Road to the Laughlin Bridge where the road right-of-way turns into Highway 95. The Highway 68 improvements extend to the

unincorporated Golden Valley area. Improvements to Highway 95 from the Laughlin Bridge to Courtwright Road near the Needles Bridge have also been completed by ADOT during the past five years. The improvements to Highway 68 and Highway 95 have created a four-lane highway (most of it includes a center turn lane) from La Puerta Road to Needles.

Vehicular Transportation

Vehicular transportation is a critical component of the overall transportation system for the City and a primary consideration in the development of the General Plan Land Use Map. This section of the Circulation Element describes vehicular circulation in terms of the functional classification system characteristics.

Functional Classification System Characteristics

The functional classification characteristics describe the service performed, typical trip lengths, access control and continuity of the Bullhead City roadway system. For transportation system planning, as well as specific design purposes, roadways are most effectively classified by function.

Roadways have two basic functions:

- To provide mobility from point to point.
- To provide access to adjacent land uses.

Roadway function establishes the type of transportation service that is provided. Directly related to the type of transportation service provided is the degree of access control. Increasing control of access allows traffic to travel in a more uniform manner, allowing design speeds to be increased. Table 4, Functional Classification System, illustrates the relationship between a roadway categories’ primary function and the degree of access control.

Street Category	Right of Way	Primary Function	Degree of Private Access Control
Major Arterial Street	100'-200'	Mobility	Very High
Minor Arterial Street	84'-100'	Mobility	High
Collector Street	70'-84'	Mobility/Accessibility Transition	Moderate
Local Street	60'	Accessibility	None
Limited Use Street	50'	Accessibility	None

Source: BRW, Inc.; November 1995

The Functional Classification System categories comprise the hierarchy of functional roadway classes in Bullhead City and directly relate to the types and lengths of generated trips. Bullhead City’s functional street classes, their associated right-of-way, primary function and degree of access control are shown in Table 4, Functional Classification System. Each category is discussed below, relative to the distinguishing features of each category including travel, continuity, access control and facility spacing. The alignments shown on the Circulation Map will serve as a guide in creating the desired routes. Future alignments are shown along section lines or other established routes. The final alignments may change based upon completion of the required engineering for the proposed alignment. However, the alignment must continue to promote the overall goal of creating a continuous, noncircuitous east/west or north/south route.

Major Arterial Streets

Major arterial streets are high traffic volume transportation facilities that carry a high proportion of the total traffic on a minimum amount of mileage. Optimally, major arterial roadways are fully controlled access facilities. Major arterial streets may be part of a state highway system or other inter-regional facility. The existing and proposed major arterial roadways are:

- Bullhead Parkway
- Highway 95
- Highway 68

Minor Arterial Streets

Minor arterial streets provide functional service to retail, commercial and industrial land uses. Minor arterial roadways are moderate traffic volume transportation facilities that carry a medium proportion of the total traffic on a moderate amount of mileage. Minor arterial roadways are fully or partially controlled access facilities spaced at approximately one mile intervals.

In Bullhead City minor arterial roadways should develop with five to six lanes consisting of travel lanes and turn lanes separated by a landscaped barrier median where possible. Left-turn lanes should be provided within the median and right-turn lanes should be provided where high traffic volumes necessitate right in/out turning movements to abutting parcels. The roadways that comprise the current and future minor arterial roadway system include:

Adobe Road	North Oatman Road
Arcadia Boulevard/Acacia Way	Ramar Road
Desert Foothills Boulevard	Rancho del Rio Boulevard
Hancock Road	Rio Rancho Boulevard
Lakeside Drive	Riverview Drive
Landon Drive	Silver Creek Road
Marina Boulevard	Tesota Way
McCormick Boulevard	

Collector Streets

Collector streets carry a relatively high volume of traffic within larger neighborhoods and can accommodate minor retail and other commercial establishments abutting their alignments. Collector streets are generally located at approximately mid- or quarter-section lines and are intended to provide a discontinuous roadway network, with convenient traffic movement within residential, commercial and industrial areas, and to the most accessible arterial roadways. The roadways that comprise the collector network include:

Arroyo Vista Drive	Laredo Drive
Baseline Road	Laughlin View Drive
Black Mountain Road	Locust Boulevard/La Mesa Drive
Canyon Road	Mercer Road
Clearwater Drive	Miracle Mile
Colorado Boulevard	Mohave Drive
Corwin Road	Riviera Boulevard
Goldrush Road	Trane Road
La Puerta Road	

Local and Limited Use Streets

Local and limited use streets are generally utilized in residential areas where frequent access points cause and require a reduction in vehicle speed. Local roadways serve abutting land uses and also provide access to higher level roadway categories. Local and limited use streets are designed where slow speeds and multiple access points are needed and should consist of one or more of the types listed below:

- Roadways with on-street parking
- Reduced-width residential roadways with increased off-street parking
- Cul-de-sacs

Local roadways with on-street parking are primarily used in single-family detached residential communities. In higher density developments, the residential street widths may be reduced, but off-street parking must be increased to allow adequate stall space. The use of cul-de-sacs eliminates through traffic, reduces vehicle speed, and generally are used in single-family residential communities.

Street Design Guidelines

The design requirements of a given street depend, in part, upon the function of the facility as well as the magnitude and characteristics of the projected traffic volumes. This plan recommends specific design standards for at-grade intersection approaches, which have a wider application. In addition, both roadway widths and rights-of-way width, utilizing City standards, are recommended for future roadway classification types to be located within the incorporated area.

Figure 5, Standard Detail Street Sections, illustrates the recommended design for major and minor arterial streets, collector, local, and limited use streets. The key element of these cross-sections is the increased or reduced right-of-way width depending upon the function of the roadway (see Table 5, Street Classifications and Cross-Section Design Standards). The City will continually assess existing roadway cross-sections for unique circumstances that could require modification of the accepted right-of-way widths.

Bridges

Due to the terrorist events of September 11, 2001 truck traffic over Hoover Dam has been eliminated. The bulk of this truck traffic that used to cross Hoover Dam is now passing through Bullhead City and Laughlin on its way to and from other destinations. An estimated 1,000 additional heavy trucks pass through the Bullhead City limits each day as a result of the Hoover Dam closure to truck traffic. Significant traffic congestion and accidents have resulted from this increase in truck traffic, resulting in delays and closures of the bridge spanning the Colorado River between Laughlin and Bullhead City.

In the ADOT Arizona Update of the Colorado River Regional Transportation Study, May of 1998, by Lima and Associates, three potential bridge crossings within Bullhead City were analyzed: Silver Creek Road, Hancock Road, and Riverview Drive. Due to the events of September 11 and ramifications thereof, the importance of a second bridge has become a forefront issue.

Discussions on an additional bridge across the Colorado River connecting Bullhead and Laughlin are being held at the time of this writing.

The Bullhead City Council recently authorized environmental and engineering studies for a new bridge across the Colorado River to provide for an additional connection between Laughlin and Bullhead City. Several sites will be considered for the new bridge location. Each site under consideration will be evaluated with respect to commuting routes and constraints.

As Bullhead City's population increases so will the demands on its transportation infrastructure. Currently, most transportation needs are met within acceptable levels of service, however growth stresses these existing systems and will require improvements of the existing facilities and development of new facilities. In particular, the Laughlin Bridge area and certain portions of Highway 95 are in need of immediate attention.

Transit System

Public transportation in Bullhead City consists of a dial-a-ride system serving approximately 4,000 passengers per month. Addition of a flexed system bus service is under consideration. The new flexed system will significantly increase public transportation opportunities and usage within Bullhead City.

Pedestrian and Bicycle Transportation

Bullhead City has long encouraged pedestrian and bicycle transportation modes through the General Plan, subdivision regulations and implementation of individual programs.

Planning for most pedestrian and bicycle paths is now coordinated under the Colorado River Heritage Greenway Project (Heritage Trail), which was initiated in 1999.

Recently, an alignment for the trail and a series of cross-section details were approved. Development of the Trail System will encompass private/public participation throughout the construction, essentially creating a greenway linear Trail through the community.

The goal of the Heritage Trail is to provide a multiple use trail from Lake Mead National Recreation Area to the Colorado River Nature Center. The Trail is intended to provide a safe, scenic alternative to driving, reduce traffic congestion and the need to build more roads and parking lots. The Trail is intended to link together existing and proposed recreational facilities along with parks and a number of municipal/county facilities and schools.

The adopted Heritage Trail Plan calls for approximately 30 miles of trails. Approximately 12.9 miles of trails are planned or exist along Highway 68 and Highway 95, 7.2 miles along city streets/parcels, 3.0 miles in Davis Camp/Laughlin Land, 2.3 miles on Arizona State Land and 4.0 miles are planned or exist in City Parks. Bullhead City has also asked ADOT to stripe a bike lane along Highway 95 from the Laughlin Bridge to Marina Boulevard. The request was denied by ADOT. Additional links in the system will continue to be evaluated.

The Heritage Trail will treat the Colorado River within the boundaries of Bullhead City as an urban greenway that will provide residents and visitors with an educational, recreational, and scenic experience on a network of paths and trails.

**Table 5
Street Classifications and Cross-Section Design Standards**

Street Class	ROW Ranges Curb to Curb	Typical Section (Travel Lanes)	Thru Lanes	Design Capacity (A.D.T.)	Min A.C. Thickness (in.)
Major Arterial	110-130	8 / 13 / 13 / 4 / 24 / 4 / 13 / 13 / 8	4	40000	5
Minor Arterial	84-110	8 / 12 / 12 / 12 / 12 / 12 / 8	4	30000	4
Collector	70-84	10 / 12 / 12 / 10	2	10000	3
Local	60	4 / 12 / 12 / 4	2	n/a	2
Limited Use	50	4 / 12 / 12 / 4	2	n/a	2

Source: Bullhead City (City Resolution 98R-056)

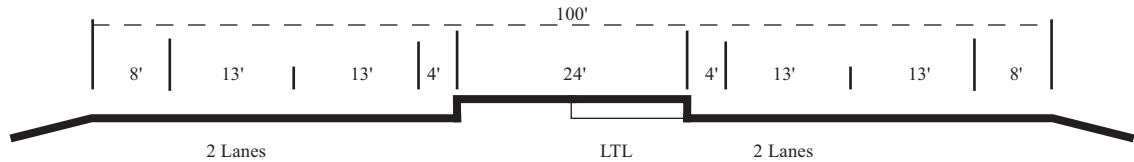
Bullhead City

GENERAL PLAN UPDATE

STANDARD DETAIL STREET SECTIONS

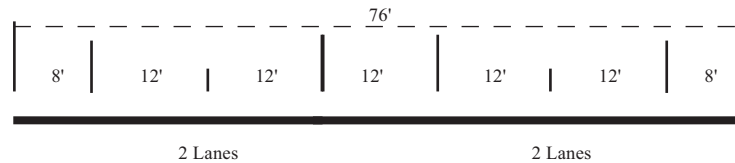
Major Arterial

Roadways serving inter-regional travel.



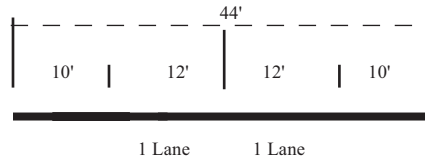
Minor Arterial

Roadways providing service to retail, commercial, and industrial land uses.



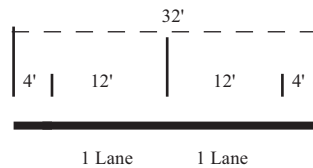
Collector

Roadways carrying a relatively high volume of traffic within larger neighborhoods.



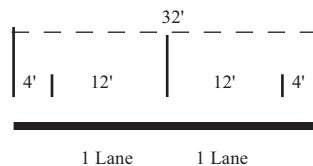
Local

Roadways utilized in residential areas with frequent access points.



Limited Use

Roadways utilized in residential areas with frequent access points, but little through traffic.



- Notes: 1. These are general guidelines, specific cross section and right-of-way requirements will be determined by the City Engineer.
 2. Additional ROW and pavement may be required for on-street bike lanes.
 3. Additional ROW may be required for retention, detention and other drainage features.

6/18/02



Figure 5, Standard Detail Street Sections

Source: Bullhead City, Standard Detail, Street Classification and Cross-Section Design Standards (City Council Resolution 98R-056)

Aviation Facilities

The Laughlin-Bullhead International Airport is located in the northern portion of Bullhead City and is classified as a non-hub primary commercial service airport. In the year 2000, more than 96,000 airline passengers passed through the Laughlin-Bullhead International Airport. Both scheduled and chartered passenger airline service is available. General aviation also utilizes this Airport with over 60 based general aviation aircraft and over 61,000 annual takeoffs and landings.

Consistent with the forecast of short term, intermediate term, and long range planning horizons, an airport development program has been proposed to act as a blueprint for everyday use by management, planners, programmers and designers.

This General Plan is consistent with the recommendations and policies identified in the Laughlin-Bullhead Airport Master Plan, which is incorporated here by reference. The major items over the planning horizons are summarized in Table 6, Laughlin-Bullhead Airport Planning.

Table 6 Laughlin-Bullhead Airport Planning Goals		
<i>Short Term</i>	<i>Intermediate Term</i>	<i>Long Range</i>
Complete Relocation to East Side	Provide Approach to Runway 34	Add T-hangars
Construct Remote Hold Room	Construct New Terminal, Circulation, and Parking	Expand Terminal Building and Parking
Construct New Fuel Farm	Acquire Property for Future Needs	Develop South Access Road
Property Acquisition	Install High Speed Exits	Add GA Apron
Relocate/Expand ARFF	Add T-hangar	Expand GA Terminal
Install AWOS-3	Prepare GA Corporate Hangar Area	Develop GA Parallel Runway
Extend Runway 16-34 to 9,000 Feet		
Construct Heliport		

Source: Laughlin-Bullhead Airport Master Plan

Ferry Service

Prior to the Laughlin Bridge construction, ferry service between Laughlin and Bullhead City was an important means of transportation between the two communities. The alternative crossings of the Colorado River were at Davis Dam and to the south across the Needles Bridge.

Since the construction of the Laughlin Bridge the ferry system has transformed into an on-demand system primarily shuttling people from one casino to another. Regular ferry service still exists between Riverside Resort & Casino and the hotel parking lots in Bullhead City approximately 1,000 feet south of the Laughlin bridge location. This ferry service operates on a 24-hour/7 day basis and has a rider ship of approximately 2,000 people per day.

Planning Considerations

- Any shift of access through the City from Highway 95 will have an effect on land use and development patterns.
- The addition of north/south routes will alleviate congestion on Highway 95 and the Bullhead Parkway.
- Additional east/west connections will improve access to Highway 95 from the Bullhead Parkway area and encourage commercial uses at the intersection of these connections and Highway 95; and may also spur the redevelopment of some areas of Highway 95.
- The addition of a second bridge will alleviate congestion on Highway 95 and encourage additional commercial development along this route.
- As the City continues to grow, the need and demand for public transportation will increase. This service is important to the City's lower income and elderly residents.
- Construction of the Colorado River Greenway Heritage Trail will provide an important non-motorized transportation route. Additional connections should be examined.

Goals, Objectives and Policies

GOAL: Improve and enhance traffic circulation in and through the City.

- | | |
|------------|--|
| Objective: | Construct and maintain a functional system of arterial, collector and local streets. |
| Policy: | <i>Use a hierarchy of arterial, collector and local streets to provide adequate levels of access and mobility within the community.</i> |
| Policy: | <i>Design traffic control devices in accordance with adopted standards.</i> |
| Policy: | <i>Use a pavement preservation or pavement management system to maintain the street system.</i> |
| Policy: | <i>Reconcile the Federal Street Functional Classification System with the Bullhead City Street Functional Classification System.</i> |
| Policy: | <i>Encourage development of neighborhood street patterns and circulation systems that preserve neighborhood integrity and serve local traffic.</i> |
| Policy: | <i>Establish street design criteria that will result in the preservation of adequate rights-of-way for future transportation system needs with minimal displacement of existing land uses.</i> |
| Objective: | Support the expansion of the Laughlin-Bullhead International Airport facilities. |
| Policy: | <i>Coordinate with the Laughlin-Bullhead International Airport to implement the Laughlin Bullhead Airport Master Plan.</i> |
| Policy: | <i>Support continued and increased air passenger service.</i> |

GOAL: Improve north/south access through the City.

