

**A.R.S. Section 9-461.05 E.7. – Redevelopment Element**

*A conservation, rehabilitation and redevelopment element consisting of plans and programs for:*

- a. The elimination of slums and blighted areas.*
- b. Community redevelopment, including housing sites, business and industrial sites and public building sites.*
- c. Other purposes authorized by law.*

**A.R.S. Section 9-461.05 E.11. – Neighborhood Preservation and Revitalization Element**

*A neighborhood preservation and revitalization element, including:*

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

## 6 – REDEVELOPMENT ELEMENT

Yuma is fortunate to have a variety of diverse neighborhoods. Some neighborhoods are a rich mix of architecture from the 1800s. Some residential neighborhoods are more recent, built during the construction boom that followed the Second World War. Commercial and industrial neighborhoods were also built during the same time period. Since the 2002 General Plan the areas that have seen the most residential construction include homes on the East Mesa and the Yuma Valley. As of the 2010 Census, the city population was 93,064 persons, and was most recently estimated to be 100,049 by the State of Arizona Department of Administration in 2016.

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

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

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

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

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

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

## **BACKGROUND AND EXISTING CONDITIONS**

Yuma, like other cities, includes older areas of industrial and commercial development that at one time were very active. With the ever-increasing predominance of sprawling suburban development, these areas are now in decline. It has become easier and quicker to develop on greenfield lands, despite the fact that roads and utilities are already available in the older parts of town. Development standards that cater to automobiles with requirements such as off-street parking, setbacks, and wide rights-of-way make repurposing these properties even more difficult. As building codes have evolved over the years to increase safety, they have also become more technical. This poses challenges to bring existing buildings into compliance. To help alleviate this compliance issue, the City of Yuma has adopted the International Existing Building Code which allows flexibility of code requirements for some existing and historic properties. In the City, these areas are concentrated along 4<sup>th</sup> Avenue and continue east of 4<sup>th</sup> Avenue and end at the railroad lines and Arizona Avenue. More recent commercial and industrial development is located south of 16<sup>th</sup> Street and west of 4<sup>th</sup> Avenue, east of Arizona Avenue, or farther out on the Mesa where large industrial parcels are available.

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

An area of County land surrounded by an incorporated City is referred to as a "County island". County islands are generally developed to lesser standards than the City which creates sudden changes in road quality, code enforcement standards, provisions for emergency services and other complications for both the City and the County of Yuma. Two examples that demonstrate this issue include the Arizona Avenue island

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east of Arizona and north of 16<sup>th</sup> Street and area south of 16<sup>th</sup> Street and east of Arizona Avenue. Both reflect these complications. It is the general policy of the City to reduce the number of unincorporated islands through annexation.

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

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

#### EXISTING PROGRAMS

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

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

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

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

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

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of Housing and Urban Development's HOME program. Through the Consortium, HOME funds can become available for the entire community to use in the development of affordable housing.

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

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

In 2016, the City of Yuma Department of Community Development initiated a study of infill development, based on the areas identified in this element of the General Plan. An Infill Incentive Overlay District and Infill Incentive Plan are anticipated to be adopted in 2017 to provide development standards relief and financial incentives to encourage infill development.

