TOWN OF QUARTZSITE

GENERAL PLAN

June 2003

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GENERAL PLAN

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Introduction

Town of Quartzsite General Plan

Our Vision...

The Town of Quartzsite is a dynamic, attractive and vibrant community providing for all:

job opportunities;

adequate housing;

medical services;

educational opportunities;

support for the arts and cultural resources;

parks and recreation opportunities; and

a healthy environment.

1 - Introduction

General Plans in the United States have gone by a number of names over the past hundred years, such as a city plan, development plan, urban plan, master plan, growth management plan, comprehensive plan, land use plan, and policy plan. Although the names have changed, the basic intent has remained the same: To provide an official public document, adopted by the appropriate local government, to serve as a guide for policy decisions relating to the relationships between land use, transportation, quality of life, the environment and the economy desired by the community. The Plan is intended to be both long range and visionary and should provide guidance to where Quartzsite wants to be in the future. The Plan is intended for a variety of users. New and existing residents, as well as developers and people working with the Town can use the 2003 Plan to learn about the Town of Quartzsite and its future plans for development. Town Staff, the Town Council and the Town Planning Commission will use the 2003 Plan as a guide to land use planning and to ensure that policies and procedures remain consistent with the Town's Vision. The Plan is to be both long range and visionary and should provide guidance for actions to be taken in the next ten to twenty years. The Plan is not set in stone, but instead remains flexible to allow for the most beneficial planning strategies to be implemented dependent on the varying conditions within the Town. The General Plan is therefore intended to be flexible, practical, performance based and an effective means of creating compatibility within the environment. Building on local conditions, needs and desires and following State guidelines, the General Plan is many things:

- A statement of policy and a local decision about the kind of community, Quartzsite wants to be. The plan has been developed here, at the Town level, not at the State or Federal Offices.
- A growth guide that steers development to appropriate locations and away from places where it could cause incompatible land uses that harm major community economic assets.
- More than a land use map, it is a set of coordinated plans for the roads, parks, public facilities and utilities that Quartzsite would need if it chooses to grow.
- A way to improve the quality of life in Quartzsite and a means of support and protection for homeowners and businesses.

However, the General Plan is not:

- A rigid, static document or a detailed policy for specific areas.
- A tool to promote special interest.
- A zoning ordinance.
- A management plan.

This General Plan was developed for a variety of reasons. First and foremost, it is a requirement by ARS §9-461.05 that all jurisdictions have a General Plan to guide future land use and development in their community. Secondly, it is also a way for Quartzsite to prepare for the future. By identifying where various types of development will occur, the Town can allocate resources and provide infrastructure in a timely and cost effective manner. The Plan can help the Town identify and develop solutions for complex planning problems. For example, through the Transportation Element, the Town can identify the busiest streets and offer multi-faceted solutions on how to best minimize the amount of traffic on those streets during times of congestion. The Plan allows for the Town to better manage limited resources through the identification of potential shortfalls in needed services or resources for existing and future residents and businesses, throughout the year, but especially through the slow summer months. The Plan helps sustain the community's long-term economic vitality and quality of life through the promotion and protection of important community assets.

- Protects homeowners and business property values for the long term by identifying appropriate locations for those uses and adjacent properties.
- Protects landowners and industry by developing a plan that protects long-term economic interests and quality of life.
- Provides for parks, open space, bicycle, equestrian, walking paths, and emergency services to maintain a quality community.
- Protects historical sites through identification and classification.
- Provides for cultural and arts resources.
- Prevents encroachment on wildlife corridors by limiting densities of nearby residential and commercial development.

A general plan should not be confused with zoning. Zoning is a legal mechanism whereby land is classified according to specific allowed uses, whereas the General Plan is a guide for future growth and development. Zoning should be utilized as a complement to the General Plan and as an implementation tool for the development of the community to reflect the direction and desired urban form outlined in the General Plan. The zoning ordinance is used to implement the vision, goal, objectives and policies of the Quartzsite General Plan.

TOWN VISION STATEMENT

The Town Vision Statement was developed on November 25, 2002 during a public participation workshop. The Vision Statement is a brief description of how community members view the future of Quartzsite. The Vision Statement was developed in order to provide direction for the implementation of the elements of the General Plan. It is as follows:

The Town of Quartzsite is a dynamic, attractive and vibrant community providing for all: job opportunities; adequate housing; medical services; educational opportunities; support for the arts and cultural resources; parks and recreation opportunities; and a healthy environment.

OTHER DOCUMENTS INCORPORATED INTO THE GENERAL PLAN

The following documents are incorporated by reference and considered implementation tools of this Plan:

- Yuma District Resource Management Plan
- La Posa Interdisciplinary Management Plan
- Quartzsite Arizona: No Ordinary Place by Leland Feitz
- Lost Mines and Prospectors' Lore by Bill Keiser

PLAN ORGANIZATION

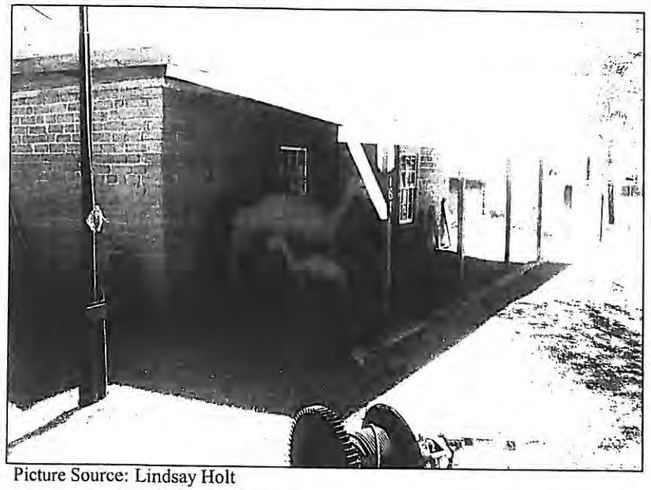
The Plan is organized around the essential themes of the Quartzsite vision, while meeting the State Law requirements for content and scope. The State Law defines the number of elements that are required in the General Plan for Quartzsite. The elements to be included in General Plans are determined by the size of the jurisdiction. Quartzsite, with a population of approximately 3,500 permanent residents is required to include in its General Plan the following elements: a land use element, a transportation element, an open space element, a growth area element, an environmental planning element, a cost of development element, and a water resources element. Municipalities are allowed to add optional elements to facilitate the Town's Vision. Quartzsite has chosen to include a conservation element, a recreation element, a public participation element, a housing element, implementation element, and an economic development element in its General Plan. Following is a table identifying the contents of the Town of Quartzsite 2003 General Plan. Noted within the table is the State required element and where it can be found in the Town of Quartzsite 2003 General Plan. The Town of Quartzsite has grouped several elements into various chapters of the General Plan due to the overlapping areas of concern and content.

Town of Quartzsite 2003 General Plan Chapters	State Required Element	Content
Chapter 1 - Introduction	N/A	Introduction to the Town of Quartzsite General Plan
Chapter 2 - Land Use	Land Use Element	Identifies the general distribution, location, and extent of various and appropriate land uses within the community.
Chapter 3 - Transportation	Circulation Element	Develop and promote a balanced, comprehensive transportation system that provides for the safe, efficient and convenient movement of goods and people.
Chapter 4 – Housing	N/A	Develop standards and programs for housing quality, variety and affordability. Provide for permanent housing.
Chapter 5 – Parks, Recreation & Open Space	Open Space Element	Develop a plan to provide parks, recreation and open space opportunities.
Chapter 6 - Growth Areas	Growth Areas Element	Protect significant open space resources within the Town to compliment the surrounding areas and to guide the location/area of growth.
Chapter 7 – Conservation, the Environment & Water Resources	Conservation Element Environmental Element Water Resources Element	Develop plans to protect natural resources and mitigate impacts on the environment from development. Ensure water quality and adequate capacity that meets the needs of current and future residents.
Chapter 8 - Cost of Development	Cost of Development Element	Identify the fair distribution of infrastructure costs for new development.
Chapter 9 - Public Participation	N/A	Identify means by which the public can be informed and participate in the administration and development of the plan.
Chapter 10 - Economic Development	N/A	To provide the ability for Quartzsite to strengthen itself economically by attracting quality jobs and diverse employment opportunities while ensuring that existing businesses remain strong and viable.

HISTORICAL CONTEXT

Quartzsite is a small desert community with a population of 3,354, situated between mountains dotted with a variety of semi-precious rocks and minerals. Beginning in the mid-1850s, Quartzsite was used as a watering hole by travelers passing through. A few wells in Quartzsite provided for the Tyson's Well Stage Station. Named for Charles Tyson, the Station was a simple adobe building which served desert travelers well into the late 1880s. The original compound was composed of several buildings and was commonly called "Ft. Tyson," although it never served as an actual fort. It did however serve as a US Army stop and may have provided settlers with protection from Indian conflicts.

Figure 1-1: Tyson Well Stage Station



Picture Source: Lindsay Holt

A post office was established at the Fort in 1893, although it only survived for two years. The Fort ultimately became the Oasis Motel.

In 1896, a second post office was established on Moon Mountain Road, managed by postmaster George Ingersoll.

Shortly after the establishment of the second post office, Quartzsite became something of a supply center, with a hotel, butcher shop, general store and quite a few saloons. The name Quartzsite was suggested due to the abundance of that particular rock found in the area. According to one report, the Post Office Department was responsible for misspelling the name "Quartzite", by adding an "s" to the official name.

Quartzsite enjoyed somewhat of a mild boom when the western states were caught up in mining excitement. Although there was some mining activity around Quartzsite in mines such as the Cinnabar, Copper Bottom, Marquita, Moon Mountain and Gold Nugget, most of this activity has since ended. However, there are a number of residents which continue the mining tradition in local mines around Quartzsite.

When the "boom" ended in the early 1900s, Quartzsite's population dropped to well under 100 persons. Fifty-seven people are reported to have voted in

the 1904 election, in which one Wyatt Earp was listed as a candidate for constable. Upon the arrival of the Great Depression, Quartzsite saw an increase in its number of residents. Many men returned to the desert with their picks and shovels in hand and some were able to make a few dollars.

By the early 1960s, the Town population was back down to fifty residents during summer months. However, it was during this same time that the winter population in Quartzsite began to quadruple. Planning for future winter growth became an important issue in Quartzsite and on March 23, 1965, the Quartzsite Improvement Association met for the first time and was incorporated one month later. Members of the Association are accredited with planning for the first official rock and gem show held in February of 1967. By Pow Wow's eighth year, lot spaces were leased out to over 450 exhibitors sixty days before the show opened and some 200,000 people came to visit the gem show.

Since then, Tyson's Well's Stage Station has been restored by the Central Yuma Preservation Society and now functions as a museum. There are various other landmarks located in Quartzsite, but the big attraction is the grave of Hadji Ali (or Hi Jolly as his name sounded to the residents). In 1835, the Governor of Arizona dedicated the pyramid marking the grave of this Arab camel driver. Ali came to Arizona from his native land of Syria as a hired chief camel driver with a number of camels intended to be used by the United States Army as a desert beasts of burden experiment. Unfortunately, the camels were not compatible with the Army's mules and the plan was relinquished in 1864.

It is obvious that Quartzsite has a history rich in tradition which should be preserved for the enjoyment of its future residents. However, until it was incorporated in 1989, Quartzsite had experienced a trend of haphazard and careless planning. This kind of planning has resulted in many residents' homes being built on flood plains and many historical monuments aging quickly with time. The General Plan will allow Quartzsite to preserve its history while adapting to current and future trends by designing elements that takes these issues into consideration.

Land Use Element

Town of Quartzsite General Plan

A.R.S. Section 9-461.07 C.1. – Land Use Element
A land use element that:
(a) Designates the proposed general distribution and location and extent of such uses of the land for housing, business, industry, agriculture, recreation, education, public buildings and grounds, open space, and other categories of public and private uses of land as may be appropriate to the municipality.
(b) Includes a statement of the standards of population density and building intensity recommended for the various land use categories covered by the plan.
(c) Identifies specific programs and policies that the municipality may use to promote infill or compact form development activity and locations where those development patterns should be encouraged.
(d) Includes consideration of air quality and access to incident solar energy for all categories of land use.
(e) Includes policies that address maintaining a broad variety of land uses including the range of uses existing in the municipality when the plan is adopted, readopted or amended.

2 – Land Use Element

The main purpose of the General Plan is to improve quality of life in the Town of Quartzsite through the management of physical development. Goals, objectives and policies established in other various Elements of the General Plan express the Town's desire for improved aesthetic design, manageable levels of traffic and noise, the enhancement of parks and recreation, economic development, etc. The direction of growth and the pattern of land uses affect the quality of life in the Town of Quartzsite. The Land Use Element is the one Element that has a direct impact on the other Elements of the General Plan, and it will serve as the central framework for the entire Plan.

The Land Use Element will establish a coherent pattern and general distribution of residential, commercial and industrial development which promotes compatibility amongst the varying land uses. A Land Use Map was formulated to provide a mechanism to direct growth and development in an orderly manner. The Land Use Element does not attempt to restrict growth, but rather, it guides growth to appropriate areas in order to prevent the environmental and fiscal impacts on the Town and its residents. This Element will also provide a means to estimate and coordinate future service needs for infrastructure and utility improvements. The existing land use pattern was taken into consideration and it will be retained as much as possible.