Objective: Investigate additional north/south routes through the City.

Policy: Encourage and support development of north/south routes between Highway 95 and the Bullhead Parkway.

Policy: Encourage public/private partnerships to develop these north/south routes.

GOAL: Improve access between Highway 95 and the Bullhead Parkway.

Objective: Prioritize planned east/west connections between Highway 95 and the Bullhead Parkway.

Policy: Encourage and support development along east/west connections between Highway 95 and the Bullhead Parkway.

Policy: Encourage public/private partnerships to develop the east/west routes.

GOAL: Provide transportation options for Bullhead City residents and visitors.

Objective: Promote long-term public transit service and routes within Bullhead City and between Bullhead City and Laughlin.

Policy: Monitor the intergovernmental agreement between Bullhead City and the Town of Laughlin for public transit coordination between the BATS and CATS public transportation systems.

Policy: Continue to pursue grant funding to ensure financial support of the transit system.

Objective: Encourage the use of bicycles or walking instead of single occupancy vehicles for short trips.

Policy: Provide safe pedestrian and bicycle paths and crossings.

Policy: Encourage bicycle and pedestrian facilities to be provided as a part of all new development.

Policy: Encourage public/private partnerships to develop the Colorado River Heritage Greenway Trail.

GOAL: Improve access between Bullhead City, Arizona and Laughlin, Nevada

Objective: Encourage the design and construction of an additional bridge crossing over the Colorado River to connect Bullhead City and the Town of Laughlin.

Policy: Recommend Bullhead City Council endorses a second Colorado River Bridge crossing policy.

Policy: Coordinate with Clark County in studying the feasibility and identifying the appropriate location for Colorado River bridge crossings.

Policy: Recommend Bullhead City Council enters into intergovernmental agreements with the Town of Laughlin, Clark County and NDOT as appropriate to facilitate interstate coordination and construction of a new bridge crossing.

GOAL: Require roadway right-of-way cross sections that are consistent with the General Plan corridor widths.

Objective: Evaluate existing General Plan cross sections for consistency with Bullhead City existing right-of-way and proposed General Plan corridor widths.

Policy: Establish General Plan corridor widths for each roadway classification with consideration given to existing right-of-way widths.

Policy: Prepare typical cross sections for each of the transportation corridor widths to be included in the General Plan Update.

Policy: Continually assess existing roadway cross sections for unique circumstances that could require modification of the accepted right-of-way widths.

GOAL: Facilitate the safe accommodation of diverted truck traffic as a result of the Hoover Dam closure to truck traffic.

Objective: Minimize the impacts of the diverted traffic on the normal Bullhead City traffic.

Policy: Work with ADOT and the Arizona Department of Public Safety (DPS) for any additional signage on Highway 68, which would further inform the diverted truck traffic of the existing hazards.

Policy: Work with DPS to improve law enforcement and speed regulation on Highway 68.

Policy: Encourage development of a truck safety center for inspection and repair of vehicles in the vicinity of the Laughlin Bridge.

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Bullhead City

GENERAL PLAN UPDATE

CIRCULATION MAP

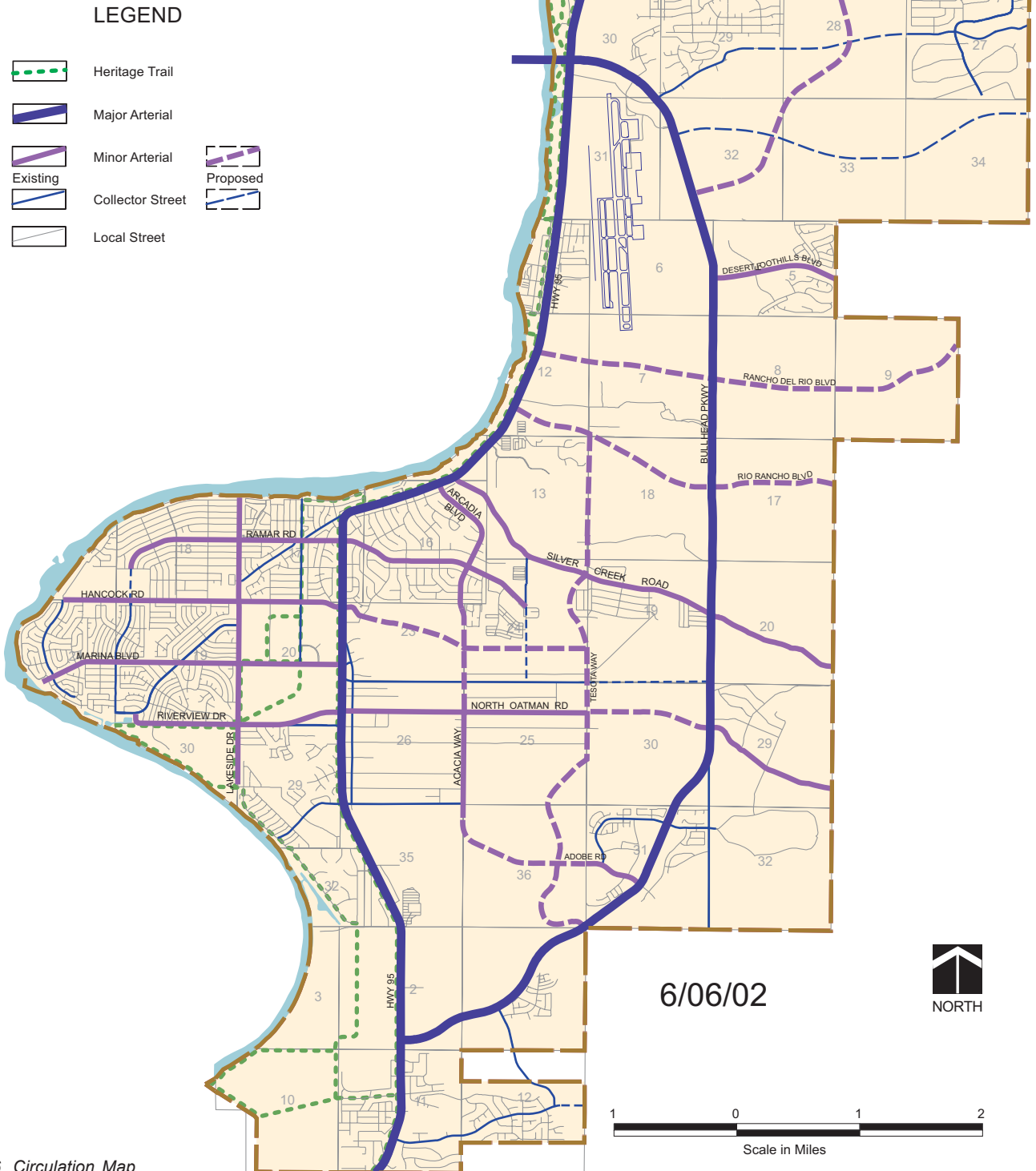


Figure 6, Circulation Map

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Open Space and Recreation Element



The Colorado River offers a scenic backdrop to Bullhead City and provides residents and visitors alike with recreation opportunities and scenic vistas.



Bullhead City's abundant open space contributes greatly to the high quality of life residents enjoy. Unlike many other developing communities, much of the City's open space is public lands and/or floodplains with limited development potential.

Introduction

The Open Space and Recreation Element addresses the conservation of the City's open space and recreation resources in a manner that is in concert with its future development patterns and economic potential. In accordance with ARS §9-461.05 D.1, this element contains an inventory of existing open space within the City, projections of future open space needs and goals, policies, and objectives to provide for the conservation of open space in a manner that is beneficial to Bullhead City and its residents.

Current Situation and Future Trends

Bullhead City contains an abundance of open space. Over 21% or 6,150 acres of Bullhead City is designated 100-year Floodplain and considered open space. This includes the 500 acre Colorado River Nature Center. Areas owned by Federal and State entities, steep slopes and other undeveloped land, and City Parks also contribute to the City's substantial inventory of open space.

The Colorado River, separating Bullhead City from Laughlin, Nevada, is a major open space attraction for Bullhead City residents and visitors alike. Bullhead City enjoys nearly fifteen miles of Colorado River shoreline along its western border. Open space and parks such as the Colorado River Nature Center, the Bullhead Community Park, Rotary Park and Mohave County's Davis Camp, provide City residents with access to the River.

In addition to the open space within the planning area, there are significant open space amenities surrounding the City. Just north of Bullhead City is the Lake Mead National Recreation Area (LMNRA). The LMNRA includes nearly 1.5 million acres of federal land, and encompasses two reservoirs formed by the Colorado River, Lake Mead and Lake Mohave. Davis Dam, located immediately upstream from Bullhead City forms Lake Mohave. The lake, 67 miles long, offers water amenities at developed facilities (Katherine's Landing). In addition, the LMNRA offers hiking and four-wheel driving on approved roads.

Existing Private Parks, Open Space and Facilities

The existing private facilities located in the Bullhead City incorporated area include the parks, open space and recreational facilities that are not owned or operated by Bullhead City or another governmental entity. These facilities offer a variety of recreational opportunities throughout the City and are briefly identified below.

- Arroyo Vista Park is located on approximately 4.1 acres at the southeast corner of Corwin Road and Lariat Drive. This park includes a backstop, playground equipment, picnic areas, and swimming pool available to the Arroyo Vista Estates property owners and their guests.
- Bullrink is located at 1370 Riverview Drive and consists of one 10,000 square foot private indoor roller skating rink.
- Chaparral Country Club/Golf Course is located on approximately 43 acres, at 1260 Mohave Drive. This facility includes a 9-hole, par-32 executive course, clubhouse, pro-shop, cocktail lounge and a swimming pool open to members and their guests.
- El Camino Village Park is located on approximately 5.0 acres at the southeast corner of Arroyo Vista Drive and the Bullhead Parkway. Upon completion, this park will include playground equipment, picnic areas, and other active recreational uses available to the El Camino Village property owners and their guests.

- Palo Verde Meadows, located within the Palo Verde Meadows subdivision tracts, includes 34 acres of park and six acres of lakes, as well as 20 acres of marina and 20 acres of beach area, for recreational use available to the Palo Verde Meadows property owners and their guests.
- Playa Del Rio Park is located along the Colorado River at Camino Del Rio and Puerta Vista on approximately 2.0 acres. This park includes a beach area, boat ramp and dock area reserved for the Playa Del Rio property owners and their guests.
- Riverview Golf Course is located at 2000 Ramar Road on approximately 80 acres. In addition to the public 9-hole golf course, a recreational center, swimming pools, exercise room and sauna, tennis courts, picnic area, indoor shuffle boat and game room are available to the Riverview RV Park property owners and their guests.

Private parks total approximately 214 acres. Excluding golf courses, land devoted to indoor club facilities, and marina support areas, private open space dedicated to active park use equals approximately nine acres. Golf

Park	Location	Acres	Facilities/Description
Arroyo Vista Park	Corwin Rd. and Lariat Dr.	4.1	Playground equipment, picnic areas, backstop, and swimming pool.
Bullrink	1370 Riverview Dr.	0.25	10,000 sq. ft. indoor skating rink.
Chaparral Country Club/Golf Course	1260 Mohave Dr.	43	9 hole, par 32 executive golf course, clubhouse, pro shop, and swimming pool.
El Camino Village Park	Southeast corner of Arroyo Vista Dr. and the Bullhead Pkwy	5	Playground equipment and picnic areas
Palo Verde Meadows	Within Palo Verde subdivision	80	Greenbelt with lakes, boat launching ramp, vehicle parking, beach with swimming area.
Playa Del Rio Park	Camino Del Rio and Puerta Vista	2	Beach area, boat ramp and dock area.
Riverview Golf Course	2000 East Ramar Rd.	80	Public 9-hole golf course and private recreation center, swimming pool, exercise room, sauna, tennis courts, picnic area, indoor shuffle board and game room.
Rivers' Edge Marina	151 Highway 95	n/a	75-100 private boat slips.
Total			214.35

courses account for 123 acres of the total private open space in Bullhead City.

Public Parks, Open Space and Recreational Facilities

The existing public facilities located in the Bullhead City incorporated area include the parks, open space and recreational facilities that are almost completely located on land administered by the BLM or the National Park Service. In turn, these agencies have leased portions of their lands to local agencies, organizations and governments for recreation and public purposes. The National Park Service has leased the Davis Camp area to Mohave County.



The Colorado River Nature Center is a premier birding destination. When completed, the Colorado River Heritage Greenway Trail will provide a pedestrian connection between this important open space resource and other recreation and open space amenities in the City.



The Colorado River Nature Center is an example of the type of cooperative public lands management that offers benefits to Bullhead City residents without the City incurring the entire cost.

The public facilities are mostly operated on Sections 10, 12, 18, 20, 28, and 30 by the City and at Davis Camp by Mohave County. These facilities offer a variety of recreational opportunities throughout the City and are briefly identified below. The City continues to seek funding to support the facilities and the uses identified through a variety of public meetings.

Section 10

- Colorado River Nature Center (CRNA), located at the end of Richardo Avenue as it enters Section 10, is approximately 500 acres. This Center has been developed, operated and maintained through a “Cooperative Management Agreement” with the BLM, Arizona Game and Fish Department, and the City. The intent of the park is to provide an indigenous environment for low impact and passive recreation uses. Plans for development of CRNC include recreational amenities such as beach access, parking, picnic facilities, ramadas, restrooms, and portions of the Heritage Trail.

Section 12

- Bullhead Area Chamber of Commerce, located at 1251 Highway 95 in Section 12, provides tourist information. The Chamber subleases the land under its building from the City. The riverfront facility includes offices, conference rooms, restrooms, banquet room, bar and kitchen within the main building.
- Bullhead Community Park, also located at 1251 Highway 95 on 28 acres in Section 12, currently includes lighted regulation softball fields with bleachers, covered dugouts and a concession stand that are used by several different leagues, beach areas, boat launching facilities, picnic facilities including the Rotary Ramada (a 40' x 120' concrete slab with a roof and an 18' x 120' patio area), playground equipment, parking, restrooms, and portions of the Heritage Trail. The City recently completed a master plan for this park that will be used to guide future development.

Section 18

- Bullhead City holds the lease on 160 acres in this section. Forty acres have been set aside for the existing wastewater treatment facility. A portion of the remaining 120 acres will be master planned as a regional park in the future.

Section 20

- Bullhead City Senior Center is located at 2285 Trane Road in Section 20 on a three acre parcel. The Center is subleased by the City to River Valley Seniors, Inc. The facility includes a 3,500 square foot building with a large assembly room, kitchen, storage areas and office space.
- Gary Keith Civic Center Park is located at the northwest corner of Marina Boulevard and Highway 95 in Section 20. The Matadors civic organization constructed this “paseo” that links the Bullhead City Municipal Complex and Mohave High School through a park-like trail system.
- Ken Fovargue Park is located at 2255 Trane Road in Section 20 on 11.6 acres. Currently the Park includes two regulation ballfields with bleachers, basketball court, horseshoe pits, playground equipment, snack bar, swimming pool and two volleyball courts.
- Mohave County Community Center is located at 2275 Trane Road in Section 20 on 20 acres. The center is located on land leased to Mohave County by the BLM. The facility includes a 3,200 square foot

building with a large assembly room, kitchen, storage areas and office space.

- The Boys and Girls Club of the Colorado River is located at 2250 Highland Road in Section 20 on an 8.6 acre parcel. This facility is subleased to the Club by the City. The Club consists of a large room for recreation activities, office, kitchen, storage room and restrooms.

Section 28

- Bullhead Fire Station #3 Park is located at the southwest corner of McCormick Boulevard and Mercer Road. The City will acquire approximately four acres from the Bullhead City Fire District to develop a neighborhood park around their fire station. A master plan to guide the future development of this Park is underway. The site is currently undeveloped, but will ultimately include back stops, basketball court, and community center improvements to an existing building, fencing, gazebo, horseshoe pits, PAR course, parking, playground equipment, ramadas, and restrooms.