## EVALUATION AND ANALYSIS

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

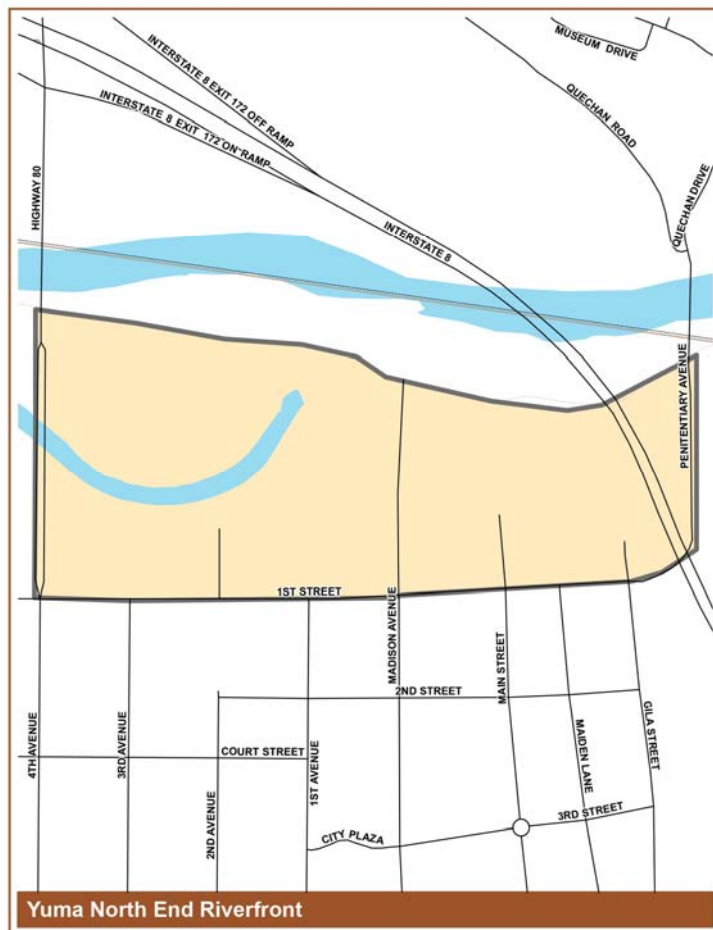
- 1) **Redevelopment Areas** are those found to have slums or blighted areas and have been adopted as redevelopment areas pursuant to Title 36, Chapter 12, Article 3 of the Arizona Revised Statutes. All redevelopment areas have adopted redevelopment plans to guide the improvement or elimination of the slum or blighted conditions. State statute grants municipalities special powers within these redevelopment areas to aid in redevelopment efforts.
- 2) **Revitalization Areas** are blighted areas that are predominately residential in nature, and have a high number of low-income residents. Revitalization areas have adopted revitalization plans and redevelopment efforts are typically managed by the City's Neighborhood Services Division. If a revitalization area meets the definition provided by the Department of Housing and Urban Development (HUD), the area may be eligible for Community Development Block Grant (CDBG) funds.
- 3) **Study Areas** are those areas that are in need of additional

efforts to encourage redevelopment, but have not been officially declared as slums or blighted areas. These areas typically do not have adopted plans.

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

### **Yuma North End Redevelopment Area – Riverfront**

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



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

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

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

In 1998, a Heritage Area Task Force was formed to oversee the successful effort to obtain a National Heritage Area designation for the

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Yuma Riverfront. President Bill Clinton created the Yuma Crossing National Heritage Area in 2000.

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

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

In 2005, work on the Pivot Point Hilton Garden Inn began and was completed in the fall of 2008. This was a major achievement in the redevelopment of the Old Town Riverfront. In 2013, the LEED-certified John M. Roll United States Courthouse opened on 1<sup>st</sup> Street, in close proximity to Yuma's major state and local government buildings.

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



### **Yuma North End Redevelopment Area – Old Town**

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



The Historic North End area is the oldest part of the City, containing numerous historic sites and buildings. Much of the history of the Southwest and the United States is connected to this area because of the ferries and bridges crossing the Colorado River at this natural narrowing of the river.

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

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

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

### **Yuma North End Redevelopment Area - Old Town South**

Location: Bounded on the north by Giss Parkway, on the west by Madison Ave, on the south by 8<sup>th</sup> Street, and on the east by the Union Pacific Railroad lines.

In 1983, the City adopted the North End Redevelopment Plan (Resolution 2318) that officially established Old Town South as part of the redevelopment area. This area includes an abandoned railroad roundtable site, industrial and warehousing buildings (many formerly serving rail-related traffic), and some housing and vacant properties. The site is widely perceived as a brownfield site with environmental problems. However, recent grant funded studies demonstrated that the site remains developable with minimal issues. In 2014, the City drafted the Old Town South Revitalization Plan, which includes an assessment of potential brownfield sites and concept plans for redevelopment. In recent years, a few parcels have undergone soil remediation.

This area has high development potential due to its close proximity to the Giss Parkway/Interstate 8 interchange and marketable adjacent properties north of Giss Parkway. Challenges in this area include irregular land subdivisions, poor road access, difficult access to utilities, and moderate to low property values. Conflicts between the emerging tourist and commercial uses north of Giss Parkway may occur in the future.

Opportunities include the conversion of abandoned sites into high density residential and valuable mixed-use projects. Such projects could include tourist, retail, office, and residential uses.