This element is structured in the following format: the Background and Existing Conditions section contains a review of demographic changes within the Town of Quartzsite from 1990 and 2000 as well as the growth and development patterns in the existing encompassing region. The section entitled Land Use Issues explores the current land use concerns regarding The Town of Quartzsite as it continues to develop through build-out and beyond. The Evaluation and Analysis section discusses population and development projections for the Town and a description of each land use designation included in the Land Use map. The Goals, Objectives and Policies, describe "what" the Town wishes to achieve for future development. The Action Plan identifies a list of projects to achieve these goals.

2.1 BACKGROUND AND EXISTING CONDITIONS

Although Quartzsite has a long history dating back to the mid-1850's, the Town was not incorporated until 1989. Much of the land uses that currently exist today were developed prior to the Town's incorporation. The existing limits of the Town of Quartzsite encompass thirty-six square miles, but a vast majority (approximately 19,360 acres/30.25 square miles) is contained in permanent open space land controlled by the US Bureau of Land Management (BLM). "Urban" development is primarily contained in a 3.75 square mile area bounded by Tyson Street on the north, Kofa Avenue on the west, and Plymouth Avenue on the east. The public land managed by BLM is within the La Posa Planning Area.

2.1.1 LA POSA PLANNING AREA

The La Posa Planning Area is located within both La Paz and Yuma Counties, with its focal point being the Town of Quartzsite. The planning area is approximately 798,700 acres and includes the La Posa Long Term Visitor Area (LTVA) and many heavily used short-term camping areas. This area receives several million visitor days of use each year. Many of the visitors come to the area during the mild winter months and depend on facilities and services in the Quartzsite area.

LA POSA LONG TERM VISITOR AREA (LTVA)

Due to the increase in winter visitors and the need to protect the natural environment, LTVAs were created in 1983. There are eight LTVAs in California and Arizona. The LTVA located two miles south of Quartzsite currently encompasses 11,400 acres and is outfitted with basic sanitary facilities. Also provided in the LTVA are trash containers, a water station, dump stations, contact stations, roads and telephones. Short-term permits are sold for $20 and are valid for a seven day period and long term permits cost $100 and are valid from September 15 to April 15. Camping is also allowed in five designated 14-day camping areas. Many of the 14-day camping areas are popular for localized events, but they do not contain facilities such as those provided in the LTVA. The 14-day designated camping areas include:

Dome Rock Mountain Camping Area (Dome Rock)
Road Runner Camping Area (Mile Marker 99)
Scaddan Wash Camping Area (Southeast Section)
Plomosa Road Camping Area
Hi Jolly Camping Area (Mile Marker 112)

The popularity of the camping areas in the La Posa Planning Area and the amount of winter visitors that come to the Quartzsite area have a tremendous impact and

demand on the Town of Quartzsite. Indeed much of the land within the urbanized portion of Quartzsite is dedicated to recreational vehicle parks and other land uses that cater primarily to the travelers. However, during the summer months, many of the existing land uses are not able to support the permanent population. This General Plan Land Use Element examines issues affecting the year-round population but focuses primarily on the needs and issues of the permanent (summertime) residents.

2.1.2. DEMOGRAPHIC TREND

The decennial Census information provides us with important considerations regarding the growth of certain populations and homeownership. The Town of Quartzsite is the largest town in La Paz County and has seen significant change over the last decade. From 1990 to 2000, the population increased by eighty-three percent. The table below shows the demographic change over the last decade.

Population	**1990**	**2000**	**Race & Ethnicity**	**1990**	**2000**
Total	1,833	3,354	White	1,824	3,169
Under 18	316	191	Black	0	8
18 to 64	1,037	1,320	American Indian	9	39
65 +	480	1,843	Asian	0	9
Median Age	62	66.5	Other	0	129[1]
			Hispanic Origin	105	169
Housing	Average Persons per Occupied Unit			1.93	1.81
Dwelling Units	2,296	3,186	Vacancy-Rent	48	51
Occupied Units	968	1,850	Vacancy-Own	29	60
Families	615	1,176	Vacancy-		
Households	820	1,850	Seasonal Use	1,219	1,058

[1] - Includes individuals who identified Two or More Races (40), Other Race (87) and Pacific Islander (2)
Source: US Census 2000

HOMEOWNERSHIP

Homeownership during this same ten year period in Quartzsite increased dramatically, by 193%. The extremely low vacancy rate (as shown on the table above) also reflects the fact the homeownerships rates have risen. This suggests that there is a need to develop more residential areas. Indeed, several people at the public workshops and respondents to the public survey distributed have expressed a need for more permanent single family residential developments.

AGE

The population of Quartzsite is aging. The median age in 1990 was 62 years, in 2000 it was 66.5. The 65 + population during this time grew by 384%. This indicates that Quartzsite may have a need for elderly and retirement housing and medical care facilities. The Planning Commission has expressed a desire to bring in more families and diversify the population age cohorts. The creation of affordable single family homes would certainly attract younger families. In the meantime, however, this Land Use Element will focus on the demands of the existing population base in near-term goals, policies and objectives.

2.2 LAND USE ISSUES

Study sessions were conducted through various public meetings with the Town Planning Commission and Town Council. Various issues were identified by the public and are outlined in this section along with other land use issues that might affect the growth and development of the Town.

2.2.1 ANNEXATIONS OF FUTURE GROWTH AREAS

In January of 2003, the Quartzsite Town Council passed a resolution to annex three miles to the north and east of the current Town limits. This additional land area would provide room for new industrial park sites and a possible airport site. Land surrounding the Town limits is public land managed by the Bureau of Land Management (BLM). This land may be purchased from the BLM under strict guidelines. More detailed discussion of future growth areas can be found in Chapter 6 of this General Plan.

Recreation and Public Purposes Act
This law is administered by the BLM. It authorizes the sale or lease of public lands for recreational or public purposes to State and local governments and to qualified nonprofit organizations and applies to all Public Lands, except lands within national forests, national parks and monuments, national wildlife refuges, Indian lands, and acquired lands. Examples of typical uses include historic monument sites, campgrounds, schools, fire houses, law enforcement facilities, hospitals and parks.

Land will be required to be leased first by applicants in order to assure that approved development takes place before a sale is made and a patent is issued. According to the BLM, "Any State, State agency or political subdivision of a state may purchase for recreation purposes up to 6,400 acres annually, and as many small roadside parks and rest sites, up to 10 acres each, as may be needed." An additional 640 acres may be acquired annually for public purposes other than recreation.

Land may be conveyed for recreation or historical monument purposes at no charge. Likewise, governments may lease land for recreational purposes without a charge. Otherwise, public agencies may purchase or lease land by two alternative pricing methods. The first is by special pricing schedules. The rental or purchase of land that will not be government-controlled, used for government purposes or serve the general public does not qualify for special pricing and must be leased or purchased by regular pricing, which will be one-half of fair market value. The chart below, taken from the BLM pamphlet entitled, "Recreation and Public Purposes Act", summarizes the pricing schedule:

CONVEYANCES

Proposed Use	Governmental Entities	Nonprofit Entities
Recreation and Historic Monument Purposes	No Cost	50% of FMV, except only 10% discount may be applied if use is restricted
Special Pricing Program Uses	$10 per acre, with a $50 minimum per transaction	50% of FMV, except only 10% discount may be applied if use is restricted
Regular Pricing Program Uses	$10 per acre, with a $50 minimum per transaction	50% of FMV, except only 10% discount may be applied if use is restricted

LEASES

Proposed Use	Governmental Entities	Nonprofit Entities
Recreation Purposes	No Cost	50% of FMV, except only 10% discount may be applied if use is restricted
Special Pricing Program Uses (includes historic Monument purposes)	$2.00 per acre per year rental, with a $25 per year minimum per transaction	50% of FMV, except only 10% discount may be applied if use is restricted
Regular Pricing Program Uses	50% of FMV, except only 10% discount may be applied if use is restricted	50% of FMV, except only 10% discount may be applied if use is restricted

Lease periods may be for any length of time, not to exceed twenty years for nonprofit entities and twenty-five years for governmental entities. To obtain a lease, applicants must adhere to a development and management plan, reasonable use charges for the facility and nondiscrimination laws in accordance with Title VI of the Civil Rights Act of 1964. Anyone interested in submitting an application must first have a

consultation with the local BLM office prior to submitting an application. Application requirements will be reviewed at the time of the consultation.

2.2.2 AREAS FOR SINGLE AND MULTI-FAMILY AFFORDABLE HOUSING

The Town of Quartzsite has experienced some growth since its incorporation more than a decade ago. As Quartzsite continues to grow, the need for all types of residential development is becoming of vital importance. Survey questionnaires were made available to the Town's residents and 72% of the respondents expressed a need for various forms of permanent housing. A majority of those identified low cost housing as a priority. Other housing types identified were condominiums, apartments, retirement housing, single family housing, and manufactured homes. During various public meetings, several attendees also expressed an interest in purchasing permanent homes in Quartzsite and expressed concern about the lack of available housing or sites available for residential development. Various suggestions were made by the public concerning potential locations for residential development. Those suggestions were incorporated into the Land Use Map show as Exhibit L-3 at the end of this chapter.

2.2.3 ESTABLISHMENT OF A 24-HOUR HEALTH CLINIC

Results from the Community Survey Questionnaire sent out to residents of Quartzsite in May of 2002 showed that 18 percent of the respondents were interested in a health clinic or hospital open twenty-four hours a day. The nearest medical facility is located approximately 30 minutes by automobile west of Quartzsite. The increase in the median age of Quartzsite's population from 62 to 65 in a 10-year period reinforces the need for a health clinic. Land surrounding the existing clinic is sufficient in size to accommodate an expansion and its location within the Town's current area of development and right off State Route 95 make an expansion much more feasible than actual new construction.

2.2.4 PARKS AND RECREATION

Many residents also identified the need for more parks with shaded areas as shelter during the hot summer months. A recreational center, golf course and skate park were also identified by respondents of the community survey. These areas can be connected by a system of bikeways and walking paths to further increase recreational opportunities and to enhance the overall quality of life in the Town of Quartzsite.

2.2.5 VISITOR ACCOMMODATIONS

For a good share of every year (nearly six months) there are more temporary residents than permanent Quartzsite dwellers. Special planning efforts are, therefore, necessary to cater to visitor population needs. Longer term facilities with conveniences may be

removed somewhat from the main arterials; however, access for sanitation and trash removal vehicles should be directly available to collector streets – without creating traffic on residential streets. Larger trailer or recreational vehicle parks should include on-site recreation space and pathway connections as well as the buffering screening required between all transient residential areas and permanent housing.

2.2.6 TOWN AIRPORT

The community survey sent out in May 2002 specifically asked if the residents saw the need for a Town Airport. The survey resulted in 40% of the respondents expressing the need for an airport. Additional discussion can be found in the Transportation Element portion of this General Plan. This Land Use Element sets aside location for an airport by way of a heavy industrial district to allow for greater flexibility in the highest and best use for the land.

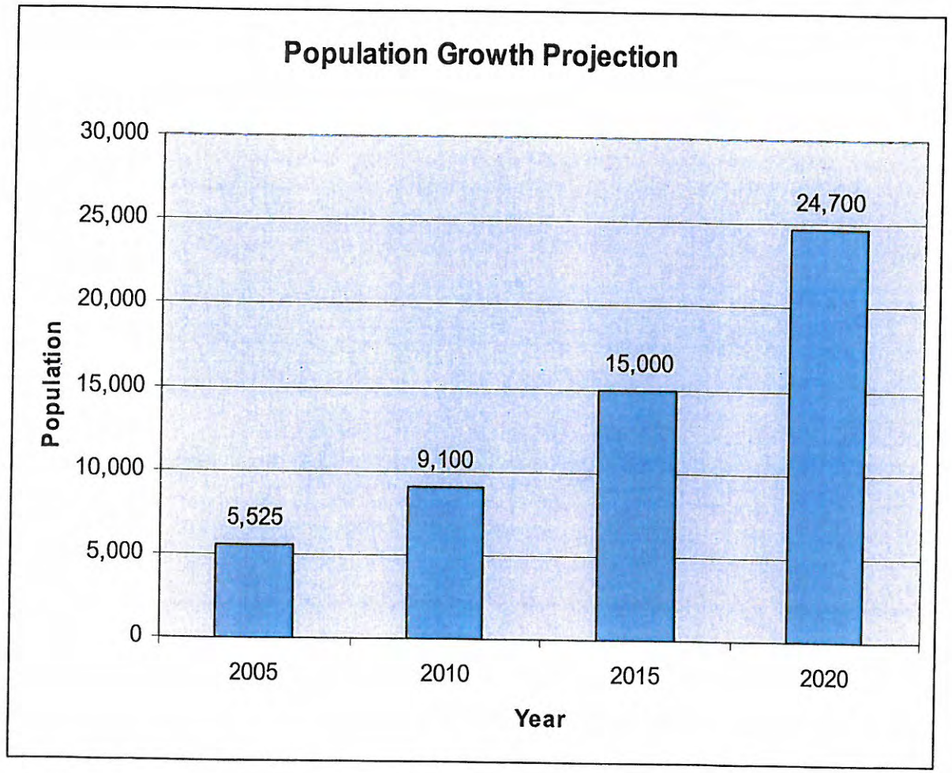
2.2.7 ESTABLISHMENT OF AN INDUSTRIAL PARK

In order to sustain a viable permanent population to support and complement the visitor population, more long term employment opportunities are needed. Some residents have expressed the need for an establishment of an industrial park to attract large scale business which means more employment opportunities. Indeed, the intersection of two important transportation corridors make Quartzsite an ideal place for industrial parks, warehousing facilities, and distribution centers. The Land Use Map shown as Exhibit L-3 at the end of this chapter designates specific districts for light industrial land uses that are easily accessible from both Highway 95 and Interstate 10.