Bullhead City residents enjoy the Colorado River where continued and increased public access is an important issue.

Section 30

- Rotary Park is a 212-acre triangular parcel bounded by Riverview Drive on the north, Lakeside Drive on the east and the Colorado River on the south and west. A master plan to guide the future development of this Park was completed in August 2000. Approximately 25% of the parcel is developed with recreational facilities and the balance is undeveloped. An effluent pond is used to irrigate the Park. Plans for development of the park include recreation amenities such as basketball courts, beach access, boat launching facilities, parking, playground equipment, picnic facilities, ramadas, racquetball courts, restrooms, skate park, sports fields, tennis courts, and portions of the Heritage Trail.

Davis Camp

- Davis Camp, located adjacent to the Colorado River south of Davis Dam on land administered by the National Park Service, is a 350-acre riverfront park, operated and maintained by Mohave County Parks Department. Using an approved master plan, the park includes boat launching facilities, picnic areas, public beach access, fishing, camping, recreational vehicle campsites, restroom facilities with showers and telephone service. A portion of the Heritage Trail also meanders through Davis Camp.

Others

- Dean Hackett Park is located at 1375 Marina Parkway in the Colorado River Park subdivision. This Park was given to the City by the Colorado River Park property owners. It encompasses approximately two acres and includes picnic tables and barbecue pits.
- Riviera/Sunshine Marinas are owned by the Arizona State Land Department and leased to the City through a special land use permit process. Access to the 11.3 acre sites is generally from 2170 Kaibab Avenue. The area includes the Veteran's Memorial Park, beach areas, and Colorado River access with a paved boat launch, located along a narrow waterway, which adjoins with the Colorado River in Section 24.
- Steiger Access, located along the Colorado River at 2432 Castle Rock Circle, consists of pedestrian river access. This Park was recently deeded to the City for use by the public. This Park also has Colorado River access. The Colorado River is a swift moving river and therefore is dangerous for swimmers. The flow of the River at Steiger Park

presents less of a hazard and residents have historically used it as a swimming spot. Future development of the facility should continue to allow resident access to the River.

- Riverside Heritage Park is proposed at the north end of the City. The Park will contain approximately 15 acres located south of the Laughlin Bridge and adjacent to the Colorado River. The City is working to obtain permission from the Arizona State Land Department, Mohave County, and a private land owner for the Park site. The Park aims to serve as the connecting greenway/park between Davis Camp and properties to the south, while being recognized as the northern gateway entrance into Bullhead City. A master plan for this Park was recently completed and it will guide efforts to restore native riparian, wetland and aquatic habitats along this segment of the Lower Colorado River. The Plan identifies passive recreation uses for the Park.

Colorado River Access

The Colorado River is the focal point of the community, and river access is an important issue to residents. The Colorado River Nature Center,

Table 8 Publicly Owned Parks, Open Space, and Recreation Facilities			
Park	Location	Acres	Facilities/Description
Colorado River Nature Center (CRNC)	Richardo Ave. and the Colorado River	500	Passive indigenous vegetation
Bullhead Community Park	1251 Hwy 95	28	Lighted regulation softball fields, bleachers, beach areas, concession stand, boat launching facilities, picnic facilities, ramada, playground, parking, and the Bullhead Area Chamber of Commerce facilities.
Unnamed Park (Section 18)	Bullhead Pkwy and Rio Rancho Blvd.	120	Undeveloped
Boys & Girls Club of the Colorado River	2250 Highland Rd.	8.6	Recreation room, office, kitchen, storage room and restrooms.
Bullhead City Senior Center	2285 Trane Rd.	3	Assembly room, kitchen, storage areas and offices.
Mohave County Community Center	2275 Trane Rd.	20	Assembly room, kitchen, storage, and office space.
Gary Keith Civic Center Park	Northwest corner of Marina Blvd and Hwy 95	.25 +/- linear m	Park-like trail linking the Mohave High School and Bullhead City Municipal Complex.
Ken Fovargue Park	2255 Trane Rd.	11.6	Two ballfields, bleachers, basketball court, horseshoe pits, playground, two volleyball courts, swimming pool and snack bar.
Rotary Park	Riverview and Lakeside Dr.	212	Soccer fields, playground, skate park, boat launching facilities, picnic facilities, public beach access and restrooms.
Davis Camp	South of Davis Dam adjacent to the Colorado River	350	Boat launching facilities, picnic areas, public beach access, fishing, camping, recreational vehicle campsites, restrooms.
Dean Hackett Park	1375 Marina Pkwy	2	Picnic tables, barbecue pits.
Steiger Park	2432 Castle Rock Circle	1	Pedestrian river access.
Bullhead Fire Station #3 Park	McCormick and Mercer Rd.	4	Undeveloped
Riveria/Sunshine Marinas	2170 Kaibab Ave.	11.3	Veteran's Memorial Park, boat launching and beach area.
Riverside Heritage Park	Highway 95	15	Undeveloped
Total		1,286.5	Acres

Bullhead Community Park and Rotary Park, as well as Mohave County's Davis Camp Park provide the community with access to the River. Steiger Park, a recent addition to the public parks, is an excellent example of the type of opportunity for river access. There are currently several streets that dead-end into the Colorado River that are used as informal river access points. Integration of these parcels into the City's Park System would serve as continued Colorado River access points for the community.

Major Wash Corridors

The Land Use Plan calls out major washes as open space. Since development cannot occur in the floodways, the City should continue to work with developers in providing pedestrian access to them. In the future, these open space corridors will provide important non-motorized links throughout the community.

Bullhead City's increasing population, coupled with a growing youth cohort is increasing the need for greater recreation amenities for all ages. As the population grows, and the number of children increases there will be a greater demand for developed flatland ballfields for the community.

The major washes that traverse the community from east to west offer a considerable open space amenity for the community. Development along washes should be encouraged to open on to the wash so as to take advantage of the open vistas. While the Corps limits development of recreation amenities below the high water mark of ephemeral washes, there is ample opportunity along the floodplain and above the banks of the washes to create linear parks, trails and open space. East-west pedestrian connections provided by the washes could easily link with the Colorado River Heritage Greenway Trail to create pedestrian connections throughout the City. Additionally, trails crossing the washes can improve pedestrian connections for pedestrians, avoiding the need to have to cross major arterial streets.

Colorado River Heritage Greenway Trail

In January of 1999 the City of Bullhead City received a planning grant from the National Park Service Rivers, Trails, and Conservation Assistance Program. The grant's purpose was to study the feasibility of a multiple use land and river trail from Lake Mead National Recreation Area to the Colorado River Nature Center. The alignment of the approximately 30 mile multiple use trail is collectively called the Colorado River Heritage Greenway Trail. Recently, the alignment and a series of cross-section details were approved.

The Trail will link five parks (Davis Camp, Bullhead Community Park, Ken Fovargue Park, Rotary Park, and the Colorado River Nature Center) in the City. These five parks include a national recreation area, a County park, three City parks, and a nature center. Some sections of the Trail linking these five parks will utilize existing urban transportation corridors. Trail improvements vary depending on the setting and use. Improvements may include the addition of trailhead amenities, drinking water and restroom facilities, bicycle racks, landscaping, new trail construction, paved shoulder widening, and/or construction of a sidewalk. Conservation and restoration are important overall goals of the project. The Trail represents an important north-south non-motorized link through the community.



The Colorado River Heritage Greenway Trail provides access points along the River for non-motorized watercraft in the greenway corridor.



The many washes that traverse Bullhead City provide open space and the opportunity for non-motorized connections throughout the community.

Bullhead City

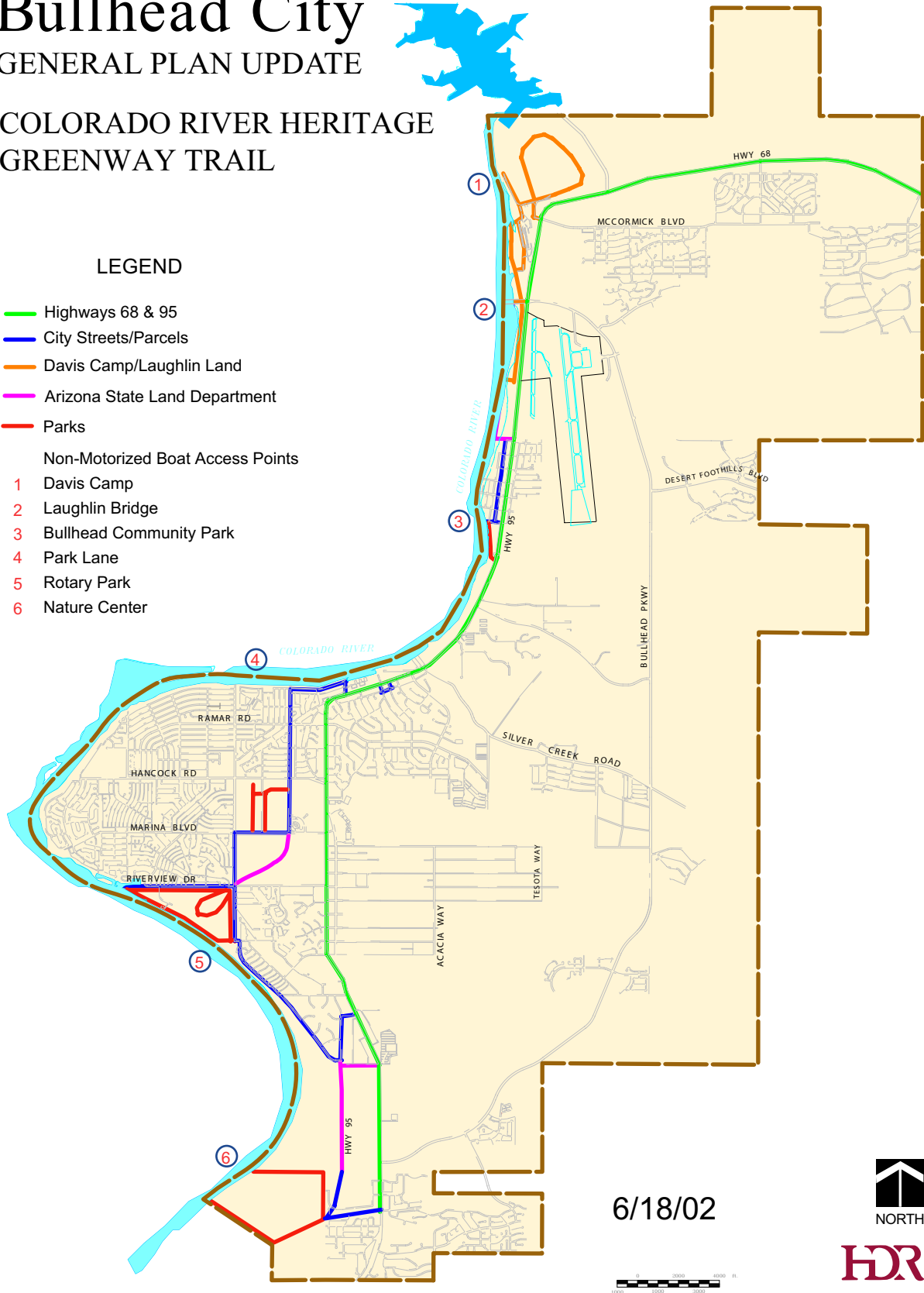
GENERAL PLAN UPDATE



COLORADO RIVER HERITAGE GREENWAY TRAIL

LEGEND

- Highways 68 & 95
 - City Streets/Parcels
 - Davis Camp/Laughlin Land
 - Arizona State Land Department
 - Parks
- Non-Motorized Boat Access Points
- 1 Davis Camp
 - 2 Laughlin Bridge
 - 3 Bullhead Community Park
 - 4 Park Lane
 - 5 Rotary Park
 - 6 Nature Center



6/18/02



HDR

Figure 7, Colorado River Heritage Greenway Trail

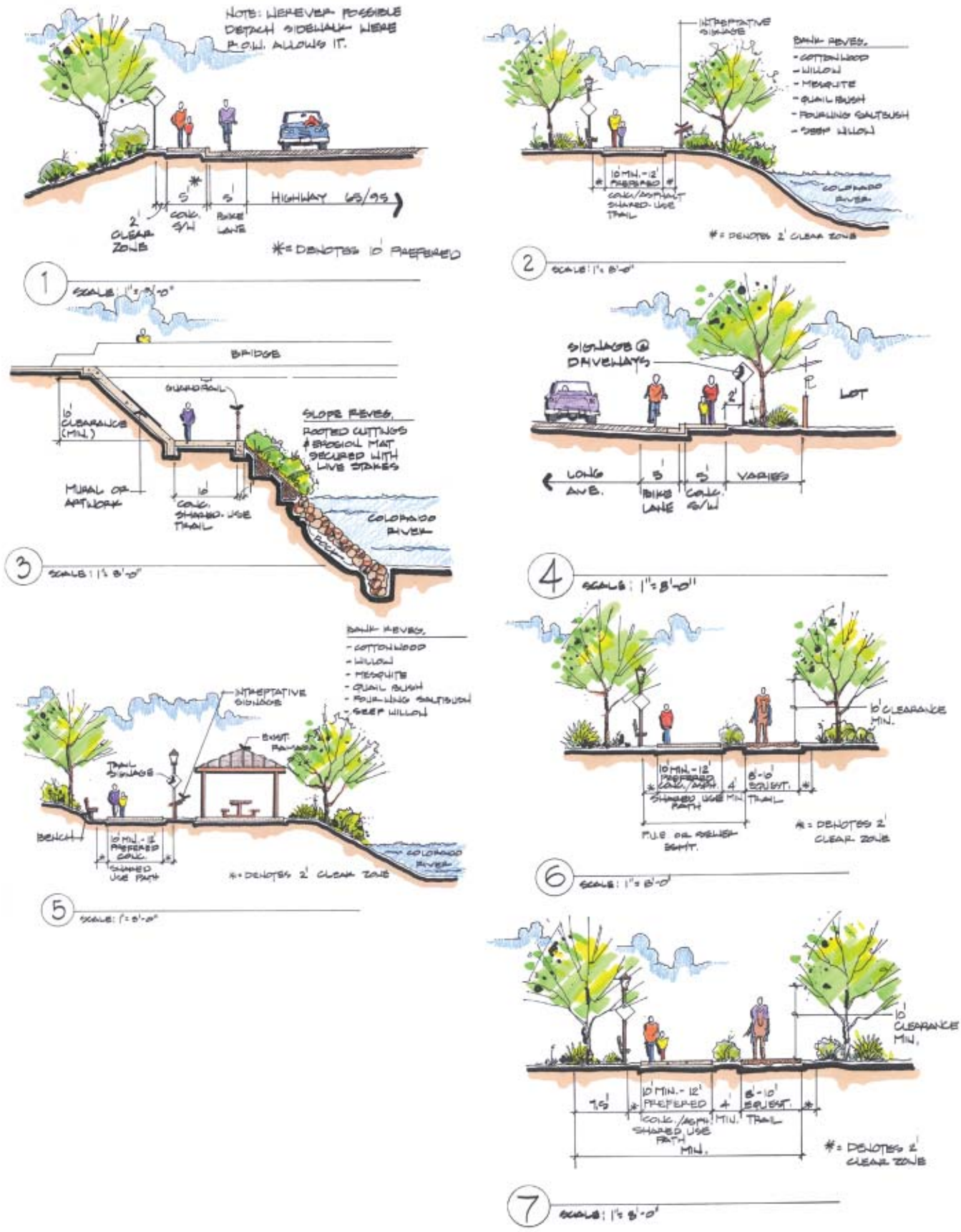


Figure 8, Colorado River Heritage Greenway Trail Cross-Section Details



There are opportunities to promote growth along the Colorado River that provide economic development while maintaining public access.

The purpose of the project is to treat the Colorado River within the boundaries of Bullhead City as an urban greenway that will provide residents and visitors with an educational, recreational, and scenic experience on a network of paths and trails. The objectives of the project are to:

- Increase conservation activities to enhance and protect greenway resources.
- Identify greenway educational opportunities.
- Encourage private and public collaboration in all aspects of greenway development.
- Promote the benefits of a heritage greenway project to the community.
- Provide interconnected multiple use paths and river access points for non-motorized watercraft in the greenway corridor.