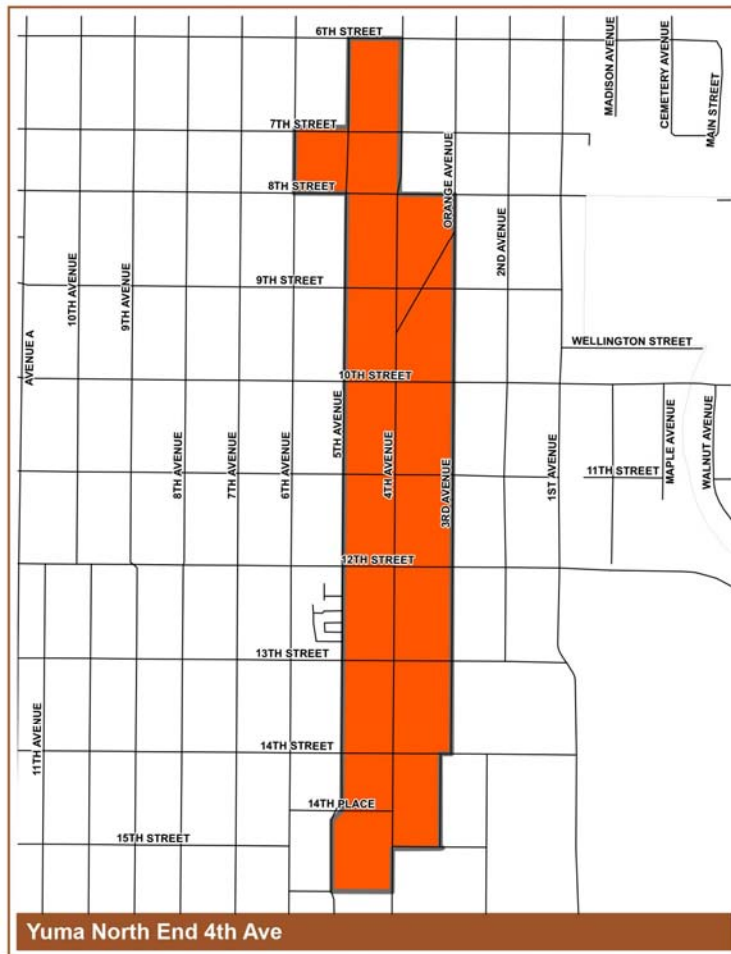
In 2017, the City released conceptual plans for the University of Yuma in Old Town South. The plan envisions a campus of up to 10,000 students, a Research Park, renovated historic buildings, and improved circulation to extend downtown.





### **Yuma North End Redevelopment Area - 4th Avenue**

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



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

In 2013, the City adopted the Yuma North End 16<sup>th</sup> Street and 4<sup>th</sup> Avenue Redevelopment Plan (R2012-03) which establishes this area as an official redevelopment area. The plan encourages infill development along the corridor that focuses on convenience, personal, and community services to create the community's Service Center. The importance of creating a safe and attractive pedestrian streetscape system along 4<sup>th</sup>

Avenue is also highlighted. A critical component to create the desired walkable urbanism is to encourage businesses to locate their buildings at or near the front setback, with entry points located off the sidewalk.

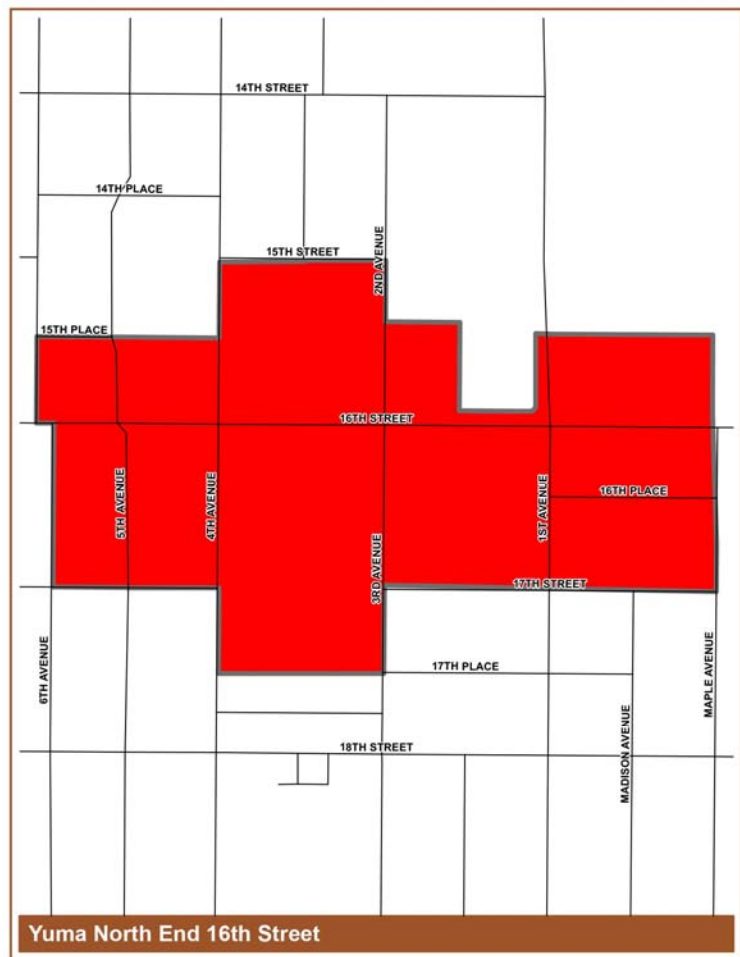
The City of Yuma purchased several properties along the 4<sup>th</sup> Avenue Corridor for the purpose of widening the roadway. This has provided opportunities for redevelopment. Proper alignment of building setbacks, parking arrangements, traffic calming techniques, and landscaping creates a more unified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