2.3. EVALUATION AND ANALYSIS

The total permanent population is important in determining densities and land use distribution. The Town's Vision Statement which was established as part of various community workshops projects Quartzsite's population at approximately 25,000 persons in the year 2020. An exponential interpolation of the population at five-year intervals is shown in Exhibit L-1. If Quartzsite's future permanent population were to be situated within the Town's current urbanized boundaries, the density would not exceed one person per acre. However, most of the residentially-zoned parcels within the Town's urbanized boundaries is developed with RV parks, and in actuality, the Town's permanent population is confined to a few acres. Therefore, the Town's residential density in the year 2020 would be high. It is clear that additional land must be made available to accommodate the future population of Quartzsite. However, great care should be taken in order to minimize urban sprawl.

EXHIBIT L-1


Population Growth Projection
30,000
25,000
20,000
15,000
10,000
5,000
0
Population
5,525
9,100
15,000
24,700
2005
2010
2015
2020
Year

Another guiding factor in establishing the spatial relationship between various land uses is building intensity. Building intensity is defined as a quantitative measure of the concentration of a specified use as it relates to the amount of physical development allowed. In residential areas, the concentration of use (and hence, density) can be guided by controlling the maximum number of dwelling units allowed per acre. In commercial areas, the floor area ratio, or the relationship of the building floor area compared to the total land site area, is a useful measure for the concentration of use.

Intensity can be further expressed based on variables such as height and building mass/bulk limitations. Building intensity standards should also include permitted land uses, building types, and concentrations of use. The Town's Land Use Element takes all of these factors into consideration in determining the appropriate population densities and building intensities to accommodate future growth, but policies controlling building intensity are contained within the Town's Zoning and Building Codes. The standards for building intensity within the Town's General Plan are primarily expressed in terms of the maximum percentage of a lot or parcel that may be covered by buildings or structures, and secondarily by the maximum height allowed to the buildings or structures within each land use designation.

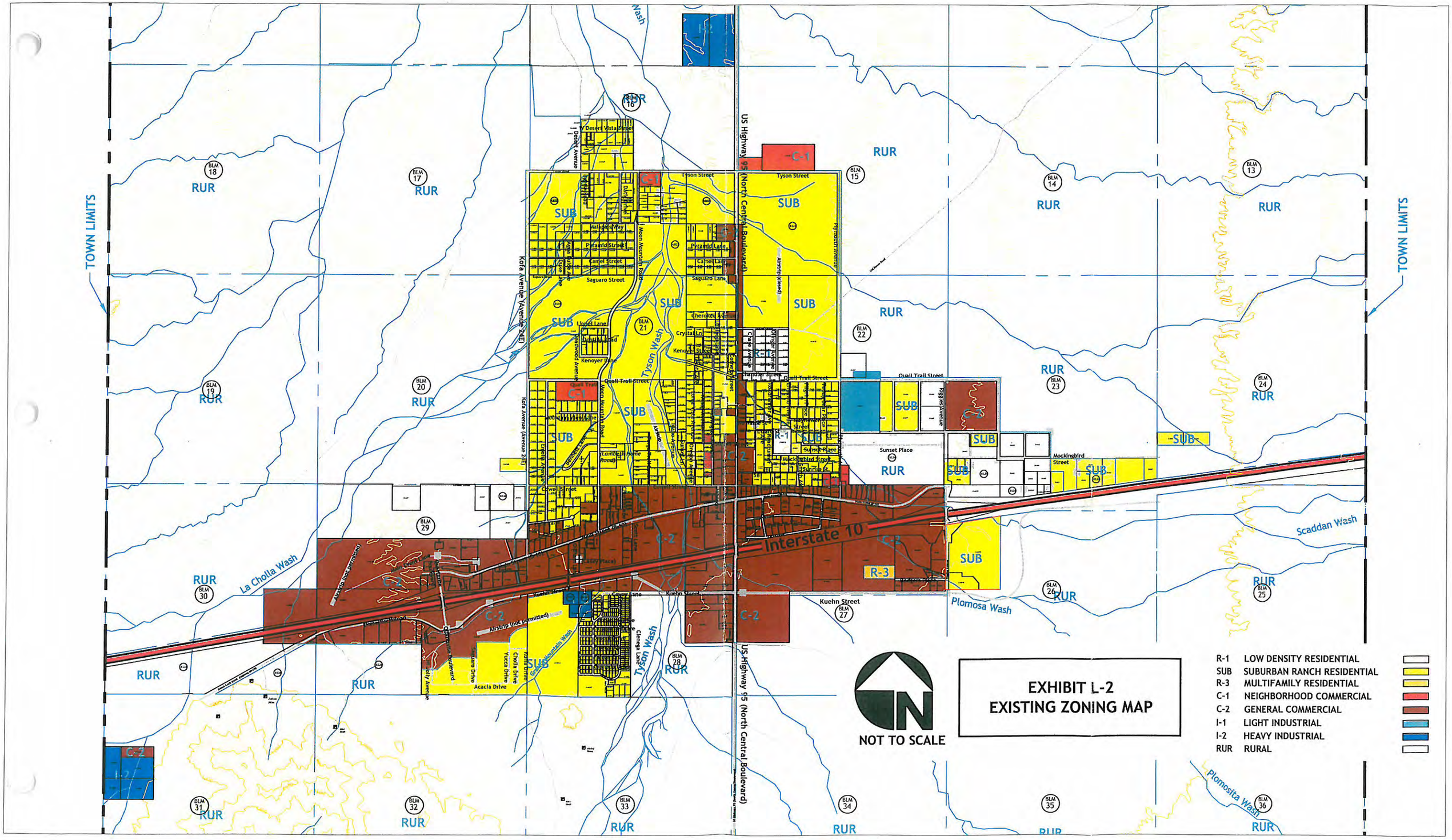
2.3.1 LAND USE CATEGORIES

The Town of Quartzsite is, in some ways, spatially divided into four quadrants bisected east/west by Highway 95 and north/south by Interstate 10. Although there is no indication of cultural or economic segregation, these two roadways act as physical boundaries to the neighborhood uses around them. As the Town grows and as traffic along Highway 95 increases, isolation of the quadrants will become more apparent. This is important because it will determine the location of particular land uses after the intended users have been identified.

The Town's Zoning Map (refer to Exhibit L-2 on the next page) currently identifies only four land use categories: rural, residential, commercial and industrial in various densities. Economic growth is one of the issues identified in various public meetings, and diversity in land use categories will promote economic development and self-sustainability. As such, areas should be set aside for open space, public/semi-public, and professional offices.

RESIDENTIAL

This Element only discusses residential uses in its spatial relationship to other land uses; the Housing Element contains detailed discussion of the need and supply of residential uses in the Town of Quartzsite. Approximately two-thirds of the land within Quartzsite's developable area is dedicated to residential neighborhoods. One


TOWN LIMITS
RUR
SUB
C-1
C-2
R-1
R-3
I-1
I-2
Interstate 10
US Highway 95 (North Central Boulevard)
Kofa Avenue (Avenue 24E)
Tyson Wash
La Cholla Wash
Plomosa Wash
Scaddan Wash
Plomosita Wash
Tyson Street
Quail Trail Street
Kuehn Street
Sunset Place
Mockingbird Street
Saguaro Street
Saguaro Lane
Pyramid Street
Pyramid Lane
Camel Street
Cherokee Avenue
Kenoyer Lane
Lambeth Home Road
Airstrip (lock permitted)
Acacia Drive
Cholla Drive
Yucca Drive
Cottonwood Avenue
Palm Avenue
Desert Vista Street
Plymouth Avenue
Chandler Street
Cowell Street
Clarence Lane
Moon Mountain Road
Sunrise St.
Kofa Avenue (Avenue 24E)
BLM 13
BLM 14
BLM 15
BLM 16
BLM 17
BLM 18
BLM 19
BLM 20
BLM 21
BLM 22
BLM 23
BLM 24
BLM 25
BLM 26
BLM 27
BLM 28
BLM 29
BLM 30
BLM 31
BLM 32
BLM 33
BLM 34
BLM 35
BLM 36
NOT TO SCALE
EXHIBIT L-2
EXISTING ZONING MAP
R-1 LOW DENSITY RESIDENTIAL
SUB SUBURBAN RANCH RESIDENTIAL
R-3 MULTIFAMILY RESIDENTIAL
C-1 NEIGHBORHOOD COMMERCIAL
C-2 GENERAL COMMERCIAL
I-1 LIGHT INDUSTRIAL
I-2 HEAVY INDUSTRIAL
RUR RURAL

of the main concerns raised during various community workshops is that the Town of Quartzsite retain its low density characteristics.

Population density can best be expressed as the relationship between the number of dwelling units per acre and number of residents per dwelling unit. This relationship between the number of dwelling units per acre and the number of residents per unit plays an integral role in the spatial relationship between land uses. As population density increases, the need for certain land uses such as schools and medical facilities must be provided within greater proximity to concentrations of residential population.

Because population density needs will differ from one land use category to the next, this Land Use Element defines standards of population density for each of the residential land use categories. The combination of these densities creates a balance that will be needed in addressing future housing and service needs. The following units per acre for each of the land use designations can be expressed in terms of persons per acre as outlined below.

Standards For Population Density

Land Use Category	Units per Acre	Persons per Acre
Rural Residential This district is mainly intended for low-density residential development and limited agricultural usage and further intended to constitute a "holding" district to retain less developed land until the appropriate development time. Much of Quartzsite's land outside of the development area will remain rural until it is needed for future development.	.50 to 1.0	Up to 10
Suburban Ranch (SR) This district is intended for low density residential development consisting of all types of residential dwelling units along with appropriate community facilities.	1.1 to 6	10 to 25
Medium Density Residential This district is intended for low to medium density residential development of all types of residential dwelling units along with appropriate community facilities.	6.1 to 8	25 to 40

High Density Residential This district is intended to promote and preserve residential development consisting of conventional single family, two-family and multi-family dwelling units along with the appropriate community facilities.	8 to 30	40 to 108

COMMERCIAL

Commercial land uses often have a symbiotic relationship with residential land uses. Commerce provides services to the residents and in turn residents provide the necessary labor force and a portion of the market. Visitor-serving businesses are also essential in generating sales tax revenue. The Town's commercial core is primarily located along the State Route 95 and Interstate 10 corridors.

Neighborhood Commercial (C-1)
Commercial land uses, in general, account for less than fifteen percent of the Town's land and are primarily located along Interstate 10 (on Main Street and Kuehn Street). Neighborhood commercial land, however, is virtually nonexistent, accounting for less than three percent of the Town's total land area. Desert communities similar in size retain at least ten percent of their land area for neighborhood commercial uses.

Neighborhood commercial use can best be described as land uses that primarily serve the local community. Such services include daycares, laundromats, beauty parlors, automotive shops, grocery stores, bakeries, etc. Very few of the existing commercial businesses cater to the needs of the local residents. Although the free market may not currently warrant the development of these services due to the low population base of the community during summer months and hindering economy, business development can be subsidized and encouraged through establishment of Town Programs. The Town should restrict neighborhood commercial land uses to parcels directly located on arterial streets, and whenever possible, neighborhood commercial uses should be located at the intersection of two arterial streets.

General Commercial (C-2)
General commercial land use accounts for approximately twelve percent of the Town area and, again, is primarily located along the Interstate 10 corridor. General commercial land use can best be described as land uses that serve a broader or more regional market base. Such services include fast food franchises, mini-marts, motels, banks, department stores, etc. Some types of general commercial land uses such as department stores may not be feasible for the Town of Quartzsite until the permanent population base reaches a certain threshold. However, commercial land uses that cater

to the travelers on I-10 are more appropriate for Quartzsite. A more detailed discussion of strategic planning in attracting and promoting the Town's commercial land uses can be found in the Economic Development Element portion of this General Plan.

The Town of Quartzsite is situated in a strategic location in Arizona. It serves as a gateway into the region from southern California. Near-term and long-term development policies should focus on this broad, traveler market base as well as the Town's visitor population. Development standards for the desirable land uses should be designed as flexible and unrestrictive without impacting good planning practices. General commercial land use designations should continue on the main corridors in an effort to maintain orderly growth and preserve residential privacy.