Parks and Open Space Standards and Criteria

The National Recreation and Park Association (NRPA), an organization whose mission is to “advance parks, recreation and environmental conservation efforts that enhance the quality of life for all people” establishes park and recreation standards. The standards and criteria developed by Bullhead City for determining the City’s future park needs have been modeled after NRPA standards. The City’s standards and criteria are discussed below.

Standards

NRPA standards are regularly used as general guidelines when considering current and future park and open space needs for a community. A commonly suggested standard suggest that 6.25 to 10.50 acres of park land should be provided for every 1,000 residents. These park development standards can provide a useful benchmark for analysis. Using a current resident population base of 33,769 people and a seasonal population of an additional 4,896, Bullhead City would require approximately 240 to 400 total acres of park land. The City has 1,427 acres of park land, an amount well above the NRPA standard.

Future Open Space and Developed Park Needs

Open Space

While established standards exist for active park facilities, the NRPA does not explicitly recommend a level of service standards for open spaces. The NRPA states that the objective of these lands is to enhance the livability and character of a community by preserving as many of its natural amenities as possible. With regards to Bullhead City, these resources define much of the character of the City and are widely recognized as a public amenity. A commonly accepted standard used by many communities is a figure of 10 acres of open space per 1,000 population.

Currently, approximately 1,427 acres of public and private open space exist in Bullhead City. This amount provides approximately 42.3 acres per 1,000 population. This is far in excess of the standard cited earlier of 10 acres per 1,000 population. Even with the aggressive growth projection of 55,006 people for 2010, there are still approximately 26 acres per 1,000 people of open space. These numbers do not even reflect the thousands of acres of floodplain in Bullhead City, which will likely develop at very low density, if at all.

Based upon this analysis, Bullhead City has adequate open space to meet



Petroglyphs like this are a common site in the mountains surrounding the City. The large amount of public and private open space in and around Bullhead City contributes to the quality of life Bullhead City residents enjoy.

the needs of the community now and in the future.

Developed Parks

The City's forecast resident (45,954) and seasonal (6,663) population for the year 2010 is 52,617, which would require a total of approximately 330 to 550 acres. At the present time, the City has approximately 55 acres of developed park land and approximately 880 acres of planned and undeveloped parks and open space land, which includes Section 10, (500 acres), Section 12 (28 acres), Section 18 (120 acres), Section 20 (20 acres) and Section 30 (212 acres). When applying the 6.25 to 10 acres per 1,000 population standard, it would appear the park and open space acreage would adequately serve the future population of the City to the year 2010, as long as development of approximately 30 percent of the 880 acres occurs within this time frame.

Standards Application

Facility standards aid in planning the number of each type of recreational facility required to meet existing and projected activity demands. In the development of a park facility, standards determining dimensional and spatial requirements for a specific recreational activity should also be identified in order to effectively fulfill the intended recreational function.

Parks and Open Space Definitions

The following definitions represent a description of designated current or future park and recreational facilities within Bullhead City according to the classification system presented in Table 9, Bullhead City Parks Classification.

Pocket Parks

Pocket parks typically do not exceed two acres and are not recommended unless park space is significantly lacking in an existing developed area, or a plaza-like treatment is appropriate. These small spaces have a tendency to create additional administrative and maintenance difficulties for the City unless they are maintained by a private entity. Although a potential maintenance burden, these small specialized facilities can effectively serve a concentrated or limited population or specific user group such as young children or senior citizens. Desirable site characteristics include neighborhoods in close proximity to apartment complexes, townhouse development or housing for the elderly where a population ranging from 500 to 2,500 persons can be adequately served.

Neighborhood Parks

Neighborhood parks range in size from two to 10 acres and are programmed for areas of intense recreational activities such as field games, court games, crafts, playground apparatus area, skating, picnicking, etc. Desirable characteristics include relatively flat, well drained sites suited for intense development, which are easily accessible to surrounding neighborhoods and within safe and accessible walking and biking distance. These neighborhood parks serve a population ranging from 2,000 to 10,000 citizens.

Community Parks

Community parks supplement the neighborhood parks in providing the near-at-hand recreation facilities needed by the urban population



Bullhead City parks along the Colorado River offer amenities for passive and active recreation as well as access to the River.



Park facilities need to keep pace as demographics and trends change. In addition to the more traditional recreation features, such as playing fields and basketball courts, Rotary Park includes a skatepark.

utilizing a site size ranging from 10 to 25 acres. These larger sites encompass the activities included in neighborhood parks. While the neighborhood sites should be designed to attract and serve the entire neighborhood populations, there are certain recreational facilities recommended which utilize more space than the neighborhood sites could accommodate. Community park facilities may include a tennis complex, aquatic facilities, multi-purpose courts, community center, and shall provide adequate off-street parking, etc. Parks of this type should be easily accessible by both vehicular and non-vehicular modes of circulation. Community parks should be located within three miles of those neighborhoods to be served and provide adequate facilities for a population ranging from 10,000 to 50,000 citizens.

Paseos

The term “Paseo” is used due to the Spanish Mission influence in the Southwest to define an off-street, park-like trail system that serves both as a recreational element and a link between other recreational elements and/or public facilities of the City.

Type of Park	Desirable Size	Population	Driving Time/
Pocket Parks	Up to 2 acres	500-2,500	1/4 mile radius
Neighborhood Parks	2-10 acres	2,000-10,000	1/4 to 1 mile
Community Parks	10-25 acres	10,000-50,000	1/2 to 3 mile
Regional Parks	25-200 acres	5,000 +	30 minutes
Conservation Parks	250-1,000 acres	50,000 +	30 minutes
Golf Course/18 Hole	160 acres+	125,000	30 minutes
Swimming Pools	25 or 50 meters	10,000-25,000	1/2 to 3 mile

Source: Bullhead City, Park Land Standards; July 1990

Regional Parks

Regional parks are large parks, which range from 25 to 200 acres that provide a wide variety of recreational opportunities and facilities to serve 50,000 or more people. Service areas should not exceed 30 minutes driving time between these facilities. A regional park should provide multiple sports fields, courts and group picnic areas along with facilities typically contained within community parks. Regional parks may accommodate the preservation of unique historical, cultural or natural areas and other public facilities such as libraries or fire stations. The parks may contain special features, which attract visitors from the entire incorporated area. These larger parks are primarily natural, developed for recreational activities, or a combination of both depending upon the needs of the population.

Conservation Parks

Conservation parks preserve unique areas from encroachment by residential or commercial developments and uses, and provide natural settings for passive recreational uses. They are provided as an escape from urban views, noise and congestion, and preserve unique historical, cultural or natural areas. These areas of natural quality are for nature-oriented outdoor recreation, such as viewing, and studying nature, wildlife habitat conservation, swimming, picnicking, hiking, fishing, boating, camping and trail uses. Generally, 80 percent of the land is reserved for conservation and natural resource management, with less than 20 percent used for recreation development. Desirable site characteristics include diverse or unique natural resources, such as lakes, rivers, washes, flora, fauna, archaeological resources and topography. A conservation park should not take the place of a regional park. Conservation parks should be accessible within a 30 minute drive and located within or just outside City limits. Conservation parks are recommended for parcels ranging between 250 to 1,000 acres in size, but could be as small as 40 acres.

Open Space

Open space denotes those open areas that will be located within the incorporated area. Although the definitions for a park and open space are sometimes used interchangeably, the two designations denote differing but related uses. A park is a highly developed parcel of land that includes a variety of active (i.e., baseball/softball diamonds, football/soccer fields, court sports, etc.) and passive (i.e., seating areas, walking paths, view points, etc.) recreational areas. Open space or an open area constitutes any space or area whose existing openness, natural condition or present state of use, if retained, would maintain or enhance the conservation of natural or scenic resources.

Parks and Open Space Implementation Policy

The responsibility to construct and maintain park and open space facilities within the incorporated area is based on the size and type of facility to be constructed. Table 10, *Parks and Open Space Responsibility Matrix*, will serve as a guide to determine the responsibility for construction and maintenance. The City may deviate from this guide when the best interests of the residents would be served.



Nothing beats the beach! In addition to active recreation amenities, natural settings for passive recreational uses allow residents of all ages to enjoy Bullhead City's unique setting along the Colorado River.



Development of a paseo system along the Colorado River would provide residents with beautiful vistas of the Colorado River by day and enchanting views of the lights of Laughlin by night.

**Table 10
Parks and Open Space Responsibility Matrix**

Park Facility	Design	Development	Maintenance
Pocket Parks	P	P	P
Neighborhood Parks	P	P	P
Community Parks	P or C	P or C	C
Regional Parks	C	C	C
Open Space	P or C	P or C	P or C
Conservation Parks	G	G	G

Notes: P = Private Sector
C = City
G = Government Cooperative

Planning Considerations

- As the northern, eastern and southern areas of the City are developed emphasis must be placed on providing adequate active park facilities.
- There is a lack of publicly owned flat land for the development of active parks.
- Access points to the Colorado River are not developed as boat launch areas or beaches (e.g., street intersections with the River).
- There is a growing interest on the part of several community members in developing more cultural facilities and entertainment venues.
- Additional non-motorized trails are needed to connect parks and open spaces.
- There is a lack of flat lands for playing fields and flatland parks.
- There is a lack of east-west trails and multi-modal paths.

Goals, Objectives and Policies

GOAL: Provide a variety of parks, trails, and recreation facilities that contribute to making Bullhead City a desirable place to live and visit.

Objective: Identify and plan to address current and future park, trail, and recreation needs.

Policy: *Develop Park Master Plans to identify the facilities desired by the City at each location.*

Policy: *Develop guidelines for the development of the open space corridors.*

Policy: *Continue to plan and develop the Colorado River Heritage Greenway Trail.*

Policy: *Promote the use of art in the Parks.*

Policy: *Continue to seek funding resources for the acquisition, design and construction of public parks, trails, and recreation facilities.*

Objective: Construct, maintain, improve, and expand public parks, trails, and recreation facilities.

Policy: *Design, construct and maintain all City owned parks, trails, and recreation facilities.*

Policy: Use natural drainage washes as open space corridors.

Policy: Review all plans for development located within the identified open space corridors to ensure wash preservation, whenever possible, linkage to adjacent corridors and maintenance of the area by property owners associations.

Policy: Identify, as a part of a comprehensive open space plan, areas for passive recreation and circulation.

Objective: Seek opportunities to leverage the community benefit of the Colorado River Heritage Greenway Trail.

Policy: Encourage developers of residential properties adjacent to the Heritage Trail to provide connections to the trail through development whenever possible.

GOAL: Provide a variety of cultural and recreation programs to serve the City.

Objective: Develop cultural and recreation programs for the residents of Bullhead City.

Policy: Promote the development of a wide range of recreational activities and access points along the Colorado River without diminishing the natural environment.

Policy: Continue and expand the City's recreation program including activities for the youth, teens, adults and senior citizens, as well as community wide special events.

Policy: Continue to sponsor and support sporting events of a regional nature.

Policy: Promote cultural activities and events.

Bullhead City

GENERAL PLAN UPDATE

PARKS AND OPEN SPACE

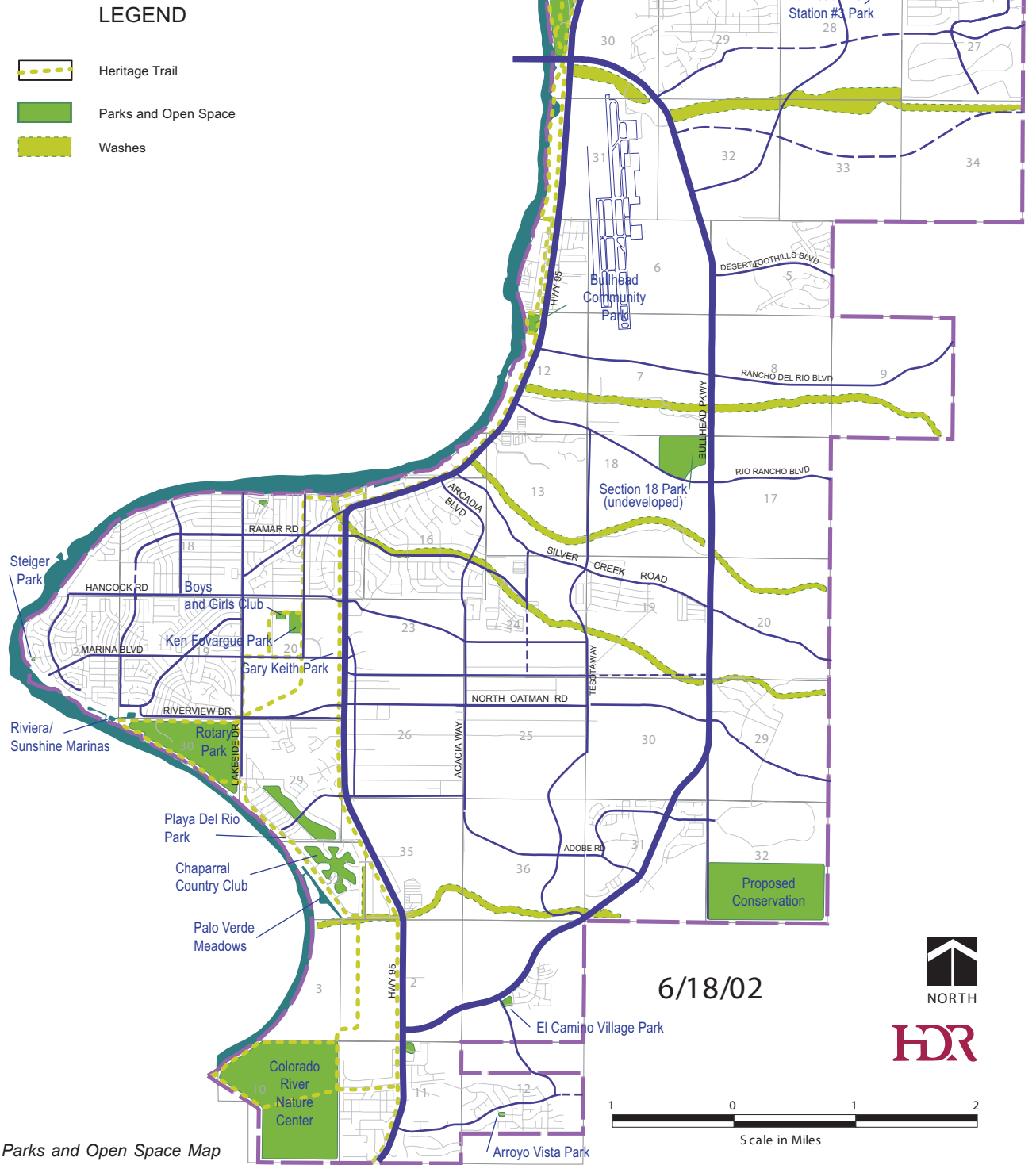


Figure 9, Parks and Open Space Map

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Housing Element

Introduction

The Housing Element addresses the issues of substandard housing conditions and the improvement of housing quality, variety and affordability. It also is designed to provide for the housing needs of all segments of the community regardless of race, color, creed or economic standing. The Housing Element complements the residential component of the Land Use Element by addressing these important community needs.

Current Situation and Future Trends

Housing Inventory

The inventory of housing in Bullhead City has been estimated from data available from the 1990 Census and permit activity over the past decade. Of the 18,430 housing units in Bullhead City in 2000, nearly 50% are manufactured homes. This compares with 8% in Kingman and 3% in Lake Havasu City. Mohave County's inventory is comprised of 34% manufactured homes.