### **Yuma North End Redevelopment Area - 16th Street**

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

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

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

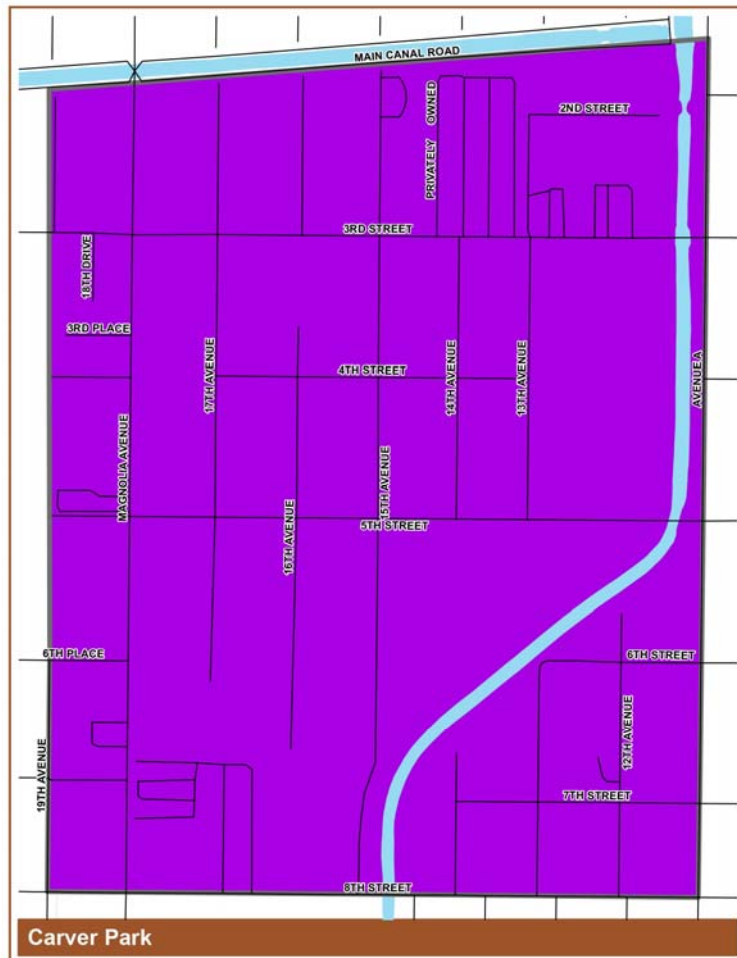


In 2013, the City adopted the Yuma North End 16<sup>th</sup> Street and 4<sup>th</sup> Avenue Redevelopment Plan (R2012-03) which establishes this area as an official redevelopment area. The primary focus of redevelopment efforts is to encourage the development of a unique and attractive retail and office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

In 2004, the City authorized the purchase of several parcels surrounding the intersection and started preparing the sites in anticipation of new development. A complete reconstruction of the intersection commenced in 2016 and is anticipated to be complete in 2017. Also anticipated to open in 2017 is a specialty grocery that is currently under construction. The City owns several of the remaining parcels at the intersection and is currently seeking development partners.