INDUSTRIAL

Industrial land use accounts for a minimal portion of the Town and is located at various locations in Quartzsite. Industrial uses are vital for any municipality's economic development and can potentially be the most powerful revenue source in the community. The most obvious contribution comes in the form of jobs and economic reinvestment into the community. Unfortunately, less than one percent of the total land area within the Quartzsite's Town limits is designated to industrial development. Industrial use is described as a heavier land use that requires a greater land area and primarily serves a market from a regional base to an international base. These uses may include truck scales, manufacturing, processing, distribution centers, canneries, rail warehousing, etc. There are currently a few industrial businesses in the community.

Industrial developments should be encouraged along major transportation routes. The preservation of land for these uses should be a major goal and intent of the Town's General Plan. This will ensure feasibility of new development. The establishment of a buffer zone between residential land use and industrial land use, as well as between neighborhood commercial land use and industrial land use is of equal importance. Such buffer zones may be fulfilled through open space areas or development standards that will establish setbacks that will not minimize the profitable use of the land.

Light Industrial

This district is intended to promote light industrial uses which promote an environment conducive to research and development, fabrication and assembly, research institutions, and administrative facilities. Performance standards should be established in the Zoning Code as it pertains to fire and explosion hazards, radioactivity and electrical disturbance, noise and vibration impacts, smoke, dust, fumes, contaminants, odors, toxic gases, and emission of heat and glare.

Heavy Industrial
The purpose of a heavy industrial district is to provide for the development of industrial uses which include fabrication, manufacturing, assembly or processing of materials that are already in processed form, wholesaling and warehousing. Performance standards for the heavy industrial district should be more lenient than the standards for light industrial, but provisions should be established in the Zoning Code to ensure that other land uses are impacted minimally.

OPEN SPACE

A detailed review of the need and demand for open space is further discussed in the Open Space Element. This section of the Land Use Element discusses the locational characteristics of Open Space uses as it relates to other land uses.

The Town of Quartzsite is surrounded by vast expanses of open space and public land. Open space within the Town limits, however, is confined to Town Park and a portion of the Quartzsite School District which is used for field game activities. Recreational use, however, is only one land use designation under the open space category. Areas can be preserved as open space for safety purposes and for conservation purposes as well.

Recreation
The demand for Open Space land use in the Town of Quartzsite primarily derives from the need for recreational services. The school property and Town Park provide Quartzsite with limited recreational opportunities. The school site is restricted to school-related activities. This leaves only the Town Park land as available for outdoor recreational activities. These are, again, limited given the distance from certain residential areas.

Safety
The second largest demand for open space land use can be attributed for safety purposes. Landscaped open space areas are an excellent development tool for the provision of buffer zones (to mitigate any safety concerns) between incompatible land uses. Other safety concerns may require uses that are restricted to zero development or improvements such as along dangerous transportation corridors.

Identification of floodplains and other geologic hazards also warrant the need for open space designations. Again, this is done to restrict any development in areas that may be considered a hazard in the near or long term development of the community.

Preservation
The third largest demand for open space designation is for the preservation of cultural resources. Open space land use for preservation purposes can mostly be attributed to communities that have natural resources such as bays, washes, historical trails, etc. In

Quartzsite's case, open space land use for preservation purposes may not be as apparent but is nevertheless equally important. The community's desire to maintain its small town character can utilize open space land use designations as their principal tool in growth management. Although growth is welcomed, the Town should have a well designed plan as to where and by how much the Town would like to concentrate their growth. Open space designations into new annexations can preserve vast land areas for agricultural and farming purposes – attributes that are considered an asset by many metropolitan areas.

PUBLIC/SEMI-PUBLIC

This Element discusses public uses in its spatial relationship to other land uses; discussion of the need and supply of public facilities in the Town of Quartzsite may be warranted under a more detailed strategic plan. There are several sites containing public or semi-public facilities, but none are specifically designated for public facilities, amenities, or services. These sites are designated for educational services, recreational services, recreational amenities, etc. Specific areas should be set aside for community facilities and whenever possible, community facilities should be grouped together in an accessible location.

SCHOOLS

Public education facilities in the Town of Quartzsite are limited to an elementary school system but for school aged children up to the eighth grade. Public High School education is provided in Salome located approximately thirty minutes from the Town limits. Most rural communities of similar characteristics are able to support a High School system once they reach the 3,500 population threshold. Clearly there is not a high enough demand to warrant the development for a local High School in the Town of Quartzsite. This threshold is certainly foreseeable within the next ten years. College education is provided at a regional level through the Arizona Western College in Yuma with an external campus in the City of Parker. Designation of land area specifically set aside for community facilities such as schools can be used as an incentive to provide another external campus for Arizona Western College.

COMMUNITY FACILITIES

The Town of Quartzsite has a number of community facilities. There is currently a Town Hall which houses the Town government, the Police Department and Town Library. The Town of Quartzsite also has a Fire Station, a Senior Center, Community Services Building, La Paz County Justice Court and a post office. These facilities are located in various parts of Town, but three of the facilities (La Paz County Justice Court, Town Hall and the Community Services Building) are located adjacent to each other on Plymouth Avenue at Quail Trail Street. A stronger definition is needed to increase the image and visibility of the civic center area.

Medical services are provided through Palo Verde Hospital in the City of Blythe, California which is approximately 45 minutes by automobile. As stated earlier in this chapter, many of the Town's residents have expressed the need for medical care facilities in the form of a 24-hour clinic. An ideal and logical location would be the fire station.

PUBLIC UTILITIES

The Town of Quartzsite owns and operates its own water and wastewater facilities. Existing locations hold enough adjacent publicly owned land for expansion needs. Capacity, however, is not an issue of concern in regards to these facilities. Similar to other water facilities in the region, water treatment has long been an expensive responsibility, and system upgrade has long been a continuous demand placed on local communities. This may be one of the highest financial burdens faced by all desert communities alike.

ADMINISTRATIVE/PROFESSIONAL OFFICES

There are no sites specifically set aside for administrative and professional offices in the Town of Quartzsite, but the need for such spaces will exist once the Town reaches its target population in the year 2020. A district should be identified to provide for development of low-intensity administrative and professional offices and related uses. An ideal location would be along the proposed extension of Riggles Road (as recommended in the Transportation Element). This would coincide with the visual corridor of the civic center and allow for easy access from Interstate 10.

2.4 GOALS, OBJECTIVES AND POLICIES

Goal: Encourage development of compatible land uses to promote and enhance the livability of the community while providing for adequate housing, a quality physical environment, and the protection of unique habitat areas.

Objective: Utilize the Town's development code and zoning ordinance as tools to minimize incompatible land uses and improve environmental quality and public safety.

Policy: The Town shall require consistency between the Town's zoning regulations and the General Plan.

Policy: As a general rule, spot zoning shall be discouraged.

Policy: Appropriate buffer zones, at least 300 feet in width, shall be provided between single family residential areas and commercial or industrial zones.

Policy: Heavy commercial and industrial uses shall be restricted to designated truck routes only.

Policy: Prevent residential development within natural drainage courses (Desert Washes) and within other areas identified as being subject to flooding.

Goal: Promote and encourage an efficient land use development pattern, with new development taking place within or adjacent to the existing urban development area, where Town water and sanitarv sewer facilities are available.

Objective: The Town shall promote development where resources and infrastructure are in place.

Policy: Discourage new development in outlying undeveloped areas which would result in inefficient utilization of water and sewer facilities.

Policy: Deny zone change requests and general plan amendment requests for residential development projects located outside the defined 2020 urban development boundary.

Objective: Promote cost efficient and logical expansion of infrastructure consistent with the General Plan.

Policy: The Town shall achieve a planned rate of growth consistent with the Town's ability to provide public services.

Policy: Ensure all properties within the existing urban development area have Town water and sewer availability by July 1, 2008.

Policy: Coordinate infrastructure financing and improvements with existing and projected development activity.

Policy: The Town shall encourage annexation in areas beneficial to the community.

Policy: Promote public and private coordination in a timely and financially sound infrastructure expansion.

Goal: Establish business district planning areas where economic activities are maintained, expanded, and promoted.

Objective: Promote new retail development, and encourage existing businesses to expand within a defined downtown core area.

Policy: Establish water and sewer service within the defined downtown area by July 1, 2005.

Policy: Locate new government buildings within the downtown core area when feasible, to increase convenience for the public and create pedestrian activity downtown.

Policy: Establish a fast track permit process for commercial building permits in order to encourage commercial development within the Town.

Policy: Assist existing businesses in these areas with their expansion plans through technical assistance efforts.

Goal: Establish business district planning areas where economic activities are maintained, expanded, and promoted.

Objective: Develop permanent major commercial retail and service uses at the East and West interchanges of Main Street and Interstate 10.

Policy: Encourage location of a Wal-Mart or similar major discount retailer East of the Riggles Road interchange.

Policy: Encourage location and development of restaurants and motels at or near these interchanges.

Goal: Construct a Town owned public airport north of the wastewater treatment plant and west of State Route 95.

Objective: Provide a facility for emergency medical flights utilizing fixed wing aircraft that will serve Town residents in need of urgent emergency medical evacuation by air.

Objective: Establish an industrial park for clean light industry adjacent to the Town Airport.

Policy: Extend Town water and sewer services to the proposed airport industrial park.

Policy: Protect the airport runway approaches and clear zones from encroachment development.

Goal: Support the development and expansion of recreational vehicle parks in commercial zones.

Objective: Assure sufficient, affordable vehicle parking to winter visitors that is convenient, safe and well-kept.

Policy: Zone appropriate areas along the Main Street and State Highway 95 corridors for recreational vehicle park development.

Policy: Ensure newly developed recreational vehicle parks provide for a wide range of recreational vehicle types and sizes.

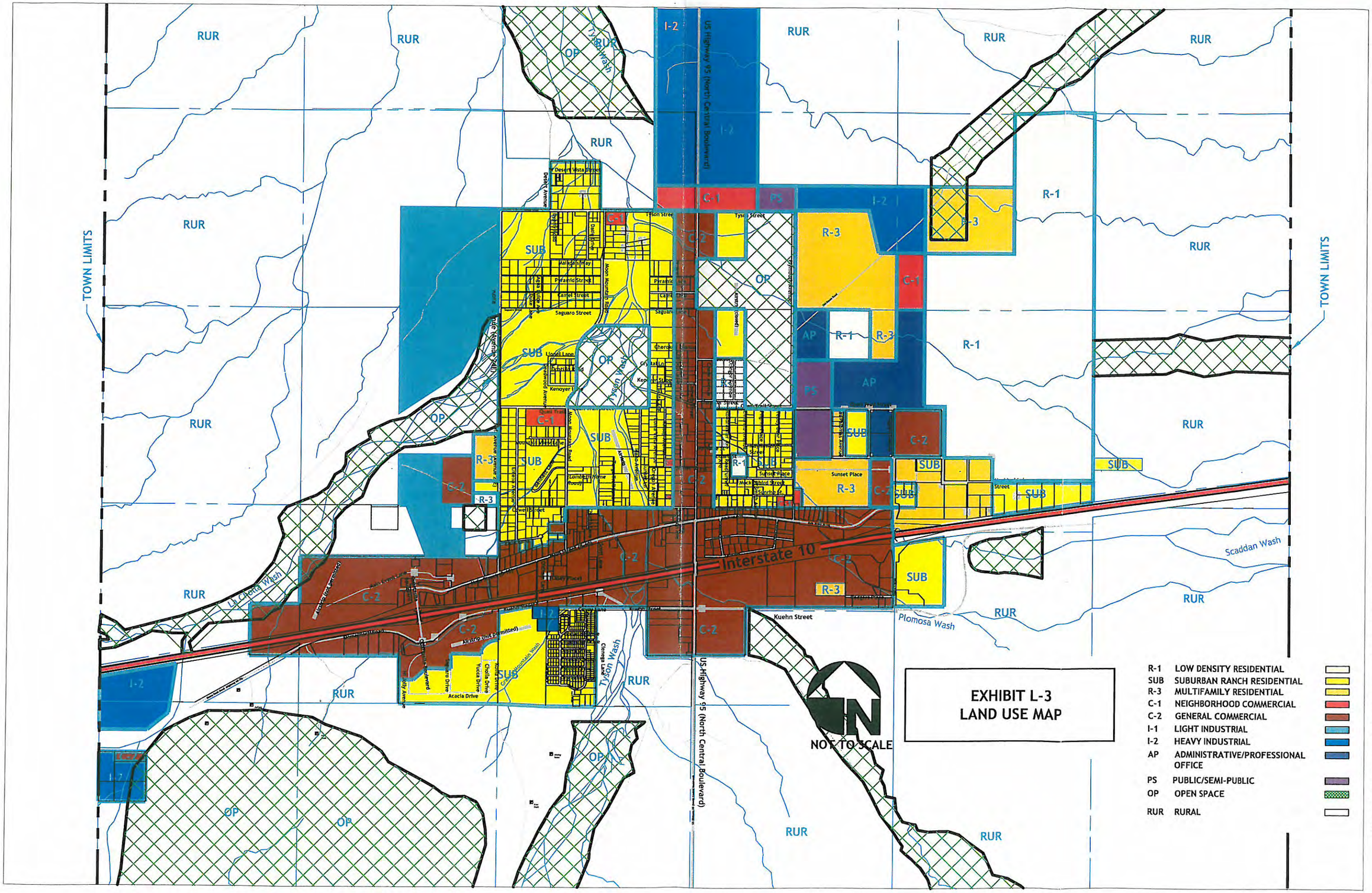
Policy: Encourage newly developed recreational vehicle parks to provide amenities such as clubhouses, swimming pools, and other facilities in order to encourage visitors to stay in the Town of Quartzsite for an extended period of time.