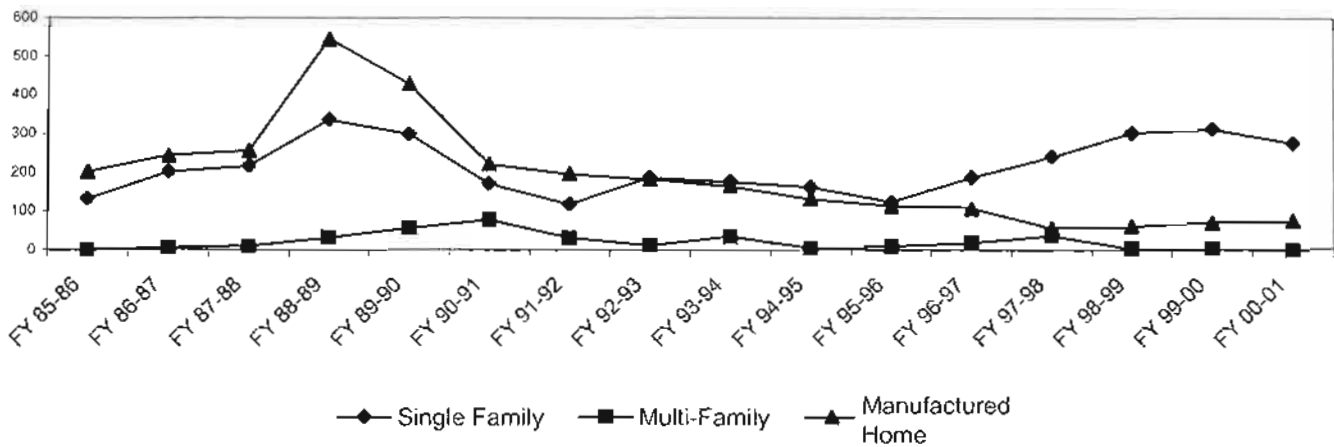
The percentage of manufactured homes of Bullhead City's total housing stock has actually declined between 1990 and 2000. In 1990, manufactured homes comprised 58% of the housing stock.

	Single Family	Townhome	Multi-Family	Mobile Home	Total Housing Units
Bullhead City	5,946	143	3,190	9,151	18,430
	32.3%	0.8%	17.3%	49.7%	
Kingman	6,207	219	1,489	688	8,604
	72.1%	2.6%	17.3%	8.0%	
Lake Havasu City	17,792	742	3,815	669	23,018
	77.3%	3.2%	16.6%	2.9%	
Mohave County	38,315	1,111	13,353	27,283	80,062
	47.9%	1.4%	16.7%	34.1%	
Arizona	1,203,094	117,565	574,907	293,623	2,189,189
	55.0%	5.4%	26.3%	13.4%	

Sources: 2000 US Census; Elliott D. Pollack & Co.

As illustrated in the following chart, permit data from the City confirms the declining trend in manufactured home permits and an increasing single-family component. Since fiscal year 88-89, manufactured homes permits have been on a steady decline while single-family housing permits have been increasing, particularly since fiscal year 95-96.

Figure 10
Residential Building Permit Activity
Bullhead City



Source: City of Bullhead City

Housing Occupancy

Bullhead City has a lower percentage of owner-occupied units than other major cities in Mohave County. Only 60% of occupied units in Bullhead City are owner-occupied with nearly 40% renter-occupied. The renter-occupied percentage is significantly higher than Mohave County and the State of Arizona and is indicative of the role that Bullhead City plays in provision of housing for employees in the casino industry. It may also be indicative of the transitory nature of the population of Bullhead City related to employment in Laughlin.

Approximately 13% of Bullhead City's units are used on a seasonal basis, about equal to the percentage of Mohave County as a whole. Seasonal use in Lake Havasu City is somewhat higher, but significantly lower in Kingman. Bullhead City's percentage of seasonal housing inventory is more than twice the Arizona average.

Table 12
Housing Tenure - 2000

	Owner Occupied		Renter Occupied		Total Occupied Units
	Units	% of Total	Units	% of Total	
Bullhead City	8,383	60.3%	5,526	39.7%	13,909
Kingman	5,604	71.4%	2,250	28.6%	7,854
Lake Havasu City	13,903	77.6%	4,008	22.4%	17,911
Mohave County	46,218	73.6%	16,591	26.4%	62,809
Arizona	1,293,556	68.0%	607,771	32.0%	1,901,327

Source: US Census 2000

Table 13
Seasonal Housing Units - 2000

	1990		2000	
	Units	% of Total	Units	% of Total
Bullhead City	2,295	17.1%	2,448	13.3%
Kingman	58	1.1%	63	0.7%
Lake Havasu City	1,998	15.6%	3,971	17.3%
Mohave County	6,844	13.5%	9,956	12.4%
Arizona	96,104	5.8%	142,235	6.5%

Source: U.S. Census

Housing Value

Single family housing in Bullhead City is more expensive than in the other two major cities in the County and is higher than the Mohave County median. The median sale price of new single family housing in Bullhead City reached \$133,500 in 2000, a 14% increase over 1999. The median price of resale housing was \$96,500, the highest in the county.

Table 14
Single Family Housing Sales

Median Sale Price - Total

	1995	1996	1997	1998	1999	2000
Bullhead City	\$90,500	\$85,333	\$95,600	\$102,833	\$107,700	\$98,625
Kingman	\$76,667	\$77,250	\$77,818	\$80,429	\$83,700	\$82,250
Lake Havasu City	\$82,262	\$81,950	\$80,571	\$85,926	\$88,444	\$92,474
Mohave County	\$82,533	\$80,775	\$81,964	\$86,983	\$88,936	\$90,070

Median Sale Price - New

	1995	1996	1997	1998	1999	2000
Bullhead City	\$110,000	\$109,333	\$105,000	\$109,333	\$116,833	\$133,500
Kingman	\$80,300	\$79,688	\$83,300	\$99,500	\$96,000	\$91,000
Lake Havasu City	\$85,200	\$84,000	\$83,417	\$87,833	\$89,706	\$127,500
Mohave County	\$89,705	\$87,833	\$89,000	\$93,875	\$96,143	\$110,000

Median Sale Price - Resale

	1995	1996	1997	1998	1999	2000
Bullhead City	\$81,000	\$79,500	\$89,000	\$98,500	\$94,750	\$96,500
Kingman	\$72,100	\$75,050	\$73,875	\$76,438	\$77,625	\$80,950
Lake Havasu City	\$79,136	\$80,773	\$79,179	\$85,262	\$87,609	\$91,409
Mohave County	\$75,966	\$78,483	\$77,920	\$84,440	\$85,872	\$88,885

Sources: Mohave County Assessor; First American Real Estate Solutions; Elliott D. Pollack & Company

Table 15
Townhouse/Condominium Sales

Median Sale Price - Total

	1995	1996	1997	1998	1999	2000
Bullhead City	\$74,900	\$69,500	\$63,500	\$69,000	\$67,750	\$69,250
Kingman	\$57,450	\$86,317	\$74,500	\$64,500	\$71,250	\$69,500
Lake Havasu City	\$82,500	\$70,750	\$65,500	\$75,500	\$70,125	\$65,250
Mohave County	\$74,925	\$70,500	\$67,167	\$74,750	\$69,375	\$65,800

Median Sale Price - New

	1995	1996	1997	1998	1999	2000
Bullhead City	\$0	\$0	\$0	\$0	\$0	\$0
Kingman	\$0	\$0	\$0	\$0	\$179,640	\$0
Lake Havasu City	\$107,500	\$90,000	\$117,750	\$107,000	\$130,000	\$97,000
Mohave County	\$107,500	\$90,000	\$117,750	\$108,000	\$135,250	\$97,000

Sources: Mohave County Assessor; First American Real Estate Solutions; Elliott D. Pollack & Company

The sale price of town homes was fairly equal across the major cities in Mohave County ranging from only \$65,000 to \$69,500 in 2000. Few sales of new townhomes were recorded, therefore the table does not differentiate between new and resale units.

Manufactured homes offer an alternative housing opportunity for Bullhead City residents. The median sale price from 1995 to 2000 has typically ranged from \$36,000 to \$48,000, including the lot. With manufactured homes representing nearly half of the units in Bullhead City, these are an important source of housing for local residents and nearby employees. They are also a relatively inexpensive form of housing. For instance, the median manufactured home priced at \$48,000 would have a monthly loan payment of just over \$400 based on a fifteen-year loan at 8% interest. Manufactured home owners may also have costs related to a homeowner's association, but overall, these units offer a relatively affordable form of ownership.

The housing sales data indicates that Bullhead City is considered an attractive location for moderate to upper-end housing in Mohave County. It is one of the few places where single-family housing and lots can be purchased directly along the Colorado River. However, in addition, Bullhead City is experiencing the development of moderate to upper-end housing along the Bullhead Parkway area which is also driving up the price of new housing. These new residential communities are more costly to develop because of utility extensions and new street improvements. Higher priced housing creates positive impacts within the community by attracting permanent, higher-income residents.

The high median sale price for existing homes may be indicative of supply and demand dynamics and the effect of higher priced homes along the Colorado River. The demand for housing created by retirees moving to Bullhead City and casino employees has helped to drive the existing housing market above that of other cities, including Lake Havasu City and 8.5% above the Mohave County median.



Bullhead City is one of the few places where single-family housing and lots can be purchased directly along the Colorado River.



Multi-family housing accounts for about 17% of Bullhead City's housing stock, significantly less than the statewide average of 26%.

The price of housing in Bullhead City, however, also raises questions about affordability and the ability of moderate-income casino workers to afford housing in the community.

Apartment Rents

Since 2000 Census data is not available on rental units, a survey was conducted of the major apartment complexes in Bullhead City. The survey accounted for approximately one-half of all the multi-family units in the community and, therefore, is considered a good sample of the rents charged in the area. Overall, apartment rents appear relatively reasonable and affordable for local households. The average rent of the apartments surveyed is \$518 with rents ranging from \$459 for a studio unit to \$625 for a three-bedroom unit. From an affordability standpoint, a \$625 per month rent would require an income of \$25,000 assuming that rent does not exceed 30% of income. The \$518 average rent for a unit would require an income of approximately \$21,000.

Unit Type	Units	Average Rent
Studio	200	\$459
1BR	420	\$468
2 BR	716	\$548
3 BR	109	\$625
Totals	1,445	\$518

Source: Elliott D. Pollack & Co.

The above data does not tell the entire story with respect to the rental market since many single-family and manufactured home units are also rented in the community. Unfortunately, the lack of Census data does not allow further analysis of the rental market.

Future Housing Demand

Bullhead City is expected to grow from its current population of 33,769 to somewhere between 60,694 (conservative estimate of 2.5% annually) and 89,599 (aggressive estimate of 5% annually) persons by 2020. This growth will require the addition of at least 12,200 units and possibly as many as 25,300 units, assuming a 5% vacancy rate.

The mix of housing units is expected to change in the future as Bullhead City becomes a more desired location for retirees and the trend of declining manufactured housing permits continues. A suggested housing mix of 70% attached and detached ownership units, 20% multi-family units and 10% manufactured homes gives an indication of the number of units that must be produced over the next 20 years to maintain pace with expected demand.

Table 17
2020 Housing Needs (Excludes Seasonal Housing)

Conservative Projection	2000	2005	2010	2015	2020	Total
Population	33,769	39,403	45,954	53,125	60,694	
Households	13,909	16,333	19,152	22,237	25,494	
5 Year Housing Demand		2,424	2,819	3,085	3,257	11,585

Aggressive Projection	2000	2005	2010	2015	2020	Total
Population	33,769	43,099	55,006	70,203	89,599	
Households	13,909	17,923	23,047	29,586	37,931	
5 Year Housing Demand		4,014	5,123	6,539	8,346	24,022

20 Year Demand By Type of Housing At 5% Vacancy Rate

	Detached/ Attached Ownership	Multi-Family	Mobile Home	Total
Conservative Projection				
Total Units	8,537	2,439	1,220	12,195
% of Total	70.0%	20.0%	10.0%	
Aggressive Projection				
Total Units	17,701	5,057	2,529	25,287
% of Total	70.0%	20.0%	10.0%	

Source: U.S. Census; City of Bullhead City; Elliott D. Pollack & Co.

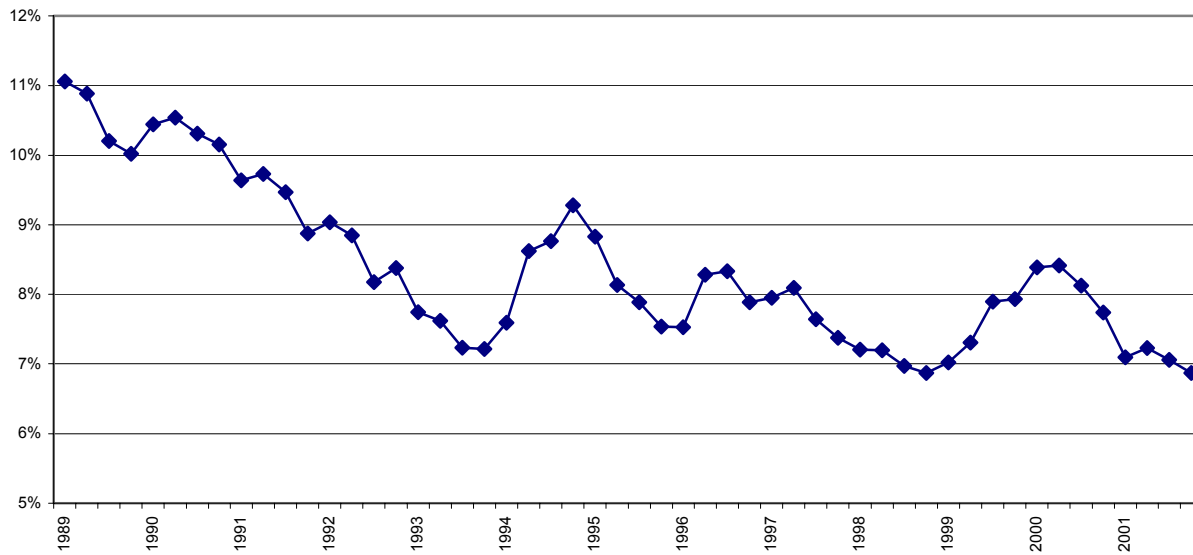
Affordability

Single family housing in Bullhead City is more expensive than in other communities in Mohave County. Judging the affordability of that housing is elusive, but the most common method is to compare the income required to support the monthly mortgage cost of the median priced single family home to the median income of city residents. One of the most important variables that affect affordability is the interest rate for home loans. Moderate loan rates in the last five years have assisted in creating a boom in housing construction across the county. Rates dipped below 7% in late 1998 and early 1999, only to rise above 8% during 2000. Rates have since declined to 7.0% at the end of 2001.

A home loan interest rate of 8.15% was assumed for this analysis, representing the annual average during 2000 according to Federal National Mortgage Corporation. Other monthly housing costs that are added to the loan payment include property taxes, home insurance and mortgage insurance. A 5% down payment was also assumed.

Given the above criteria, in 2000, the typical household in Bullhead City earned 89% of the income needed to afford a typical single family home priced at \$98,625. Stated another way, 57% of the households in Bullhead City could not afford the typical single family home. The gap in affordability is even wider for new single family homes. Approximately 73% of Bullhead City households could not afford the typical new home valued at \$133,500 in 2000.

Figure 11
Effective 30 Year Fixed Mortgage Interest Rates



Source: Freddie Mac

Table 18
Single Family Housing Affordability
Bullhead City

	2000 Average Interest Rate (8.15%)		2001 Average Interest Rate (7.00%)	
	New Home	All Homes	New Home	All Homes
Median house price	\$133,500	\$98,625	\$133,500	\$98,625
Downpayment (5%)	\$6,675	\$4,931	\$6,675	\$4,931
Interest rate	8.15%	8.15%	7.00%	7.00%
Loan amount	\$126,825	\$93,694	\$126,825	\$93,694
Monthly loan payment	\$944	\$697	\$844	\$623
Taxes, insurance, mortgage insurance	\$217	\$160	\$216	\$159
Total monthly housing payment	\$1,161	\$857	\$1,060	\$782
Annual required income	\$49,757	\$36,729	\$45,429	\$33,514
Bullhead City - Median household income	\$32,929	\$32,929	\$32,929	\$32,929
Median income as % of income need to afford house	66.2%	89.7%	72.5%	98.3%
Percentage of households that could not afford house	73.4%	57.2%	68.5%	50.9%

Sources: Elliott D. Pollack & Co.; CACI

Table 18, Single Family Housing Affordability, also illustrates the impact of interest rates on affordability. If the average interest rate for 2001 of 7.00% is applied to the home values for Bullhead City, affordability increases significantly. For instance, the typical household could afford the median single family home, earning 98% of the income needed to support a home loan.