### **Carver Park Redevelopment & Revitalization Area**

Location: Bounded by Avenue A, 19<sup>th</sup> Avenue, West Main Canal, 8<sup>th</sup> Street.



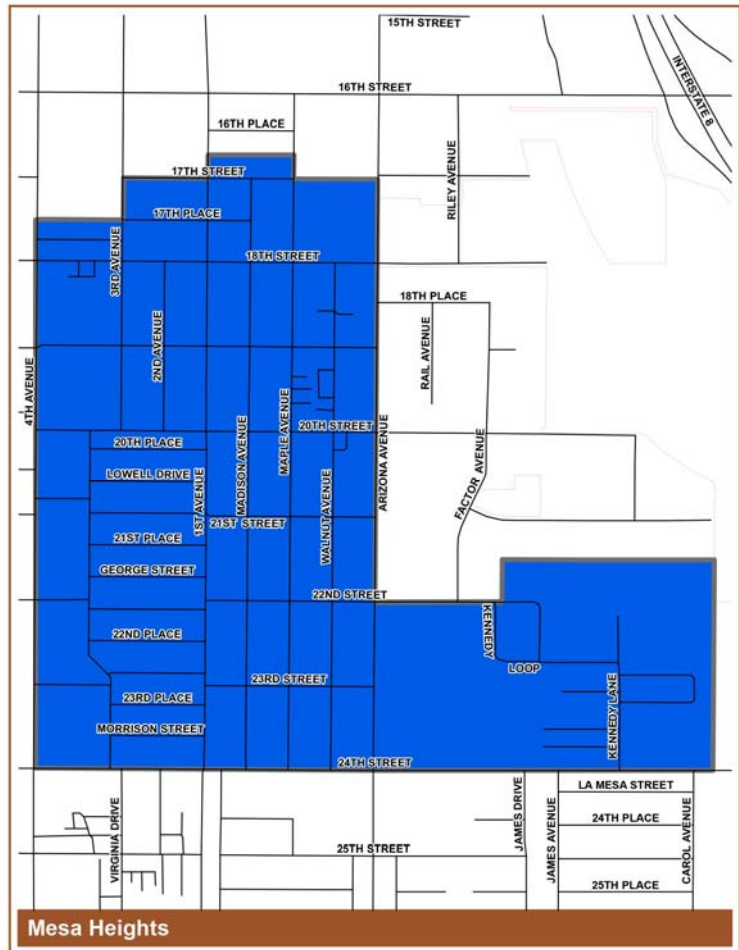
The area consists primarily of single-family dwellings, and a handful of neighborhood-type commercial or retail operations. The area had a large number of substandard homes, abandoned lots, and general deterioration. In 1999, the City organized a neighborhood planning project that resulted in the development of the Carver Park Neighborhood Revitalization Plan. The Department of Housing and Urban Development (HUD) designated the Carver Park neighborhood as a Neighborhood Revitalization Strategy Area (NRSA), the first of its kind in Arizona. Implementation of the program brought \$28 million of leveraged funds into the area, nearly half of which was private investment.

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

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

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

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



### **Yuma High Revitalization Area**

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



The Yuma High neighborhood lies just east of the Carver Park neighborhood. A majority of the 32-block area is single family residential, with a mix of commercial uses along 3<sup>rd</sup> Street. A cluster of schools, including the historic Yuma High School, is located in the southeast corner of the neighborhood. Housing conditions range from good to very poor. Charming older homes along 1st Street mix with substandard or abandoned homes, and vacant lots. There are fairly high numbers of low and moderate-income families within this area. The businesses located on 4<sup>th</sup> Avenue can conflict with the low-density housing built across the alleyway and fronting 5<sup>th</sup> Avenue.

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

The proximity of this area to the Old Town Area, 4<sup>th</sup> Avenue Corridor and the West Wetlands creates opportunities for reinvestment and renewal in this