2.5 ACTION PLAN

Regulatory measures must be initiated to ensure the Land Use Element's purpose will be implemented during the planning period. The Quartzsite Zoning Code is the primary tool for implementing and enforcing the provisions of this Land Use Element. These two documents must be consistent with each other, and any changes in zoning designation or Zoning Code must be consistent with the Land Use Map (shown on the following page as Exhibit L-3) and the policies established in this Land Use Element.

As the goals, objectives and policies of various Elements such as the Transportation and Growth Area Elements are implemented, the Town should periodically refer to this

section and the Land Use Map to ensure that land use designations are consistent with actions taken. In addition, the Town should refer back to this Land Use when an applicant is requesting a zone change for a particular piece of land. The boundaries shown on the Land Use Map are general locations and can be adjusted accordingly as the need arises but should be generally consistent with the surrounding land uses to minimize conflict and impact.



CADFILE O:\Cities\Quartzsite\Maps\traffic count map\ZONE MAP\Layout EXHIBIT L-2

Transportation Element

Town of Quartzsite General Plan

A.R.S. Section 9-461.05 C.2. – Circulation Element
A circulation element consisting of the general location and extent of existing and proposed freeways, arterial and collector streets, bicycle routes, and any other modes of transportation as may be appropriate, all correlated with the land use element of the plan.

A.R.S. Section 9-461.05 E.3. – Circulation Element
The circulation element shall also include recommendations concerning parking facilities, building setback requirements and the delineations of such systems on the land, a system of street naming and house and building numbering and other matters as may be related to the improvements of circulation of traffic. The circulation element may also include a transit element showing a proposed system of rail or transit lines or other mode of transportation as may be appropriate.

A.R.S. Section 9-461.05 E.9. – Bicycle Element
A bicycling element consisting of proposed bicycle facilities such as bicycle routes, bicycle parking areas and designated bicycle street crossing areas.

3 – Transportation Element

Quartzsite has experienced rapid growth over the past several decades. It has large amounts of vacant developable land, indicating likely significant future growth. Several developed areas such as the Main Street corridor, offer substantial opportunities for development and redevelopment. All of this growth increases demand for transportation infrastructure. Quartzsite's positioning as a significant crossroads in southwestern Arizona, at the junction of State Route 95 and Interstate 10, also places emphasis on the Plan's Transportation Element.

Transportation systems including roadways, trails, pedestrian facilities, and airports affect any town's physical, economic and social environment. The layout and distribution of the transportation system is one of the major influences to physical settlement and development arrangements in any town. Its design, location, and constituent modes can beneficially and adversely impact Quartzsite's air quality, environmental noise, community appearance, community cohesion and quality of life. Economic development also requires a logical transportation circulation system in moving and distributing materials, products and employees.

This Transportation Element provides a coordinated road, transit, and bikeway system designed to work with the location of homes, businesses, and other land uses shown in the Land Use Element, Chapter 2 of this General Plan. The General Plan encourages multiple modes of travel, keeping options open for future action, building multi-use facilities, and keeping costs low for any individual project.

This Element is divided into four sections. The Background and Existing Conditions section provides a brief overview of the situation and status of the different modes of transportation within the Quartzsite area. The Evaluation and Analysis section identifies other matters related to the circulation system such as seasonal parking facilities and long and short term camping and visitor areas. The Goals, Objectives and Policies section presented in this chapter serves as a guide for developing a safe and efficient transportation system in Quartzsite. The Element concludes with a phased Action Plan for achieving the defined goals.

3.1 BACKGROUND AND EXISTING CONDITIONS

3.1.1 REGIONAL TRANSPORTATION LINKS

The Town of Quartzsite enjoys regional accessibility which is unrivaled among smaller communities in the State of Arizona. The Town is linked to other municipalities within La Paz County via freeway access and is easily accessible from virtually anywhere in the Western United States and Canada.

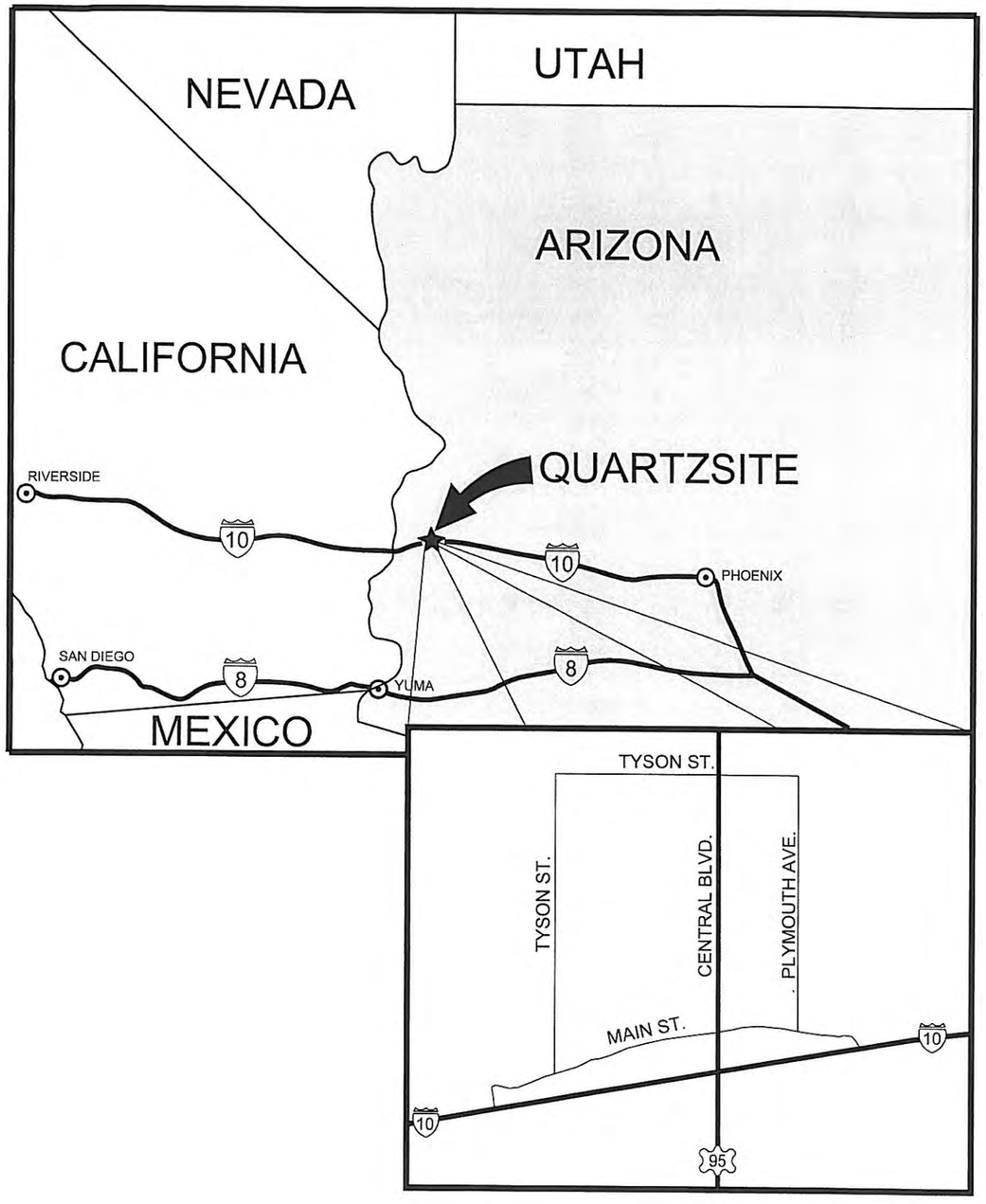
FREEWAY AND HIGHWAY ACCESS

Interstate 10 and State Route 95 are the two major transportation corridors currently serving the Town of Quartzsite. Interstate 10 is the longest continuous freeway in the United States and provides the Town with a direct link to southern California and Phoenix. The freeway runs east and west through the Quartzsite area, and it also connects the Town to other Arizona communities. Interchanges are provided ½ mile west of Kofa Road and at Riggles Road on the east side of Quartzsite. The west interchange is currently being reconstructed to improve circulation.

State Route 95 traverses the center of Quartzsite in a north-south direction. This highway links the Town of Quarzsite to various cities in La Paz County, and other cities such as Yuma and Lake Havasu. Quartzsite is within 100 miles north of the US-Mexico border and Highway 95 provides a link from Mexico to areas north of Quartzsite such as Las Vegas and other cities in Nevada. Please refer to Exhibit T-1 on the next page for a vicinity map.

TRUCK ROUTES

Because of Interstate 10 and State Route 95 and their link to the rest of the State and the country, the Town of Quartzsite is an important location in terms of truck traffic. Traffic counts (discussed later in this chapter) show that a relatively large amount of truck traffic passes through the Town of Quartzsite, which indicates the importance of Interstate 10 and State Route 95. Both highway and freeway systems provide an important cross-road to the area which facilitates access to major commercial and industrial clusters in the area. The location of Love's Truck Stop results in an impromptu switching center for many truck courier companies making the Town of Quartzsite an ideal location for a distribution center (please refer to the Land Use and Economic Development Elements for more discussion).


NEVADA
UTAH
ARIZONA
CALIFORNIA
QUARTZSITE
RIVERSIDE
10
10
PHOENIX
SAN DIEGO
8
YUMA
8
MEXICO
TYSON ST.
TYSON ST.
CENTRAL BLVD.
PLYMOUTH AVE.
MAIN ST.
10
10
95

Ideally, trucks should be restricted to freeways, expressways and major arterials, but trucks occasionally end up in local streets and residential areas. The only truck routes in Quartzsite are B-10 and State Route 95. Many local roadways intersect the truck routes and compatibility issues, especially during winter months when there is an extraordinary increase in vehicles. Traffic congestion becomes a major problem at several intersections. This problem is further exacerbated in terms of vehicular movement patterns when vehicular traffic is accessing local businesses. Alternate routes connecting I-10 to Route 95 should be considered, and internal circulation (traffic patterns) within various land uses should be considered in how they impact the roadway system.

AIRPORTS

Aviation has played an important part in the history of Quartzsite. The Town and areas adjacent to the Town were used during World War II for pilot training and practice. The Women's Air Service Pilots were trained in Quartzsite under the command of Jackie Cochran. Just south of Kofa on Kuehn Road, one can find the WASP Airplane Training Area, known today as Airport Gardens. Airport Gardens houses several historic and experimental planes.

Airports provide a quicker link to various parts of the country. Unfortunately, the Town of Quartzsite does not have an open, permitted airport at the present time. There is one airport in Quartzsite that has a permit; however, it is currently closed due to lack of maintenance. This airport is located north of Cowell Street and is referenced to as "Fly in Picnic" on aeronautical charts. An airstrip located in Town Park was in possession of a permit at one time, but that permit has since been revoked and therefore the airstrip has been removed from aeronautical charts. There are several private air strips which currently serve Quartzsite, including the one adjacent to Airport Gardens in the south and Main Event in the northwest. These air strips are dangerous and not properly located and if Quartzsite wishes to grow in population, there should be consideration of a future airport large enough to accommodate all of the air traffic and located far enough from Town so as not to present a dangerous situation.

At one time, the Town of Quartzsite was coordinating with the FAA to build an airport Southeast of Town. However, this site would have interfered with campers at Scadden Wash and La Posa North and as such, BLM denied the sale of land in the proposed site area. Other alternative sites were offered by the BLM, but the FAA would not secure any more funding for environmental work done on these other sites. Plans have been discussed for a general aviation airport to be located north of Town. BLM has suggested that the sale of land in this area to be used as an airport could be approved, in part because it is located at a further distance from the Town and from any long and short-term visitor areas.

3.1.2 LOCAL CIRCULATION SYSTEM

A network of local streets and roadways is vital to the movement of people and goods from one part of town to the other. It provides connectivity and cohesion to the residents and visitors of the Town of Quartzsite. This General Plan examines two roadway classifications according the function that each street performs. This classification helps in establishing and accomplishing the goals and objectives of the General Plan. The basic street alignment within Quartzsite, with a few exceptions, follows a typical north-south, east-west grid configuration. This style of street pattern is commonly enlisted in many municipalities throughout the western United States.