While the above analysis provides a snap shot of affordability in Bullhead City, it does not provide a complete picture of the residential real estate market. The median house price represents the midpoint of all the sales in the community. Therefore, half of the sales are below the median and will provide lower priced housing for moderate-income households. Also, the affordability measurement concentrates on the single family housing market. There are other types of housing in Bullhead City, particularly manufactured units, which provide opportunities for home ownership. Likewise, townhome units are also moderately priced and affordable to many income segments of the population.

In addition to the private housing market, there are also several assisted housing resources available in the community. A total of 569 rental units have been built in Bullhead City under Arizona's Low Income Housing Tax Credit (LIHTC) Program. These units are typically available for persons making less than 60% of the median income. The owner of the property receives federal tax credits in exchange for reducing rents to levels that are affordable to low and moderate-income households. The Mohave County Public Housing Authority also indicates that 191 households in Bullhead City hold Section 8 vouchers that have been issued by HUD for qualified families. These vouchers can be used in conventional apartment complexes where rent levels permit. Renters pay a maximum of 30% of their income for rent and utilities with HUD making up the difference between market rents and what the household can afford.

In summary, single family housing in Bullhead City is expensive relative to the incomes of residents. However, the older housing stock, manufactured housing, and apartment units appear affordable for many moderate-income residents. In addition, assisted or subsidized units totaling 760 are available in the City for low-income residents.

Planning Considerations

Several trends and issues have emerged from the analysis that may impact future land use and the quality of life found in Bullhead City. Those issues are:

- **Housing quality:** While Bullhead City has experienced the growth of its single family home market, some parts of the City show signs of distress where older single family or manufactured homes predominate. While data is not available on the extent of substandard housing, many community leaders point to this issue as a continuing concern for the future.
- **Home ownership:** Bullhead City has a lower percentage of home ownership than other communities in Mohave County. Many single family and manufactured homes are rented to casino and other service workers in the area. Promoting home ownership will bring more stability to the housing stock and encourage rehabilitation of units that are in disrepair.



The development of moderate to upper-end housing along the Bullhead Parkway is driving up the price of new housing, however, older homes and manufactured homes continue to provide affordable housing for residents.

- **Affordability:** The gap between the values of new single family homes and the existing housing stock is widening. New single family development appears to be primarily oriented toward the retirement market. The typical Bullhead City household cannot afford a new single family unit at current prices and is stretched to afford a resale unit, depending on prevailing interest rates. The existing stock of manufactured homes in the community offers affordable resale and rental housing for residents, however, the quality and condition of those units is a concern of City leaders. Multi-family housing also appears relatively affordable.
- **Retirement Population:** New Census data indicates that the retirement population of Bullhead City is becoming a major part of the economy. However, the number of seasonal or occasional use housing units only grew by 153 units over the last 10 years. New residents are coming to Bullhead City to establish a permanent residence.
- **Underused and vacant parcels** exist throughout the developed areas of Bullhead City. Development of these infill areas can serve to revitalize existing neighborhoods, taking advantage of existing infrastructure and providing new housing opportunities for moderate-income households.

Goals, Objectives and Policies

GOAL: **Ensure that an adequate supply of safe, decent and affordable housing is provided for all household income levels.**

Objective: Encourage development of an adequate mix of housing types at various densities for persons of all income levels and ages.

Policy: *Encourage, where appropriate, a variety of residential densities through the use of mixed-use developments.*

Policy: *Investigate programs that may include incentives to promote the development of diverse housing, including affordable housing on vacant, underutilized infill parcels where residential development is appropriate.*

Policy: *Encourage the diversity of housing types within the City, including apartments, manufactured homes, townhomes and other types of units affordable to moderate-income households, in locations where infrastructure and transportation are available.*

Objective: Use existing programs to provide housing for low and moderate-income households.

Policy: *Continue and expand existing City programs to provide financial assistance to low and moderate-income households for sanitary sewer connections.*

Policy: Continue and expand existing housing rehab programs using CDBG grants and the State Housing Trust Fund.

Policy: Continue to identify funding sources to provide affordable housing opportunities.

GOAL: Maintain and improve the quality of Bullhead City's existing housing stock and neighborhoods.

Objective: Take steps to stabilize and upgrade the City's mature neighborhoods.

Policy: Identify neighborhoods that are showing signs of distress or exhibit characteristics that may lead to destabilization.

Policy: Monitor the condition of housing and neighborhoods on a continuing basis to identify problem areas.

Policy: Continue and expand programs for low and moderate-income residents to assist in the redevelopment or rehabilitation of dilapidated and vacant housing stock.

Objective: Promote proper maintenance of both private and public properties and educate and assist those property owners who do not meet existing standards.

Policy: Develop a comprehensive neighborhood program that stresses education, enforcement measures and the formation of neighborhood programs that enable residents to assist themselves in maintenance issues.

Policy: Continue and expand the City's code enforcement programs.



Economic Development Element

Introduction

While this element is not required by state statute, it is included due to the importance of economic development to Bullhead City's future and the potential impact economic growth could have on the City's land use and development patterns.

Current Situation and Future Trends

Achieving diverse types and intensities of commercial development in Bullhead City and providing employment opportunities for our residents is one of our most important concerns and is vital to the long-term fiscal viability and economic health of our City. Laughlin will continue to play an important role in Bullhead City's future by providing employment opportunities for our residents. To increase our employment base and provide the economic diversity necessary to protect Bullhead City from shifts in the economy, a variety of employment, including retail, basic and non-basic jobs is necessary. A mix of employment and industrial activities in the City will also help to protect the City budget from economic downturns, which affect some, but not all, sectors of the economy and provide a variety of jobs at a wide range of salary levels. Retail activities add to the job base and provide sales tax, which contributes revenue to the general fund to help pay for services such as police, planning, arts and culture, recreation, and general City administration.

Bullhead City's location along the Colorado River and surrounding federal, state and county recreation lands, provides an economic asset that has not been fully realized. Commercial development focused on the River and nearby recreation attractions such as Lake Mohave and the Lake Mead National Recreation Area present a viable opportunity for economic development.

The 2002 General Plan Update addresses economic development through a variety of means. There are a number of land use categories, which relate directly to economic development, specifically: Commercial Resort, Community Commercial, Regional Commercial, Light and General Industrial. These uses are identified on the Land Use Map and are defined in the Land Use Element.

Planning Considerations

- Commercial development focused on the River and recreation amenities will promote economic development while serving the needs of residents and visitors alike.
- Increased employment opportunities are necessary to provide a range of jobs for residents.
- Residents would like increased opportunities for continuing education.

Goals, Objectives and Policies

GOAL: Promote tourism in Bullhead City.

Objective: Capture and support tourism needs generated from the Laughlin area casinos and Colorado River activities.

Policy: Work with the Arizona State Land Department to encourage mixed-use, tourist related development south of the Bullhead/Laughlin Bridge to Seventh Street.

Policy: Apply for public and private grants to enhance the appearance of stores and buildings along Highway 95.

Policy: If a new Bullhead Laughlin Bridge is approved, encourage the development of a range of commercial services along the Bullhead City side of the arterial streets leading to the bridge.

Objective: Encourage ecotourism type development in Original Bullhead City.

Policy: Promote passive recreation activities, such as hiking, bicycling and non-motorized river travel that have minimal impact on the natural environment.

Policy: Encourage commercial operations that offer non-motorized conveyance vehicles such as bicycles and kayaks to take advantage of the Heritage Trail.

Objective: Provide greater recreation opportunities for visitors.

Policy: Revitalize the riverfront to provide attractive launch spots, beachfront areas and commercial venues.

GOAL: Enhance the quality and diversity of Bullhead City's labor force.

Objective: Increase the educational opportunities in Bullhead City.

Policy: Work with the Economic Development Authority (EDA), to assist Mohave Community College and/or other educational institutions to identify opportunities to partner with businesses in educating the labor force.

Objective: Develop a long-term plan to locate a four-year degree program in Bullhead City.

Policy: Work with the EDA to assist Mohave Community College and other educational institutions to identify education needs for the region and the

feasibility of establishing a four-year degree program.

Policy: In conjunction with the EDA, support the use of tele-courses or extension classes through a four-year degree institution.

GOAL: Enable Bullhead City to effectively compete for business expansion investment.

Objective: Establish and market an appropriate variety of economic development incentives and financing options.

Policy: The City, in conjunction with the EDA, will provide a clearinghouse for all economic development financial resources and incentives.

Objective: Develop and market Bullhead City as a progressive community with a high quality of life.

Policy: Work with the Economic Development Department, Bullhead City Chamber of Commerce, and Arizona Chamber of Commerce to advertise Bullhead City's amenities.

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Environmental Planning Element



The many washes that traverse the City, like the one pictured here, provide habitat and corridors for wildlife.

Introduction

The Environmental Planning Element describes the natural resources of the Bullhead City planning area; identifies related planning issues; and sets forth goals, objectives, and policies for the protection of the natural environment. ARS §9-461.05 requires this element to address the potential effects of the other plan elements on the environment, including natural resources and air and water quality. Protection of significant natural resources such as the Colorado River and larger ephemeral washes, their associated riparian habitats, and pristine upland desertscrub areas may affect the location, extent, and type of residential, commercial, industrial, and recreational development within the planning area. It may also affect the siting of an additional bridge crossing over the Colorado River, possible expansion of the Laughlin-Bullhead International Airport, and development of a regional transportation plan. Implementation of transportation management system techniques will influence local air quality and wastewater management will affect water quality in the Colorado River. The location, extent, and type of cultural resources may affect the pattern of growth within the planning area.

Current Situation and Future Trends

The Bullhead City planning area occurs within the Mohave Desertscrub biome and supports five major vegetation types. Most of the planning area supports either Mohave Mixed Scrub or Mohave Creosotebush-Bursage-Mixed Scrub vegetation. These vegetation types are very similar and are dominated by creosotebush (*Larrea tridentata*) and white bursage (*Ambrosia dumosa*). This vegetation type corresponds to the sparsely vegetated and open upland areas. The second most prominent vegetation type is Interior Riparian/Mixed Riparian Scrub, which generally occurs along larger ephemeral washes, including Silver Creek, which dissects the planning area. Predominant plant species include catclaw acacia (*Acacia greggii*), smoke tree (*Dalea spinosa*), sweetbush (*Bebbia juncea*), and brittlebush (*Encelia farinosa*). Two other riparian vegetation types occur. Riparian Strand/Tamarisk-Saltbush-Mesquite occurs in Colorado River floodplain areas in the southern portion of the planning area. This community is strongly dominated by the exotic tamarisk tree or salt cedar (*Tamarix chinensis*), but also supports saltbush (*Atriplex* spp.) and scattered mesquite (*Prosopis pubescens*). Sonoran Riparian/Mesquite Forest also occurs within the Colorado River floodplain areas in the southwest portion of the planning area. In this area, this vegetation type is set apart by the predominance of screwbean mesquite, although it also includes a small area of cattail marsh (*Typha latifolia*). Along the river in the northern portion of the planning area, this type is a mixture of screwbean mesquite, deciduous riparian species like cottonwoods (*Populus fremontii*) and willows (*Salix* spp.), and salt cedar (*T. chinensis* and *aphylla*).

Wildlife habitat values in desertscrub communities in the Southwest are tied strongly to the density or volume of vegetation and the diversity of plant species. In general, areas supporting denser and more diverse vegetation support more individuals and types of wildlife. Within the planning area, riparian vegetation communities along the Colorado River have the highest wildlife values (Sonoran Riparian/Mesquite Forest and Riparian Strand/Tamarisk-Saltbush-Mesquite). These values are highest in the protected areas of the Colorado River Nature Center and lower along the remainder of the urbanized and developed bankline, which exhibit the characteristics of the Lower Colorado River Valley of the Sonoran

desertscrub biome. These types of riparian and mesquite woodland habitats are important for resident and migratory bird species and the adjacent Colorado River is used as a migratory flyway by waterfowl and other neotropical migratory bird species. Interior Riparian/Mixed Riparian Scrub has significantly lower wildlife habitat value due to its sparse nature and lack of permanent water. Upland desertscrub communities (Mohave Mixed Scrub and Mohave Creosotebush-Bursage-Mixed Scrub) have the lowest wildlife habitat values, based on low vegetation density and diversity.

Protected plant and wildlife species include those listed as threatened or endangered by the U.S. Fish and Wildlife Service (USFWS), those proposed to be listed, and candidates for listing. Endangered species are those in imminent jeopardy of extinction. Threatened species are those likely to become endangered in the foreseeable future without special protection. The USFWS is required to propose and designate critical habitat for listed species (areas that are essential to the conservation, including recovery, of the species), unless such designation adversely affects the species. Activities that may affect critical habitat and that have a federal nexus (federal funding, approval, permitting) are required to enter into a formal consultation with the USFWS. Proposed species are those that have officially been proposed for listing in the *Federal Register* as threatened and endangered by the USFWS. Candidate species are those for which the USFWS has sufficient information on biological vulnerability and threats to support proposals to list them as threatened or endangered. A total of 15 threatened or endangered species occur or have the potential to occur in Mohave County. Additionally, one species is proposed for listing and two other species are currently candidates for future listing. Four species listed as threatened or endangered have the potential to occur in the planning area:

- The last natural population of *bonytail chubs* (endangered) occurs in Lake Mohave and captive-reared stocks have been released in both Lake Mohave and Lake Havasu. Bonytail chubs have the potential to occur in the Colorado River within or immediately adjacent to the planning area. Critical habitat has been designated for the bonytail chub from Hoover Dam to Davis Dam and along Lake Havasu to Parker Dam, but does not include the Colorado River adjacent to the planning area.
- The *razorback sucker* (endangered) occurs as isolated populations in Lake Mohave and Lake Mead and the Lower Colorado River below Parker Dam. Captive-reared fish have been reintroduced into Lake Havasu and Lake Mohave. Razorback suckers have the potential to occur in the Colorado River within or immediately adjacent to the planning area. Critical habitat has been designated for the razorback sucker above Davis Dam and below Parker Dam.
- The *southwestern willow flycatcher* (endangered) nests in riparian habitats along perennial streams, rivers, and reservoirs in the state. Breeding populations occur along the Lower Colorado River, including Topock Marsh. Designated critical habitat for the Southwestern Willow Flycatcher was struck down by a court ruling on May 11, 2001. USFWS is now under a court order to re-propose critical habitat.
- The *Yuma clapper rail* (endangered) nests in some of the more extensive cattail marshes along the Lower Colorado River, including Topock Marsh. No Critical habitat has been designated for this species. A limited area of cattail marsh occurs within the Colorado River Nature Center and represents possible habitat.



Emissions from the power plant in Laughlin impact Bullhead City's air quality. The high quality of life that residents' enjoy is directly linked to the health of the areas environment, and the Environmental Element addresses these issues.

Note: Other special status species include those listed as sensitive by the Bureau of Land Management, Wildlife of Special Concern in Arizona, and plant species protected by the Arizona Native Plant Law. The Sonoran desert tortoise occurs within the planning area, in upland Mohave desertscrub habitats. Protected native plants in the planning area include screwbean mesquite, smoke tree, and cacti (Opuntia spp.).

The cultural history of the planning area includes both historic and pre-historic components. The Mojave Indians occupied the area prior to the arrival of settlers in the early 19th century. Since that time, the area has been important with regard to Colorado River navigation and travel, mining, and more recently, construction of Davis Dam.

The planning area is expected to continue to grow due to the influx of retirees and the expanding gaming industry in Laughlin. This will result in additional demand for housing, commercial, industrial, and recreational facilities. New development will expand the existing urbanized area into the surrounding natural areas. Increases in local and regional populations will also put additional demands on the local transportation system. Anticipated future actions include the construction of a new bridge over the Colorado River to Laughlin, expansion of the Laughlin-Bullhead International Airport, and the development and implementation of a regional transportation plan.