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

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



## **1<sup>st</sup> Avenue Study Area**

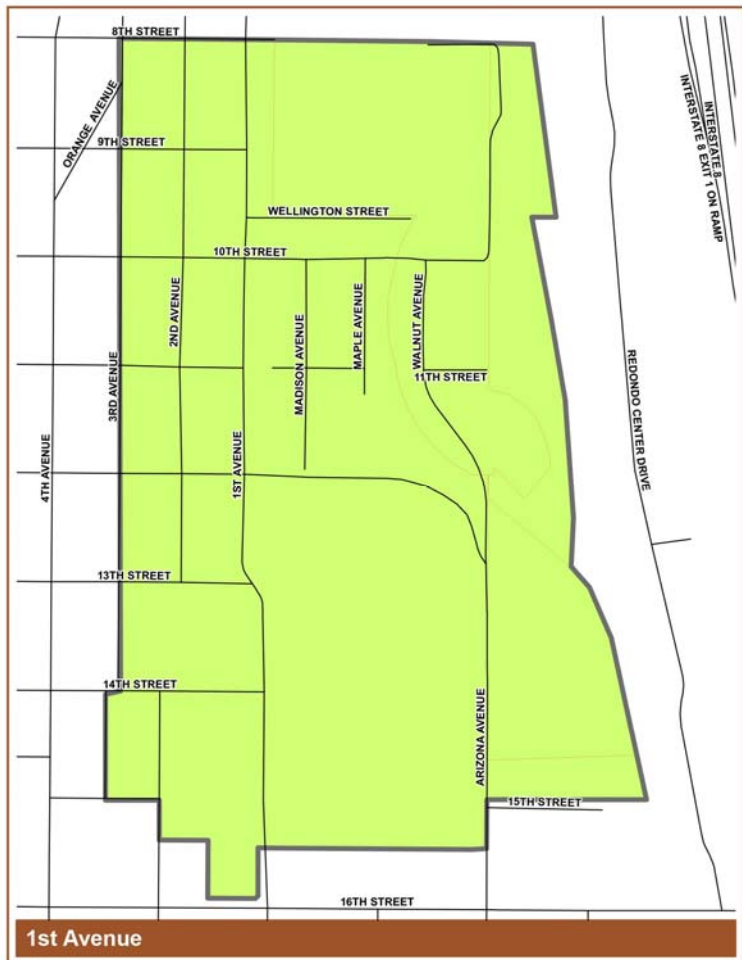
Location: Generally, bounded by 8<sup>th</sup> Street to the north, 15<sup>th</sup> Street to the south, 3<sup>rd</sup> Avenue to the west and the railroad to the east.

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

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

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

No revitalization plan has been created for this area.