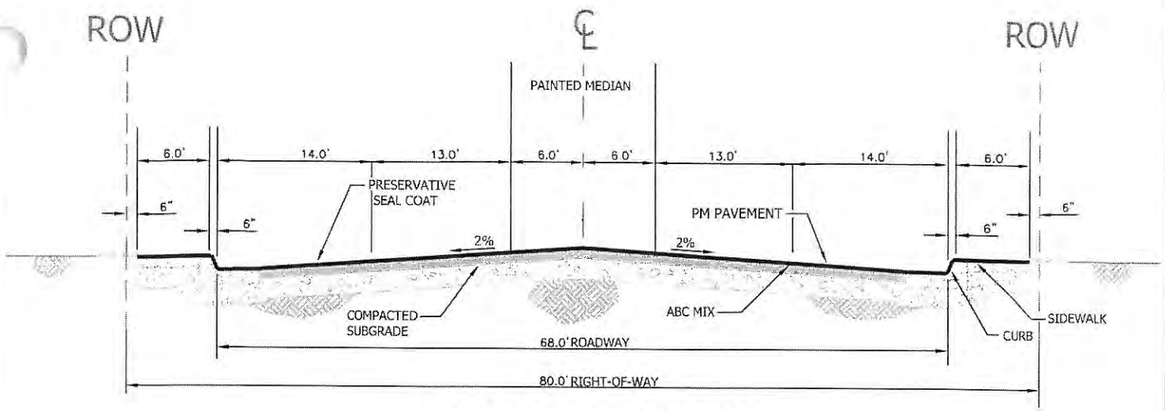
ARTERIAL STREETS

Arterial streets function as major roadways that provide for the movement and connection of traffic between high intensity land uses such as regional parks, shopping districts, industrial centers, business districts and the civic center. These streets are designed to carry large traffic volumes and provide continuity throughout the Town of Quartzsite. Drivers using arterial streets are typically traveling a relatively greater distance (more than one mile), and are often using these streets to reach a commercial area or work place destination.

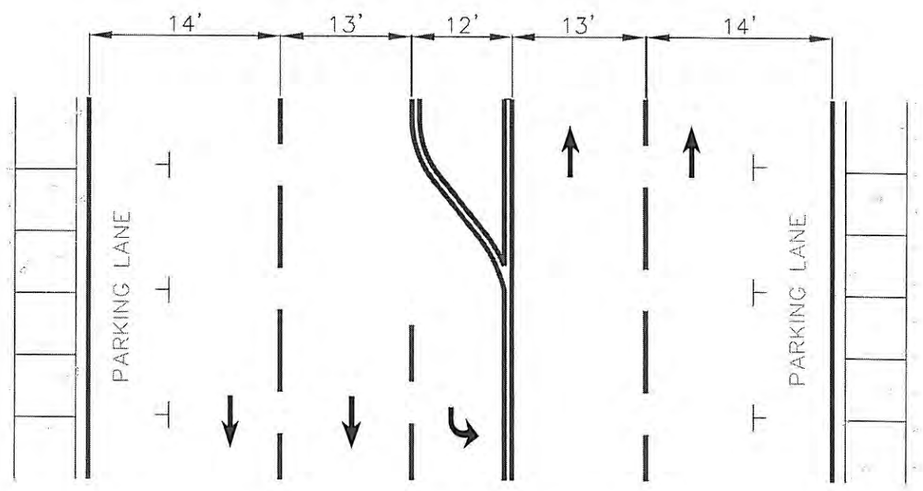
There are currently only two roadways in the Town of Quartzsite that function as arterial streets – Business Loop 10 and S.R. 95. Standard roadway design for an arterial has four travel lanes (two in each direction) with a median or turn lane separation. S.R. 95 has recently been widened to four travel lanes with a median lane for turning. At a minimum, Business Loop 10 should be comprised of one travel lane in each direction separated by a continuous turn lane and should include curb, gutter, and sidewalks enhancing the safety of this roadway. If Business Loop 10 is to adequately handle the traffic currently experienced in Quartzsite during the winter season, as well as the increased year 'round traffic in the future, it should be widened to include two more travel lanes.

A town comprising an area of 36 square miles requires more than two arterial roadways in order to move traffic in an efficient manner. There should be a sufficient amount of arterial roadways distributed evenly throughout the Town. In general, the illustration shown on Exhibit T-2 (see next page) should be used for roadways designated as arterial streets.

There are currently six streets in the Town of Quartzsite that can be classified as arterials. These streets form a loop around the developed areas of Town. The north-south movements are handled by Kofa Road along the western edge with support given by Moon Mountain Road. Plymouth Road and Riggles Road provide arterial capabilities for the east side of Town. Tyson Drive and Cowell Street are the only east-west connections – other than B-10 – north of the Interstate. Cowell Street,



CROSS SECTION



PLAN VIEW

EXHIBIT T-2

ARTERIAL STREET SECTION

NOT TO SCALE

however, is much too narrow to accommodate arterial traffic. Kuehn Boulevard, located south of the Interstate, completes the Quartzsite collector loop.

The number of ingress/egress access points (driveways) onto the arterial streets can significantly affect traffic flow. Street intersections are controlled points of access and have less of an impact, but driveways are not controlled (i.e., no stop signs or lights) and create greater conflict. Furthermore, driveways within close proximity to an intersection create increased congestion on both streets. Thus, there exists a need to limit the amount and location of driveways so that there will be minimal impact to the traffic flow. Whenever possible, driveway entrances on properties fronting arterials should be restricted to side streets.

COLLECTOR STREETS

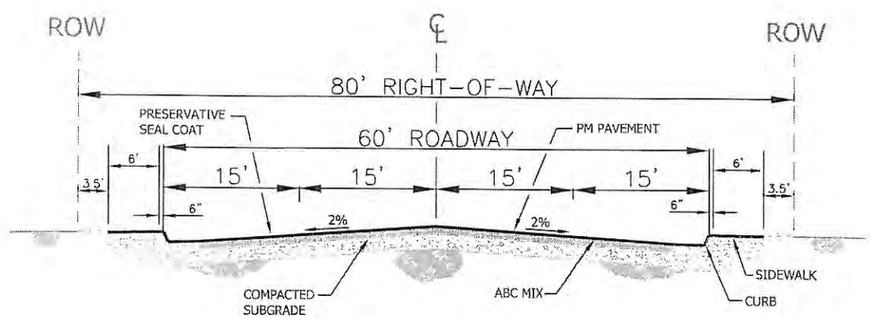
As the name implies, this type of street collects and distributes traffic to and from arterials and local streets. Collector streets are usually shorter in length and have lower traffic volumes compared to arterials, but collectors are not designed to carry large volumes of traffic from one end of town to the other. Unfortunately, in some cases where arterial streets are congested, collectors are used as alternate routes for arterials and this can create conflicts with local residential traffic. This has been the case in Quartzsite during the winter months when arterial roads cannot accommodate the heavy traffic. During these months, collector and local streets are used principally by Town residents for in-community trips and avoiding traffic on the arterials.

During various public workshops, citizens have expressed the desire for additional east-west collectors to improve circulation within the Town of Quartzsite. An extension of Quail Trail, for example, would create a connection opportunity half way between B-10 and Tyson Drive.

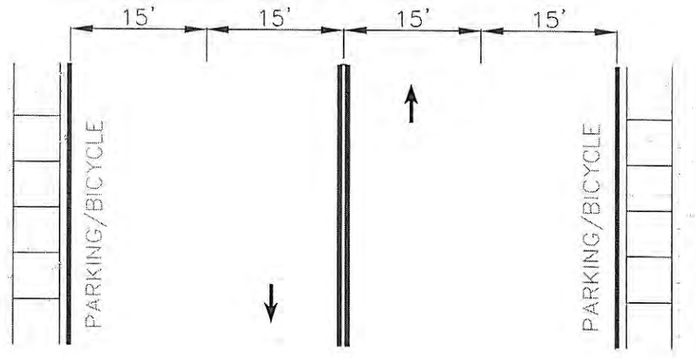
Collector streets should penetrate into residential areas, but collector streets should be limited by not providing continuity through residential areas. The design criteria for collector streets should generally adhere to the illustration shown on Exhibit T-3 (see next page). This street section allows for free flowing traffic movement and sufficient capacity to handle the demand for collector streets.

LOCAL STREETS

Local streets provide direct access to specific parcels by local traffic. There can be local residential streets, local downtown (commercial) streets, and local industrial streets. Traffic movement on local streets is incidental and involves connection to and from collector streets. Traffic volume and travel speeds on local streets are



CROSS SECTION



PLAN VIEW

EXHIBIT T-3

MAJOR COLLECTOR STREET SECTION

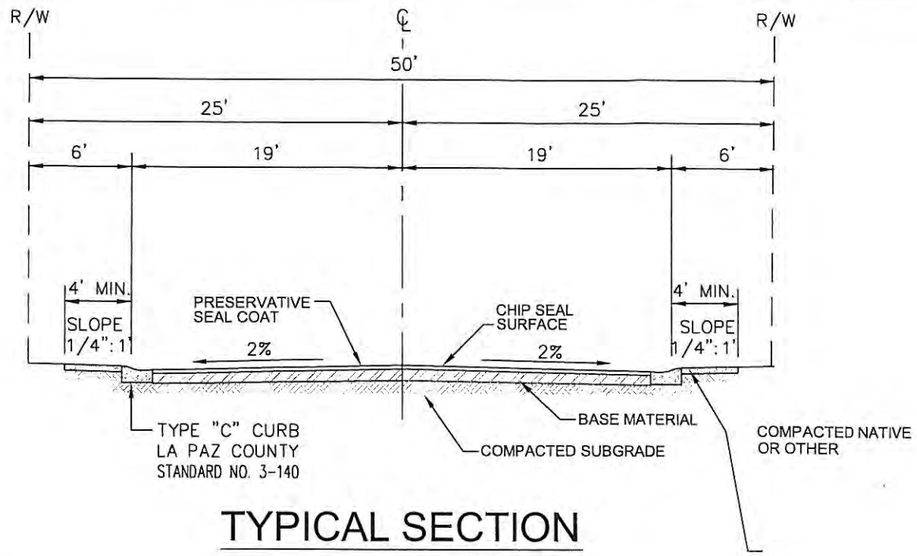
NOT TO SCALE

generally low. Continuity on local streets should be minimized to reduce the speed of vehicles traveling on these streets and to limit vehicle noise in residential areas.

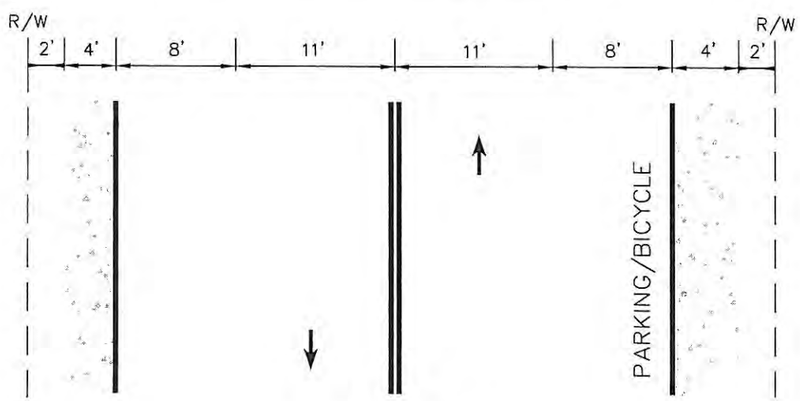
The old local street patterns along the existing arterial corridors create intersections which impede traffic flow and invite unwanted cross traffic in these residential neighborhoods. Unfortunately, most local streets in Quartzsite are lacking in curbs, gutters and sidewalks.

Residential streets are intended to serve individual properties or uses which do not require high traffic-carrying capacity. Some of the Town's local streets (such as Quail Trail) may be upgraded to collector status by extending their length and/or widening their paving. Use of these roadways by tourists for other than specific designations (e.g., Fairgrounds) is discouraged. The exception, of course, is rental bicycle or electric cart transportation by day visitors from parking facilities.

The following general design criteria shown on the following page should be established for local streets in future subdivisions.



TYPICAL SECTION



PLAN VIEW

NOTES:

1. THIS TYPICAL SECTION SHALL BE USED ONLY ON LOCAL STREETS SUCH AS CUL-DE-SACS, LOOPS, AND STREETS THAT CARRY LOCAL TRAFFIC ONLY.
2. STRUCTURAL SECTION OF ROADWAY SHALL BE DETERMINED FROM AN APPROVED SOILS INVESTIGATION AND BE APPROVED BY THE TOWN ENGINEER.
3. MINIMUM CHIP SEAL SURFACE - 2 LAYERS @ 3/4" THICKNESS EACH. SOILS REPORT MAY REQUIRE GREATER THICKNESS.

TYPICAL LOCAL STREET

001

3.1.3 LEVEL OF SERVICE (LOS) CRITERIA

The qualitative measure of traffic flow (performance of intersections and roadways) is based on the ratio of traffic volume to the capacity of the roadway and is expressed as Level of Service (LOS). This ratio is expressed on a scale from A to F, with LOS A representing free flow traffic and LOS F representing severe traffic congestion. The following table illustrates the various levels of service.