Continued growth in the planning area and in the region is expected to result in higher traffic volumes. Growth in the planning area is anticipated to include expansion of residential, commercial, industrial, and recreational facilities. Encroachment on floodplains associated with ephemeral washes and increases in total impervious surface may affect the potential for flooding in the planning area.

Planning Considerations

- Increased wastewater generated from expanded residential, commercial, and industrial facilities may affect water quality in the Colorado River.
- Development on or near steep slopes along ephemeral wash corridors may affect soil stability and water quality through the effects of soil erosion, sedimentation, and increased pollutant discharge.
- Increase in total impervious area from development may affect soil erosion and flood potential by decreasing infiltration, increasing surface runoff, and increasing peak discharges.
- Greater motorized recreational use on the Colorado River may affect water quality through increased discharge of oil and gasoline.
- Higher traffic volumes and increased development (construction) activities may affect air quality and visibility through increased vehicle and dust emissions.
- Future development may affect the Colorado River corridor, including significant riparian habitat.
- Future growth may affect important upland desertscrub areas.
- Future development near, adjacent to, and in ephemeral washes may affect riparian plant communities through direct removal or indirect effects stemming from increased surface runoff and higher flood peak discharges.
- Development in the planning area may affect significant historic or archaeological sites.

Goals, Objectives and Policies

GOAL: Conserve and protect Bullhead City's cultural resources.

Objective: Identify and document significant archaeological sites.

Policy: Support documentation and/or mitigation of undeveloped parcels prior to any construction activities in accordance with federal and state laws.

Policy: Encourage the preservation of historic and architecturally significant structures in accordance with State Historic Preservation Office (SHPO) guidelines.

Policy: Continue to seek funding resources for the acquisition, preservation and/or protection of the significant archeological sites.

GOAL: Continue to meet state and federal water quality standards.

Objective: Prepare an updated comprehensive 208 Wastewater Master Plan for the City of Bullhead City.

Policy: Complete the Section 208 Wastewater Master Plan for Bullhead City.

Objective: Require 100% hook up to the Bullhead City Sewer System.

Policy: Continue to work with existing development to obtain participation in sewer improvement districts.

Policy: Require the use of municipal sewer systems for all new development. Require replacement of septic systems with sewer systems for existing residential, commercial, and institutional developments, where feasible by acceptable engineering standards.

Policy: Encourage the use of line extension agreements for extending existing sewers in commercial areas. Set up improvement districts for extending sewers in residential areas.

Objective: Protect water quality.

Policy: Limit development on steep slopes adjacent to ephemeral waterways to reduce soil erosion/destabilization, sedimentation, and pollutant discharge.

Policy: Enforce regulations for refueling away from perennial waters and shorelines.

GOAL: Maintain or improve air quality.

Objective: Reduce vehicle emissions in the Bullhead City area.

Policy: Encourage ADOT to implement traffic light synchronization along Highway 95 to improve the flow of traffic and reduce vehicle emissions.

Policy: Use transportation system management (TSM) techniques, such as synchronized traffic signals, efficient traffic flow in and out of commercial areas and along all major streets, and smooth turning movements to minimize mobile sources of air pollution.

Policy: Further develop the public transportation system in an effort to provide alternative transportation options.

Policy: Promote the use of non-motorized transportation (pedestrian and bicycle) by developing trails and requiring bike paths along roadways.

Policy: Pave unpaved roads.

GOAL: Protect natural resource values in the planning area.

Objective: Protect or enhance the Colorado River corridor through the planning area.

Policy: To the extent possible, acquire and/or protect remaining natural areas along the Colorado River and within its floodplain.

Policy: Protect stands of significant riparian vegetation within the Colorado River floodplain, particularly stands of cottonwoods, willows, and mesquites, and cattail marshes.

Policy: Support the maintenance and development of the Colorado River Nature Center.

Policy: Promote the preservation of native wildlife and vegetation in the natural drainage washes.

Policy: Minimize natural and man-made environmental hazards (i.e., erosion, flooding) through proper land use planning and natural area preservation for existing and future residential, commercial and industrial development.

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Water Resources Element



Although the City's water is drawn from wells, the Colorado River is considered the source of drinking water in Bullhead.

Introduction

The Water Resources Element documents the capability of Bullhead City to meet its water needs for the growth anticipated through the planning horizon. Water resources are vital to sustain existing and future residential, commercial, and industrial needs anticipated within this General Plan Update. This element is prepared in accordance with ARS 9-461.05.

Current Situation and Future Trends

Water from the Colorado River systems is divided up or "allocated" throughout the entire Colorado River Basin. This process is administered by the Bureau of Reclamation branch of the US Department of Interior (Bureau).

Within the Bullhead City planning area, two agencies have contracts for an allocation of Colorado River water from the Bureau.

Bullhead City's contract with the Bureau of Reclamation (Bureau) is for use of 15,210-acre feet of Colorado River Water annually. To continue this contract Bullhead City pays an annual administration fee of \$1,500 plus \$0.25 per acre-foot. Secondly, the City has entered into an intergovernmental agreement with the Mohave County Water Authority (MCWA) to purchase an additional 6,000 acre-feet of Colorado River Water. This intergovernmental agreement requires the City to pay an annual holding fee of approximately \$20,000 plus \$575 per acre-foot of water at the time of purchase. Both fees are adjusted annually for inflation and the allocation must be purchased prior to January 1, 2020.

The second agency to hold an allocation of water within the Bullhead City Planning area is the Mohave Water Conservation District (MWCD), which has a contract with the Bureau for 1,800-acre feet of Colorado River water annually. Like Bullhead City, the MWCD has also entered into an agreement with the MCWA to purchase 3,000 additional acre-feet of Colorado River water. The agreement requires the District to pay the same annual holding fee and cost as the Bullhead City agreement.

All the water held by the MCWA comes from the 18,000-acre foot annual allocation that was originally assigned to Kingman, Arizona under the Bureau's Colorado River water allocation process.

Water report data for the past five years indicates an average usage of 229 gallons per day or 0.26 acre feet per year, per person. Utilizing the average usage per day and the total allocation of 26,010 acre feet of Colorado River Water throughout the Bullhead City planning area, a total population of 100,038 persons can be served out of the aggregate allocation.

Water conservation measures will help to reduce the per capita water usage and therefore extend existing allocations to serve additional population. As an integral part of the Bureau water allocation contracts, water conservation measures have been prepared and implemented. Conservation measures such as using treated effluent for turf and landscape watering, detecting and eliminating water losses in distribution systems, and mandatory installation of low flow plumbing fixtures are currently being implemented.

In 2001 Bullhead City adopted the City of Bullhead City Water Conservation Plan (BHCWCP). The BHCWCP presents a comprehensive description of the current status of the Bullhead City water resources supply along with conservation goals. The primary water conservation goal was for each provider of water service to establish a goal that not more than 10% of all water pumped would be unaccounted for.

Growth within Bullhead City will continue to utilize existing water allocations. The current water allocations are finite quantities under Bureau contracts. The current allocations are adequate for the anticipated growth within the existing planning horizon, however, additional water resources will need to be secured along with furthering water conservation and reuse measures for growth beyond the current planning horizon population.

Planning Considerations

- The City needs to continue to identify and acquire additional water resources for the anticipated population.
- The conservation measures and strategies identified in the City of Bullhead City Water Conservation Plan must be implemented to achieve the water conservation goals set forth in the document.
- The City must provide wastewater treatment systems for existing and future developments to enhance water conservation and reuse measures.

Goals, Objectives and Policies

GOAL: Acquire water resources for the anticipated population.

Objective: Evaluate sources for new water allocations or supplies to supplement existing water allocations.

Policy: Encourage the Water Resources Advisory Committee to continue their endeavors in searching for additional water resources availability and cost.

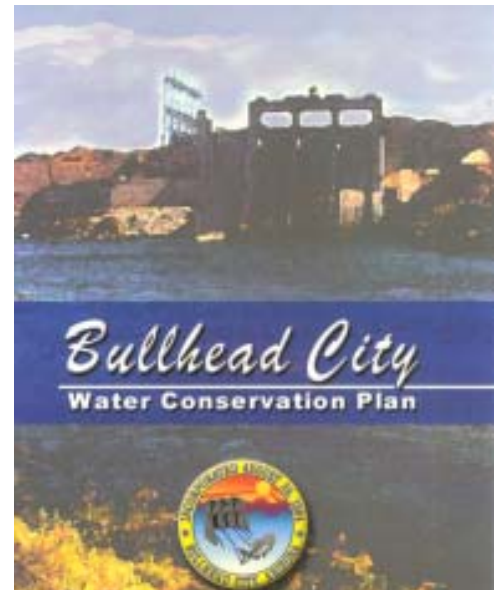
GOAL: Continue water conservation measures.

Objective: Continue implementation of the Bullhead City Water Conservation Plan.

Policy: Encourage the re-use of effluent water for landscape irrigation.

Policy: Monitor the Water Conservation Plan and evaluate the effectiveness of measures, recommending changes as necessary.

Policy: Continue development of an area-wide plan for reclaiming and recycling wastewater through a viable tertiary treatment and redistribution program to irrigate parks, golf courses, educational and City facilities.



The Bullhead City Water Conservation Plan outlines goals for continued conservation of water resources.

Policy: Restrict the use of turf in landscaping of residences, institutional facilities, and along roadways. Require the use of native or desert plant palettes that reduce or eliminate the need for fertilizer and pesticide application.

Policy: Encourage water conservation in all new and rehabilitated development through the utilization of drought tolerant plant materials, efficient irrigation systems (drip/low flow), and water conserving fixtures in all new residential and commercial development.

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Conservation, Rehabilitation and Redevelopment Element



Nearly 50% of Bullhead City's residents live in the older areas of Original Bullhead and Riviera. Maintaining and improving these areas will benefit the City as a whole and help preserve Bullhead City's unique character.

Introduction

ARS §9-461.05 allows municipalities to prepare a Conservation, Rehabilitation and Redevelopment Element that specifies plans and programs for the elimination of slums and blighted areas that may exist within the City. This Element also addresses community redevelopment, neighborhood preservation and revitalization, and other purposes authorized by law.

Although only incorporated in 1984, the settlement of Bullhead City has been in existence since the 1930's. Many of the original subdivisions and commercial sites that were developed in its early years are still in existence today, particularly that part of the community known as Original Bullhead. The City faces many challenges trying to keep pace with growth while maintaining the older developed portions of the community. This element will specifically deal with ways in which it can assist its older neighborhoods. Many of the objectives of this element are supported by the goals, objectives and policies found in other General Plan elements.

Current Situation and Future Trends

Like many cities in Arizona, Bullhead City is experiencing the typical pattern of growth among fast growing communities. New development is continually moving outward to land that is less encumbered by signs of blight and more readily developable. In the process, undeveloped parcels in less desirable areas are often passed over for a variety of reasons and older developed areas sometimes begin to deteriorate. Such is the pattern for Bullhead City and in particular, its Original Bullhead and Riviera neighborhoods.

Bullhead City's initial development was closely related to the building of Davis Dam, the construction of which began in 1942. Early settlement in Bullhead City focused in the areas known as Original Bullhead and Riviera. By 1973, 6,000 residents lived in Bullhead City. Many of the new homes were manufactured (mobile) homes and used as vacation or second homes by visitors.

Original Bullhead has evolved into a strip commercial corridor comprised of motels and obsolete retail buildings with residential uses located adjacent to the commercial areas. Much of the residential area is owned by absentee owners leading to a high percentage of rental property, often in substandard condition. The area lacks improved streets, curbs, gutters, and sidewalks in many locations. Land parcel sizes are typically 5,000 square feet, making development difficult without assembly of several lots.

The Riviera neighborhood was originally developed under Mohave County zoning regulations that permitted small lots and septic tanks for sewage disposal. The area was developed with a wide variety of housing types and styles. Much of the housing stock consists of older mobile or manufactured homes.

Although Original Bullhead and the Riviera areas are relatively small, nearly 50% of Bullhead City's current population resides in these neighborhoods.

Revitalization of the area will need to consist of building rehabilitation, land assembly, demolition, and neighborhood improvements (streets, utilities, drainage, landscaping).

Arizona law permits cities to address redevelopment under the Slum Clearance and Redevelopment Law, providing communities a variety of tools to address declining neighborhoods, including the power of condemnation. However, some cities fear that a stigma is attached to neighborhoods designated as Redevelopment Areas or they dislike the use of the power of condemnation. Other alternatives are available under State law to address slum and blight issues.

The Arizona Growing Smarter Commission targeted infill development as one of its major recommendations, primarily due to the lack of comprehensive infill authority available under State legislation. Tax increment financing, a tool used in many states to encourage infill, is currently not available in Arizona. Recognizing this situation, the Commission developed the concept of Infill Incentive Districts designed to make neighborhood revitalization and commercial renovation available on a broader and more consistent basis (ARS 9-499.10). Development of vacant, passed-over parcels and redevelopment of underutilized areas where infrastructure already exists helps to reduce pressure for growth on the periphery of the city and promotes the Growth Area Element.

An Infill Incentive District may be established in a city if a designated area meets at least three of the following requirements:

- There is a large number of vacant older or dilapidated buildings or structures.
- There are a large number of vacant or under-used parcels of property, obsolete or inappropriate lot or parcel sizes or environmentally contaminated sites.
- There are a large number of buildings or other places where nuisances exist or occur.
- There is an absence of development and investment activity compared to other areas in the city or town.
- There is a high occurrence of crime.
- There is a continuing decline in population.

If the city establishes an Infill Incentive District, it is required to adopt an infill incentive plan to encourage redevelopment in the district. The Plan may include the following incentives:

- Expedited zoning or rezoning procedures.
- Expedited processing of plans and proposals.
- Waivers of municipal fees for development activities as long as the waivers are not funded by other development fees.
- Relief from development standards.

The Infill Incentive District provisions provide a more consistent method for Arizona cities to deal with vacant under-utilized areas that are already served by infrastructure. It is a tool that Bullhead City may consider using in the future.



Many families call the Riviera area of Bullhead City home. Efforts will need to be made to ensure residents are not displaced as redevelopment occurs.

Planning Issues

- The lot sizes and development patterns in the Original Bullhead and Riviera areas are different than those required by today's development, making reuse and rehabilitation difficult.
- The income level of the Original Bullhead and Riviera residential areas is lower than the Bullhead City average. Bullhead City will need to ensure that these residents are not displaced as private purchase and consolidation of these lots continues.
- Infill will create additional demand for City services. Bullhead City will need to work to keep the quality of these services and facilities consistent with newer areas of the City.

Goals, Objectives and Policies

GOAL: Promote Redevelopment and Revitalization in designated areas.

Objective: Target redevelopment and revitalization efforts in the Original Bullhead and Riviera areas of the City.

Policy: Create plans and programs to comprehensively address redevelopment of target areas.

Objective: Identify a variety of financial resources and mechanisms to assist in the achievement of the Redevelopment Plan.

Policy: Pursue public-private partnerships to leverage City resources and investments.

Policy: Identify the use of appropriate federal, state, county and City resources for programs and activities.

Policy: Assemble available City resources to undertake redevelopment and revitalization including code enforcement and capital improvements.

GOAL: Encourage reuse and/or rehabilitation of obsolete structures.

Objective: Encourage the revitalization and expansion of existing commercial facilities in Original Bullhead.

Policy: Encourage the redesign and redevelopment of strip commercial centers into pedestrian friendly, mixed-use properties.

Policy: Provide incentives in the form of expedited City approvals, waiver of impact fees and relief from development standards for owners willing to undertake reuse or rehabilitation.

Policy: Apply for public and private grants that can be used for programs and actions that will result in the rehabilitation of infrastructure in the Original Bullhead area.

GOAL: **Preserve, maintain and improve property conditions to ensure that neighborhoods are desirable places to live.**

Objective: Improve the residential portions of Original Bullhead and the Riviera area to promote neighborhood stability.

Policy: Secure the cooperation and participation of neighborhood groups, area residents and property owners in addressing problems of blight.