### **Avenues South Study Area**

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



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

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

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

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

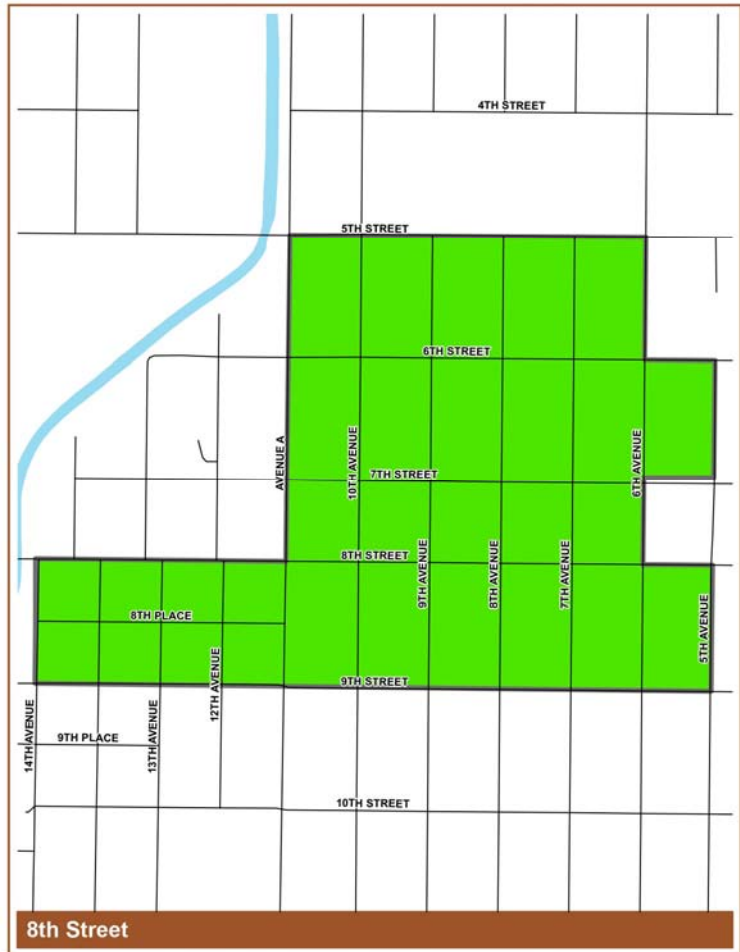
### **8th Street Study Area:**

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

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

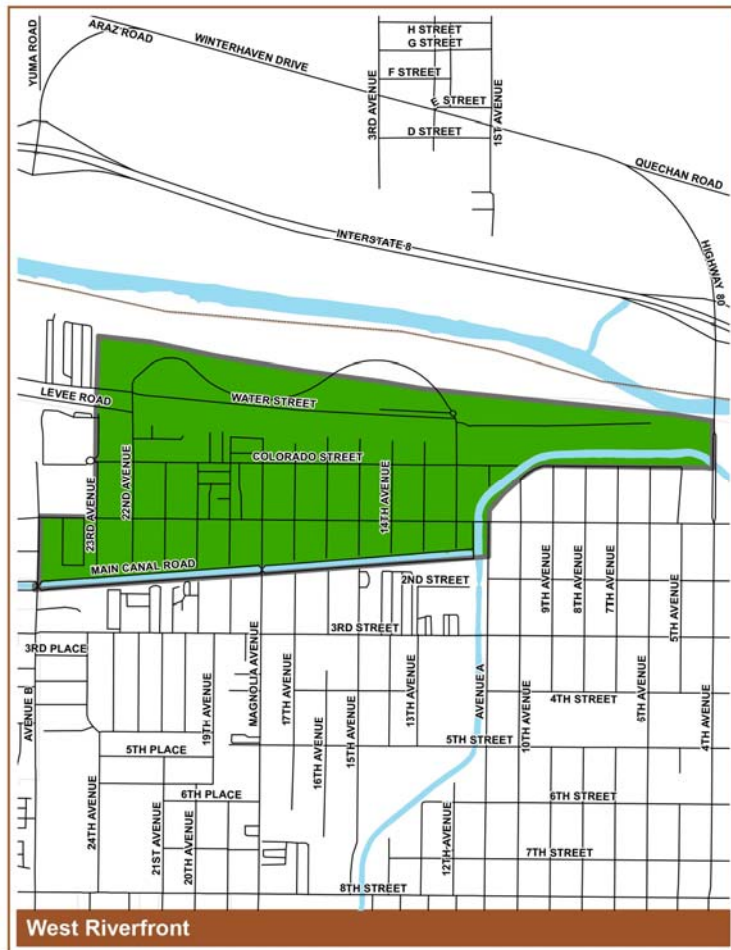
Revitalization of the area may appear in the form of infill development as a small office and retail establishment corridor. A plan may include conforming development and sign standards, pedestrian friendly walkways, and proper night lighting with trees and other landscaping features to visually connect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

No redevelopment plan has been created for this area.



### **West Riverfront Study Area**

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



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

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

No revitalization plan has been created for this area.

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## GOALS, OBJECTIVES AND POLICIES

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

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

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

Objective 1.3: Prepare Redevelopment or Revitalization Plans for the following areas:

*West Riverfront Revitalization Plan*

*Avenues South Revitalization Plan*

*8<sup>th</sup> Street Redevelopment Plan*

*1<sup>st</sup> Avenue Redevelopment Plan*

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

Objective 1.4: Draft and adopt an Infill Incentive Overlay District and Infill Incentive Plan to encourage development in all areas identified in this element of the General Plan.

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

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

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

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

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



## ACTION PLAN

Phase	Project	Responsible Department/ Agency	Funding Source
1 - 5 Years	Draft, adopt, and implement an Infill Incentive Overlay District and Infill Incentive Plan to encourage development	Community Development	General Fund
	Continue efforts to revitalize the Mesa Heights Neighborhood	Neighborhood Services	CDBG
	Prepare a Redevelopment Plan for the 1 <sup>st</sup> Avenue Area	Community Development	General Fund
6+ Years	Prepare Revitalization Plan for the West Riverfront Area	Community Development	General Fund
	Prepare Revitalization Plan for the Avenues South Area	Community Development	General Fund
	Prepare Redevelopment Plan for the 8 <sup>th</sup> Street Area	Community Development	General Fund



### Redevelopment Areas

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

### Revitalization Areas

- Carver Park
- Mesa Heights
- Yuma High

### Study Areas

- West Riverfront
- 8th Street
- Avenues South
- 1st Avenue

### Focus Area

- Planning Area Boundary



1,000 0 1,000 Feet

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