	LEVEL OF SERVICE (LOS) Definitions	**Volume/Capacity Ratio**
LOS A	• Free flow conditions • No motorist waits longer than one signal	0-0.60
LOS B	• Stable traffic flow • Motorists rarely wait through more than one signal	0.61-0.70
LOS C	• Stable and acceptable flow but speed and maneuverability somewhat restricted due to higher volumes. • Motorists intermittently wait through more than one signal • Occasional back-ups behind left turning vehicles	0.71-0.80
LOS D	• Extensive delays at times • Some motorists, especially left turners, may wait through one ore more signals, but no excessive backups. • Maneuverability restricted.	0.81-0.90
LOS E	• Very long lines may create lengthy delay, especially for left turns. • Volume at or near capacity • Unstable flow	0.91-1.00
LOS F	• Backup from locations downstream restrict movement at intersection approaches. • Forced flow conditions • Stoppage for long periods due to congestion • Volumes drop to zero in extreme cases	1.01 or above

Twenty-four hour traffic counts were conducted in Quartzsite during the summer and winter months, but it is obvious that there is LOS failure at various key intersections. A discussion of the traffic counts is presented in section 2.2 of this chapter. Periodic traffic counts should be conducted on arterial streets and at key intersections to ensure adequate level of service throughout the entire street network. Although traffic flow should ideally be maintained at a LOS A for all streets, the following criteria should be used in determining which roadway or intersection should be improved.

Street Classificati	Target Level of Service Off-Peak	Peak Hours
Arterial	A	B
Collector	B	B
Local	B	C

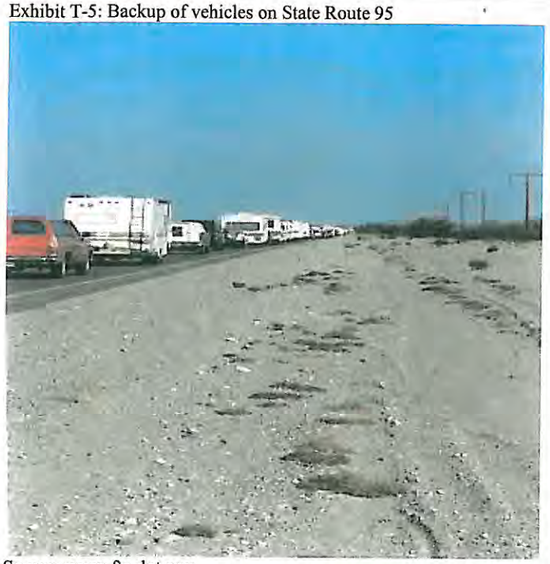
3.1.4 PARKING FACILITIES

One of the major concerns raised by residents during various public workshops and community meetings is the availability of parking during the swap meet season. On-street parking is discouraged on all major roads to maintain capacity and to ensure the safety of free flowing traffic, but this results in a lack of available parking. Off-street parking and loading regulations can be enforced to reduce street congestion and to increase the supply of parking facilities. Additional shared parking facilities can also be developed to provide convenience for visitors. This would also reduce demands placed on the Town's circulation system and help to alleviate the problem of ramp/Interstate blockage during peak visitor traffic season.

3.2 EVALUATION AND ANALYSIS

3.2.1 TRANSPORTATION ISSUES AND CONCERNS

Exhibit T-5: Backup of vehicles on State Route 95



Source: www.fta.dot.gov

The existing circulation system is a haphazard mixture of components developed over the years without the benefit of a coordinated planning effort. Functional classification of streets has not been accomplished in many parts of Quartzsite. During the peak visitation months, the Quartzsite area experiences extreme traffic congestion, both on routes leading to and from Town and within the Town itself (refer to Exhibit T-5). In past seasons, traffic has backed up from the town all the way to the entrances of the long-term campgrounds. The main artery running through town is also often gridlocked as the long-term campers proceed en masse to check their mail at the post office, shop, and attend special events. Conditions are worst during the morning hours through noon with the afternoon peak being somewhat less pronounced. Circulation in the area is also inhibited by the fact that the State-Route 95 bridge does not offer access to I-10. However, visitors have reportedly adapted to these conditions and simply expect to face long delays. Recent improvements to State-Route 95 by the Arizona Department of Transportation, including the addition of two new stoplights, should partially alleviate the long traffic delays experienced on that route and adjacent streets.

Circulation within the campgrounds takes place on mostly unpaved gravel roads and passageways and this has created dust problems. In many locations, long-term visitors have staked out the boundaries of driveways and circulation routes with rocks and have even constructed their own speed bumps. Congestion within the campgrounds has also been a problem with lines from the dump and water stations extending up to a half mile at peak periods.

In addition, there are a few "back roads" which provide alternative means of access to the most heavily used areas. An unpaved county road, Old Yuma Road runs near the western boundary of the LTVA, connecting to the I-10 frontage road. In addition, a fair number of drivers use the Tyson Wash to drive towards town.

During peak periods, the lack of parking in or near the town is also a problem. During fiscal year 1996, almost 85,000 of the Management Area's 218,000 visitors used public land for parking and event access. While entrepreneurial townspeople set up paid parking areas on their property, visitors still often park illegally on nearby public or private land. In addition, some visitors are simply averse to paying for parking and will go to considerable trouble to avoid doing so.

Exhibit T-6: Aerial View of The Quartzsite Shows Showgrounds during the Winter

Source: www.quartzsitervshow.com

3.2.2 TRAFFIC COUNTS

Two separate traffic counts studies were conducted in August 2002 and January 2003. Traffic counters from the Western Arizona Council of Governments (WACOG) were placed at the following locations for twenty-four hours, as shown on Exhibit T-7 (August 2002) and Exhibit T-8 (January 2003):

- Kofa Avenue (north of Quail Trail Street)
- Kofa Avenue (south of Cowell Street)
- Moon Mountain Road (south of Saguaro Street)
- Moon Mountain Road (north of Cowell Street)
- Moon Mountain Road (north of Main Street)
- Plymouth Avenue (north of Senter Street)
- Plymouth Avenue (south of Quail Trail Street)
- Tyson Street (east of Datig Drive)
- Tyson Street (west of Highway 95)
- Quail Trail Street (east of Kofa Avenue)
- Quail Trail Street (west of Idaho Avenue)
- Cowell Street (west of Moon Mountain Road)
- Cowell Street (west of Highway 95)
- Cowell Street (east of Highway 95)
- Dome Rock Road (west of Quartzsite Boulevard)
- Kuehn Street (west of Highway 95)
- Kuehn Street (east of Highway 95)
- Kuehn Street (east of Riggles Road)\

The traffic counts show significant activity along Cowell Street between Moon Mountain Road and Highway 95. This is presumably because Cowell Street is the only through roadway between Main Street and Tyson Street that connects Moon Mountain Road to Highway 95. A disproportionate amount of residential traffic from the northwest quadrant of the Town is handled through Cowell Street. The problem is magnified because Cowell Street is narrow (approximately 20' pavement width) and the traffic volume far exceeds the capacity.

In order to alleviate traffic congestion along Cowell Street, the pavement can be widened to a four-lane arterial roadway which would be more appropriate for that amount of traffic. This would require acquisition of right-of-way from at least 20 property owners along the entire length of Cowell Street between Moon Mountain Road and Highway 95. A better solution could be to extend the Quail Trail alignment to connect with Highway 95. This would ease the burden on Cowell Street and more evenly distribute east-west traffic along both Cowell and Quail Trail Streets. The extension of Quail Trail Street between Joshua Avenue and

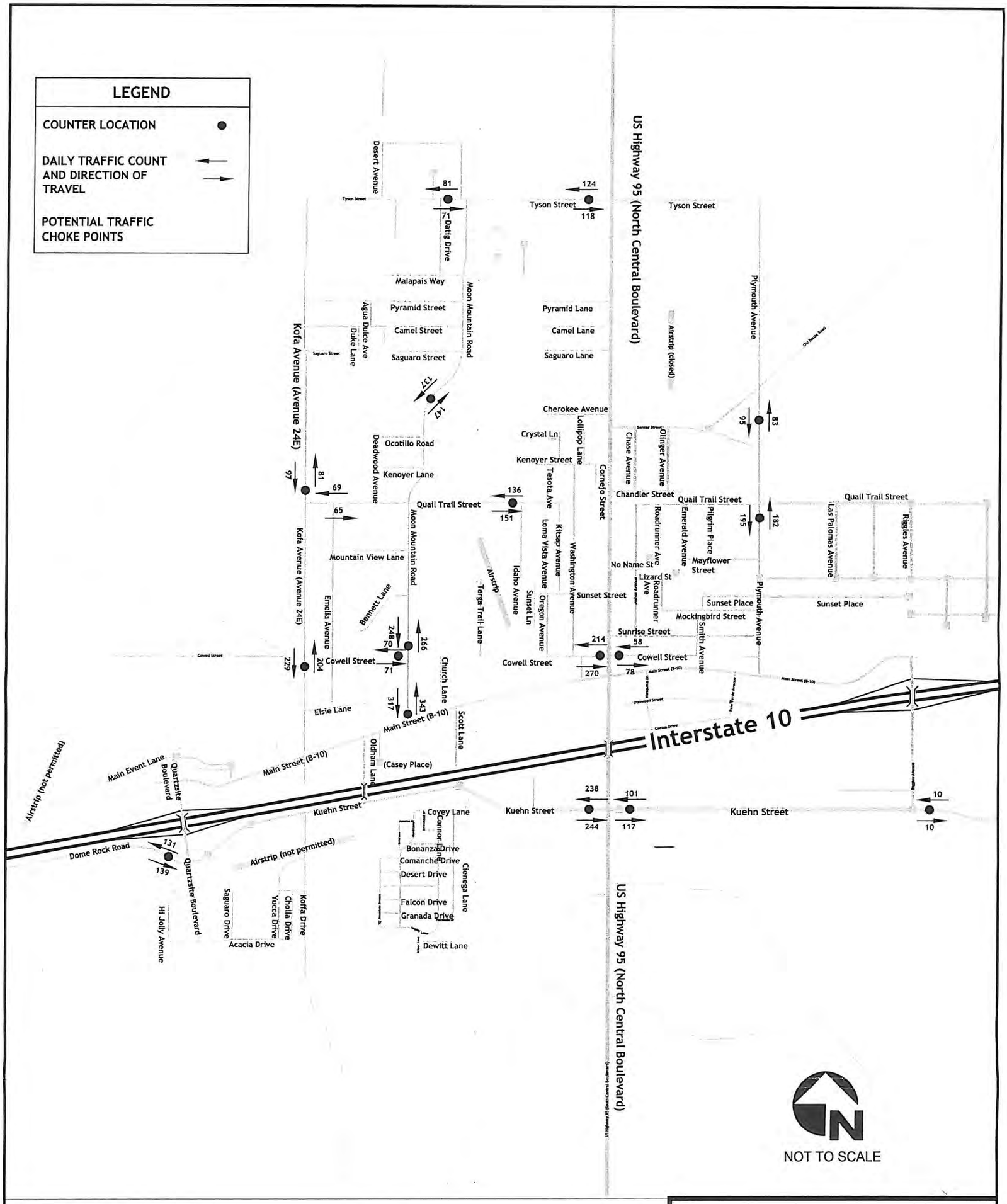


EXHIBIT T-7
TRAFFIC COUNTS
AUGUST 2002

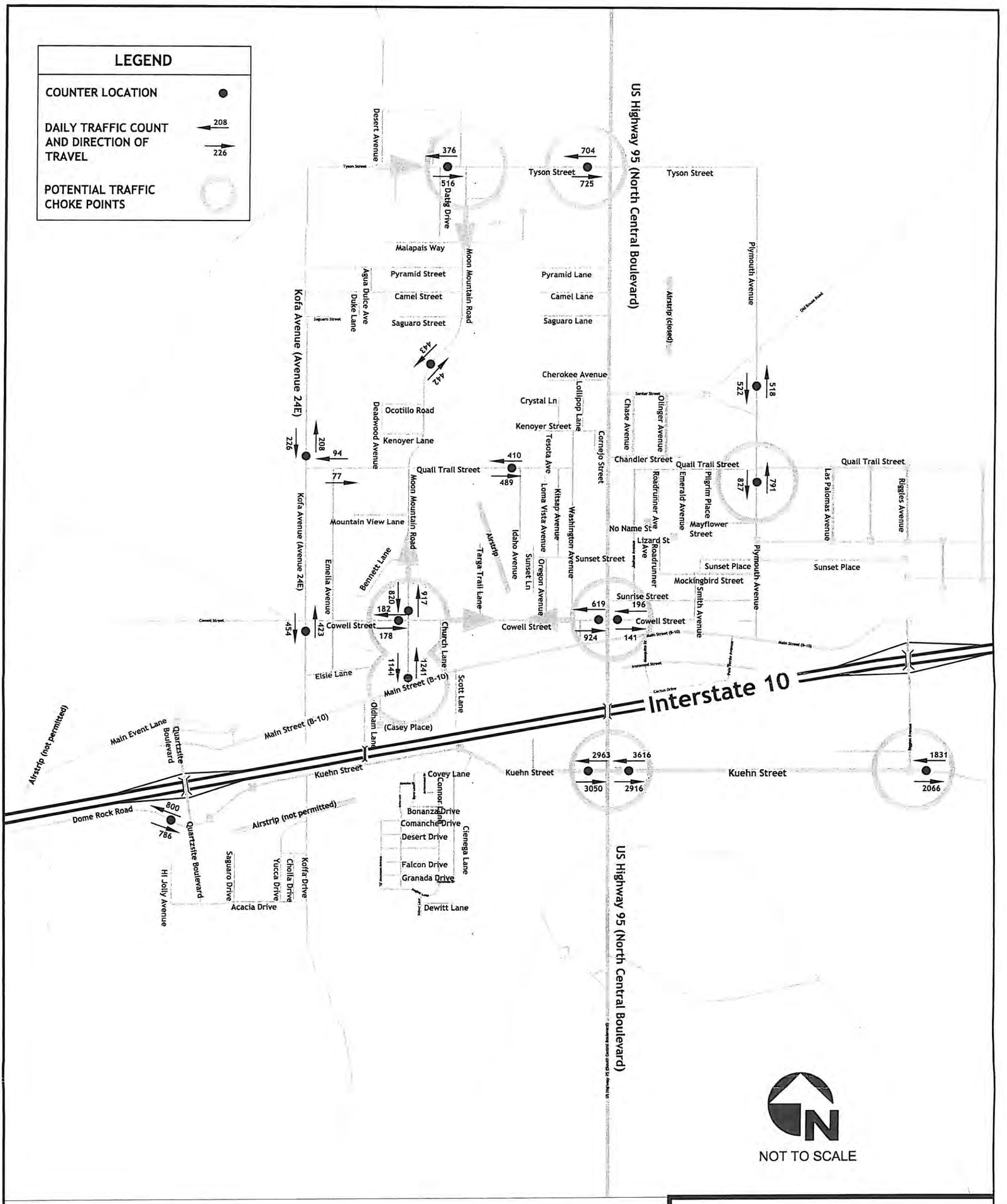


EXHIBIT T-8
TRAFFIC COUNTS
JANUARY 2003

Washington Avenue and its expansion to an arterial street would allow for connectivity between the east and west sides of the Town. This east-west corridor should be the priority in terms of short-term future roadway expansion as it affects traffic movement for the whole Town during the entire year.