Policy: Provide enhanced and cooperative code enforcement efforts to clean up neighborhoods.

Policy: Continue housing rehab programs for low and moderate-income households.

Policy: Use the City's capital improvement program to direct funds to the target areas.



Cost of Development Element

Introduction

ARS §9-461.05 requires that the General Plan include a Cost of Development Element. The Cost of Development Element is designed to identify policies and strategies that Bullhead City will use to require new development to pay its fair share toward the cost of additional public service needs generated by that new development, with appropriate exceptions when in the public interest. This element is required to include:

- 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.
- A component that identifies policies to ensure that any mechanisms that are adopted under this element result in a beneficial use to the new development bear a reasonable relationship to the burden imposed on the City to provide additional necessary public services to the development and otherwise are imposed according to law.

Implementation of the Cost of Development Element ensures that Bullhead City will be able to maintain pace with population growth and provide for needed capital facilities. The element provides a reasonable and rational method for requiring new residents and businesses to assume their fair share of the costs of growth while minimizing the burden on existing residents.

Current Situation and Future Trends

Bullhead City came into being in 1984 through the incorporation of several residential enclaves that were originally developed under the governance of Mohave County. Original Bullhead City and the Riviera area were the primary components of the City in its early years. Due to a pattern of uncoordinated and unregulated development prior to incorporation, the City did not originally control some basic public services. For instance, domestic water service is still provided by three water companies and only recently did the City become the overall wastewater provider. A large part of the City still remains unserved by centralized sewer collection and treatment.

Like most cities in Arizona, Bullhead City has required developers to construct streets, sewers, water mains, drainage facilities and other improvements in and adjacent to their subdivisions or developments. In addition, the City has been effective in the use of improvement districts (IDs) to construct sewer, street and other improvements throughout the community. Improvement districts are a mechanism allowed by State law that places the cost burden of new public facilities on the users of those facilities rather than existing residents. Payment of improvement districts bonds is made through annual assessments against real property. IDs have been used to construct the Bullhead Parkway for instance. However, there are risks related to the use of IDs if property owners default on their assessments. The City must make the bond payments until the property is sold through foreclosure procedures.

Mostly due to the political climate, Bullhead City has not adopted development or impact fees, other than for water resources. Impact fees have become a common method of financing public improvements related to new development in many cities throughout the State. These fees are designed to ensure that developers are paying their fair share of

the costs of new residential and non-residential development without burdening existing residents. Development fees have been enacted for a wide variety of purposes including water and wastewater systems, water resources, reclaimed water systems, arterial streets, community parks, public safety and other general governmental needs.

Bullhead City's adoption of impact fees would place it at a competitive disadvantage compared to property located outside the boundaries of the community in unincorporated Mohave County. If fees were adopted, retail development might flee to the unincorporated areas, depriving the City of much needed sales tax revenue.

Bullhead City may also wish to consider the use of other financing mechanisms to fund public services and improvements necessary to serve new development. These mechanisms include:

- Bonded debt that is comprised of general obligation bonds, revenue bonds, certificates of participation notes and municipal property corporation bonds. Bonded debt is used to finance public projects that are too large to fund on a "pay as you go" basis. User fees, property taxes and similar sources are used to repay the bonds over time. Bullhead City has used municipal property corporation bonds in the past, but does not levy a property tax for these purposes.
- Community facilities districts (CFD's) are permitted under State law for capital improvements in newly developing areas of the City. Typically, these districts are developer-initiated and property owners are responsible for repayment of bonds through property tax assessments. Under CFDs, the City is protected from defaults by property owners and, ultimately, the value of the improved land.
- Facility construction by developers and landowners is also a common mechanism. Developers receive credit toward other City charges for the value of the improvements constructed or enter into repayment agreements.
- Dedication of land is a common method used to widen streets or reserve land for open space or parks. Landowners making such dedications may receive credits against City fees or charges.

Planning Considerations

- Bullhead City will continue to grow over the next few decades and, with it, the need for additional capital improvements will increase. In fact, much of the City's future growth will occur in areas that lack adequate existing infrastructure.
- IDs, CFDs, and developer contributions may provide mechanisms to deal with some of this growth, but, over time, the responsible entities will need to expand its sewer treatment facilities, police and fire stations, libraries, and other public services to accommodate new development.
- Limitations on the supply of water resources will force the City to adopt innovative programs and/or purchase additional supplies.
- All these issues point to the fact that Bullhead City will need additional financial resources in order to accommodate growth and not place a financial burden on existing residents.
- To ensure the fiscal health of Bullhead City as it rapidly grows in the future, mechanisms must be instituted to require new development to pay its fair share of the cost of public services.
- Capital improvement programs must be coordinated with City growth and development plans in order to provide services to the citizenry.

Goals, Objectives and Policies

GOAL: Manage the fiscal and capital impacts resulting from new development.

Objective: Maintain existing levels of service for the delivery of City services to all residential and business uses.

Policy: Monitor and identify the costs associated with expansion of City operations and facilities due to new development in order to maintain service level expectations.

Objective: Continue to develop plans to finance the costs associated with expansion of City operations.

Policy: Continue to maintain a Capital Improvement Program (CIP) to identify and prioritize needed City improvements.

GOAL: Ensure that new development pays for its fair share of the additional costs of public services.

Objective: Ensure that the City's land development policies bear a reasonable relationship to the burden imposed on the City to provide services to new development.

Policy: Continue to require all new development to contribute or construct new public facilities within or adjacent to the development in accordance with City codes and policies.

Policy: Continue to use improvement districts for financing of new developments and major capital facilities.

Policy: Evaluate the feasibility of instituting development and impact fees, taking into account competition from other service providers in the area.

GOAL: Allow for incentives for infill or other beneficial types of development.

Objective: Continue the use of incentives such as fee reductions, fee waivers, sales tax rebates or other forms of incentives in predetermined areas of the City or for certain types of new development.

Policy: Identify infill locations in the City where disinvestment has occurred or where new development activity has stagnated. Develop criteria for permitting incentives to stimulate redevelopment.

Policy: Identify employment-generating or revenue-producing uses that warrant incentives or other types of assistance due to the benefits generated to the City.

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Growth Area Element

Introduction

Like most cities in Arizona, Bullhead City has experienced rapid growth that has transformed a small river town into a community of over 33,000 persons. Much of the development that has occurred in the City over the past two decades has been in the form of single-family subdivisions, manufactured home parks and commercial uses aligned along Highway 95. The construction of the Bullhead Parkway has now focused new residential development on the uplands part of the community.

ARS §9-461.05 requires that the City adopt a Growth Area Element. The purpose of the Growth Area Element is to direct new development into certain areas of the community based on the availability of existing or planned infrastructure, transportation, and other improvements. These areas should be capable of supporting concentrated development comprised of a variety of land uses including commercial, office, residential, tourism and industrial. In this sense, the Growth Area Element is designed to create significant activity centers or nodes in the City that provide a walkable environment, public open spaces, a mix of uses, housing choices and a sense of place, all served by adequate transportation modes.

The 1998 Growing Smarter Act approved by the Arizona legislature added the Growth Areas Element to the required components of a General Plan. The element is required to include policies and implementation strategies designed to:

- Make automobile, transit and other multi-modal circulation more efficient, make infrastructure expansion more economical and provide for a rational pattern of land development.
- 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.
- Promote the public and private construction of timely and financially sound infrastructure expansion through infrastructure funding and financing planning that is coordinated with development activity.

Growing Smarter Plus approved by the Legislature in 2000 also includes several provisions aimed at clarifying or enhancing the Growth Area Element. Two provisions address private property rights and are in response to concerns that the Growth Area Element may have the effect of "taking" private property. The new provisions now stipulate that, in applying a growth element of a general plan, the city may not designate private land as open space, recreation, conservation or agriculture unless the city receives the written permission of the landowner or provides economically viable alternative uses in the general plan allowing at least one residential dwelling per acre. In addition, a parcel of land cannot be rezoned for open space, recreation, conservation or agriculture unless the owner consents to the rezoning in writing.

In addition to the private property rights protections cited above, the Legislature also addressed the issue of infrastructure service area boundaries as a key component of the Growth Area Element. Cities in Arizona are authorized to develop plans and regulations determining the location of infrastructure service area boundaries beyond which the city may limit or prescribe conditions on publicly financed extensions of water, sewer and street improvements that are necessary to serve new development.

The Plan may permit property owners to extend infrastructure beyond the service limit at their expense. The infrastructure service area boundary provisions were placed under the authority for specific area plans where these detailed issues are better addressed. The infrastructure service area plans and regulations must be consistent with the Growth Area Element of the General Plan.

The Growth Area Element is related, in some respects, to the Conservation, Rehabilitation and Redevelopment Element. Issues dealing with infill development and redevelopment of older areas of the community, such as the Original Bullhead City area could be addressed as both a growth area as well as a redevelopment area.

In addition, growth areas identified in this General Plan are important for future planning and development activities by the City. Specifically, the Growth Area Element:

- Is used by City departments to develop programs and set priorities for developing infrastructure and expanding governmental services.
- Is a key component of the City's economic development efforts.
- Is the focus of specific planning activities.

Current Situation and Future Trends

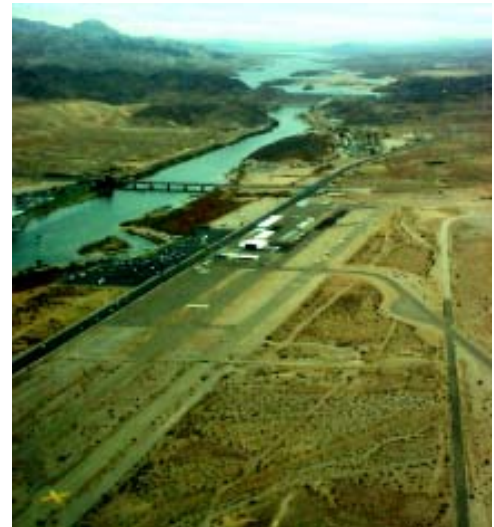
Bullhead City guides growth primarily through its General Plan. The prior General Plan also identified growth areas. Growth areas exhibit characteristics consistent with Smart Growth principles and have been identified based on the criteria listed below.

Additional areas where the City can concentrate or target development are areas of strategically located vacant or underused land that can accommodate higher intensity development or redevelopment based on proximity to new or proposed infrastructure and/or multi-modal transportation opportunities.

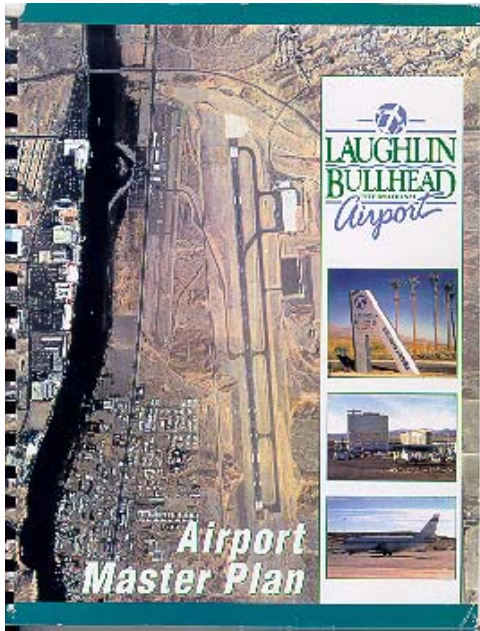
- Strategically located vacant or underutilized areas that can accommodate higher intensity development or redevelopment.
- Areas that can accommodate concentrated development of mixed land uses including commercial, residential, office, tourism and industrial, supported by adequate infrastructure, particularly transportation and urban open spaces.
- Areas that can accommodate future employment growth and contribute to the economic health of the City.
- Areas that will promote sales tax generation and enhance the fiscal well being of the City.
- Newly developing areas where infrastructure improvements are coordinated with development activity in a logical manner.
- Areas where significant natural resources have or will be conserved consistent with the Open Space Element.

Based on the above criteria, four target locations in the City have been identified as growth areas. Precise or rigid boundaries of the growth areas are not defined in this element. Rather, the growth areas are described as generalized locations that are targeted for more intensive development or for economic development purposes. Bullhead City's growth areas are:

- The area surrounding the intersection of Marina Boulevard and Highway 95 that includes some of the City's major retail centers, the City Hall and additional vacant land.



The Laughlin-Bullhead Airport is poised to become a key factor in Bullhead City's developing economic growth.



"The Airport Master Plan for Laughlin-Bullhead International Airport", approved by the Mohave County Airport Authority in October 2000, is the planning document for the airport area and identifies land uses for the airport area.

The General Plan is consistent with, and incorporates by reference the recommendations of the Airport Master Plan for Laughlin-Bullhead International Airport.

- Original Bullhead, the original townsite, just west of the Airport.
- The Laughlin-Bullhead International Airport.
- The Bullhead Parkway.

Following is a description of each designated growth area:

Intersection of Marina Boulevard and Highway 95

This growth area is designed to be the focal point or "Town Center" of the City, combining civic facilities with the community's primary retail development. The area has significant potential for additional mixed use and transit opportunities. It is centrally located in the City to provide service to all residents. Vacant land in the area provides opportunity to continue the intensification process.

Original Bullhead City

Original Bullhead is the original town site for the community. For a number of years, it has been the subject of residential and commercial redevelopment efforts. Vacant and underutilized parcels abound in the area and both commercial and residential infill opportunities are significant. Original Bullhead also has access to the Colorado River, an asset that could promote redevelopment efforts.

The Laughlin-Bullhead International Airport

The Laughlin-Bullhead International Airport is one of the City's primary economic assets with runways capable of handling most commercial jetliners. Land on both sides of the Airport is slated for development. Regional retail commercial uses are planned for approximately 85 acres on the west side of the Airport adjacent to Highway 95. This property is available through a long-term lease with the Mohave County Airport Authority. To the east of the Airport the land has been subdivided and is zoned for commercial and industrial uses. The lots in this subdivision are for sale. The Airport represents a prime site with readily developable property.

The Bullhead Parkway

Much of the current residential development in Bullhead City is focused in the vicinity of the Bullhead Parkway.

The Growth Area Element is designed to address some of the major development issues for the future by providing strategic locations for employment, the town center and redevelopment/infill opportunities. Some of the goals and objectives outlined in this section overlap with parts of other General Plan elements, particularly the Land Use Element. The Growth Area Element is related, in some respects, to the Conservation, Rehabilitation and Redevelopment Element of the Plan. The goals and objectives outlined here are designed to emphasize the City's desire to make efficient use of its resources, ensure its economic health, and create a sense of place for the community.

Planning Considerations

- Bullhead City is expected to double in population over the next 20 years. Critical planning issues that need to be addressed for the future include maintaining the current quality of life in the community and developing a sense of place within the City.
- Issues dealing with redevelopment and infill of older areas of the

community, such as the Original Bullhead and Riviera areas will be addressed as Growth Areas as well as a Redevelopment Area.

- Infrastructure, appropriate to the Growth Area, will need to be provided or upgraded in some cases.
- As Growth Areas continue to develop, opportunities for integrating public transportation facilities should be explored.

Goals, Objectives and Policies

GOAL: Direct new development into identified growth areas.

Objective: Utilize the City's existing resources and infrastructure efficiently to enhance development within Growth Areas.

Policy: Provide for intensification of land uses within Growth Areas through the City's planning and zoning regulation.

Policy: Provide incentives to develop in Growth Areas where appropriate.

Policy: Develop programs and funding alternatives to undertake redevelopment efforts in the Original Bullhead and Riviera areas.

Objective: Promote cost efficient and logical expansion of infrastructure.

Policy: Provide priority funding for publicly financed infrastructure within Growth Areas to enhance the City's economic health.

Policy: Limit public funding of infrastructure outside Growth Areas, requiring landowners and developers to carry the burden.

Policy: Encourage a cooperative working relationship between utility companies to insure that public utility extensions are consistent with the recommended growth management program.

Objective: Investigate annexation opportunities.

Policy: As necessary, work with the Economic Development Department, Mohave County, and the affected property owners to determine annexation strategies in the best interest of the City.