Other problems are more critical during the winter months when the Town's population increases significantly. Several traffic choke points have been identified in Exhibit T-8. It is important to note that there may be other choke points that are not identified in this General Plan because it was not possible to conduct traffic counts at all street segments. However, the completion of improvements identified in Section 2.4 of this chapter should alleviate congestion at the choke points by distributing the traffic along various streets instead of just a minimal number of streets handling all traffic in the Town of Quartzsite.

3.2.3 ALTERNATIVE MODES OF TRANSPORTATION

In addition to conventional automotive transportation systems, alternative modes of transportation should also be examined. These modes can provide effective alternatives during peak seasons which can also relieve some of the traffic congestion. Despite the emphasis on motorized transportation in the area, visitors do walk and bicycle between the campgrounds and town. During peak visitor months, the weather is typically favorable to walking and bicycling. Bicyclists and pedestrians must currently make do with a very narrow shoulder along Highway 95 and its bridge over the Interstate. While the vehicle speeds are generally low due to congestion, this situation poses a safety issue and accidents do occur.

PEDESTRIAN FACILITIES

There is a lack of pedestrian facilities within the Town of Quartzsite. In many cases, residents and visitors have no choice but to use narrow street shoulders because of the absence of sidewalks and other pedestrian amenities. The lack of sidewalks not only presents an inconvenience to pedestrians, but it also presents a safety concern in that pedestrians often use the same space as vehicular traffic. The Town of Quartzsite should examine the possibility of acquiring additional right-of-way where feasible and construct sidewalks when possible. The addition of streetscape elements such as separated sidewalks, landscaping, street furniture and pedestrian-scale lighting would provide a pleasant environment for short trips on foot.

BICYCE FACILITIES

Many people within the Town of Quartzsite also use bicycles for leisure and as an alternative form of transportation. Bikeway systems have often been overlooked as an important component of the entire transportation system. As an alternative to motorized transportation, bicycles allow residents to quickly go from one portion of

Town to the other, but many streets in the Town of Quartzsite are not wide enough to accommodate both bicycle and vehicular traffic. The Town should also examine the possibility of incorporating bicycle facilities when developing pedestrian facilities. At a bare minimum, street maintenance efforts should include the right hand portion of roadways where bicycles often travel.

This Transportation Element includes a brief discussion on recommendations for constructing a bikeway system, but the Town can expand on this by developing a Bicycle Plan. The purpose of a Bicycle Plan is to set policy for the construction and placement of bike paths through the Town of Quartzsite. A Bicycle Plan can also be used to seek Federal funding for alternative transportation systems under the Transportation Enhancement Act. The Plan can identify the routes, lanes and paths needed to provide a safe and convenient bike system. The BLM has expressed interest in tying a bike and pedestrian plan into the LVTA. This bikeway system should provide adequate and convenient bicycle commuting and recreation possibilities for citizens and visitors throughout the area.

To encourage bicycle safety in the community, the following are needed:

- Bike Paths – A sub-system of bicycle paths to provide east-west and north-south travel throughout the area in a fashion similar to the network of major roads. An existing bike path through the park should be maintained and extended to serve as a north-south route.
- Bike Lanes – A subsystem of bike lanes on selected streets for commuting across the urban area as well as to access major destinations.
- Bike Routes – A sub-system of bike routes on selected low volume streets to safely accommodate bicycle traffic without the addition of bike lanes is needed.
- Bicycle Parking Facilities – The provision of bicycle parking facilities throughout the area, especially at major destinations, such as schools and parks, is needed.

Bicycle education, compliance, promotion and information programs should be designed to educate the community about safe bicycling practices and traffic laws and to inform the public that bicyclists have a right to use the public streets.

The addition of a bike path is a popular suggestion among residents as well as visitors to Quartzsite. These facilities, combined with pedestrian links, may best locate along arterial corridors because of the limited right-of-way availability. However, the extension of bicycle paths through the series of washes connecting community facilities (such as schools, parks, and civic center) should be considered as possible routing options.

3.2.4 MASS TRANSIT

Quartzsite's seasonal population boom presents a unique problem in addressing its mass transit needs. The Town's permanent population is not quite large enough or dense enough to warrant the need for a fixed route transit system. However, the increased population base during winter months generate so much traffic problems that a mass transit system provides one of the best solutions to alleviate many of those problems.

Small scale transit programs should be examined through the Western Arizona Council of Governments or through the County of La Paz. Indeed, a mass transit system can provide additional connectivity between the Town of Quartzsite and other municipalities in La Paz County. Private or public para-transit system such as taxis and dial-a-ride should also be examined as an alternative mode of transportation and to address the increased needs during the winter months.

3.3 Goals, Objectives and Policies

Goal: Achieve a coordinated transportation program to provide a safe and efficient roadway system for transportation of personal and commercial vehicles in cooperation with the County and other governmental agencies.

Goal: Improve internal circulation through design and construction of a collector street and local street feeder system into the Town's major arterials.

A high capacity secondary street system is required to take full advantage of Interstate and S.R. 95 improvements.

Internal movements for short trips should be encouraged toward walking and cycling alternatives as residents and visitors have recommended.

Objective: Explore potential east/west cross-town roads.

Policy: Consider connecting Quail Trail Drive East and West.

Policy: Develop ring road concepts with Quail Trail and Tyson Drive.

Policy: Consider special traffic controls during tourist peaks.

Objective: Integrate bicycle and pedestrian routes into the Wash circulation pattern.

Policy: Include pathway and sidewalk planning in all roadway improvement projects.

Objective: Establish a clear hierarchy of street widths and capacities.

Policy: Adopt a street improvement plan.

Objective: Set standards for acquiring right-of-way and paving undedicated or dirt roads; establish criteria for turn radii, cul-de-sac lengths, shoulder and drainage improvements.

Goal: Coordinate Main Street corridor facility improvements into the Town's land use pattern and, thereby, into the local economic development strategy.

Improvements must be made to the Main Street corridor if it is to keep up with the traffic flow recently facilitated by the Arizona Department of Transportation improvements to the I-10 freeway interchange and widening of State Route 95.

Goal: Augment the vehicular network of roadways with facilities for visitor and resident convenience as well as for alternative modes of transportation for persons of all ages.

Quartzsite's surface transportation system, like its land use pattern, needs to be expandable to accommodate circulation demand during highest periods of tourism intensity. With many persons located in camps and trailer parks, optional, non-vehicular opportunities should be available for getting around town.

Alternative transportation facilities benefit year 'round residents by reducing the need, and expense, of additional family vehicles.

Objective: Develop a Town Master Pathways and Trails Plan and coordinate Plan with other modes of transportation.

Policy: Combine all pedestrian improvements into a multi-purpose pathway network.

Policy: Provide main line bicycle commuter routes to postal service, shopping, jobs, school, and recreation using roadside lanes and pathway linkages.

Policy: Extend in-Town trails beyond the developed area into nature walks, hiking and geological exploration routes.

Objective: Improve bicycle-riding support facilities.

Policy: Install racks as activity centers; provide rest stops with shade, benches and water facilities.

Policy: Encourage bicycle sales, rental and repair businesses.

Policy: Promote bicycle riding safety.

Objective: Shuttle service between entry node parking areas is introduced to expose

visitors to the entire length of B-10.

Policy: Include free shuttle pass in day parking charges.

Policy: Explore ways to overcome liability.

3.4 ACTION PLAN

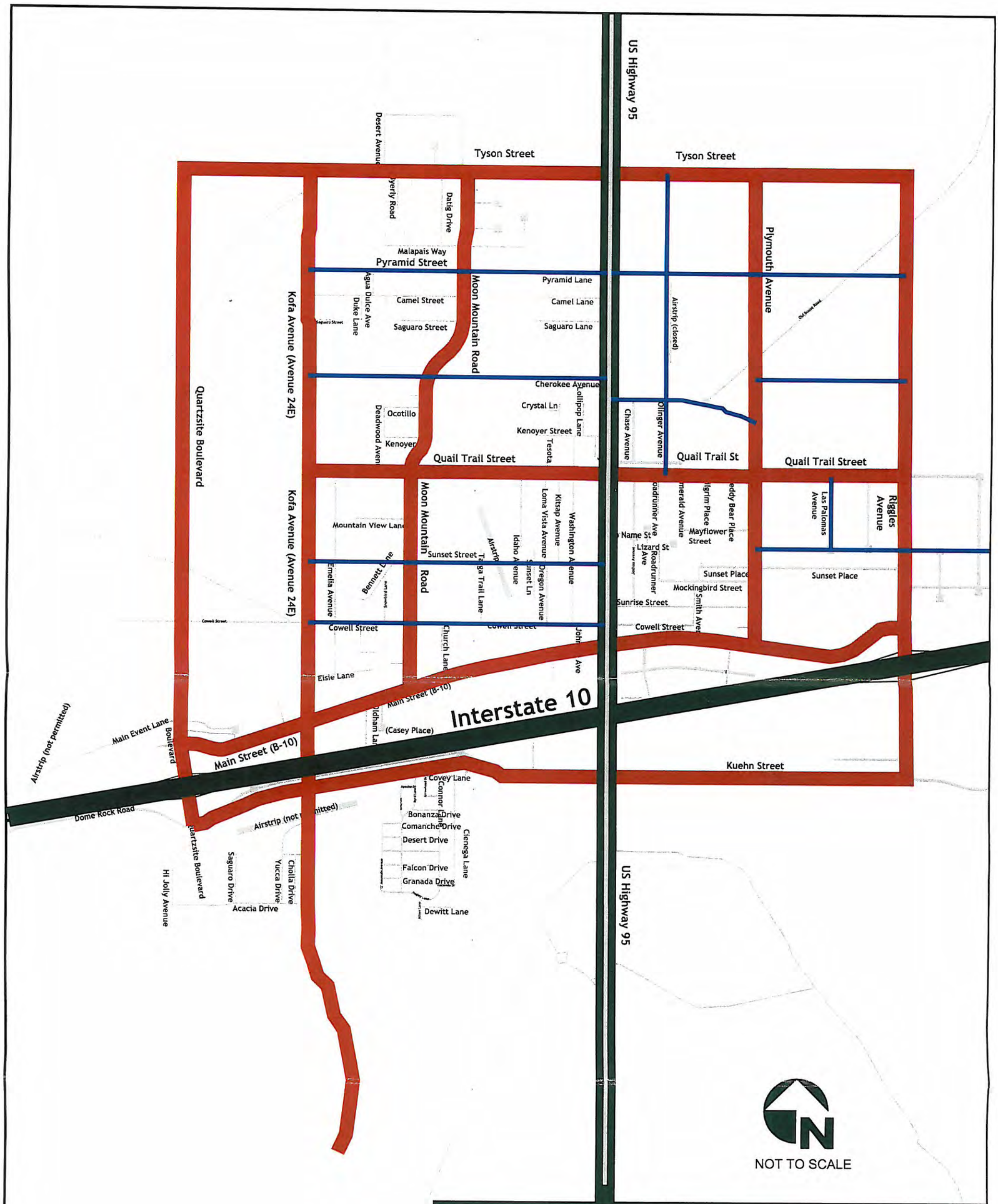
In order to improve the overall traffic conditions in the Town of Quartzsite, certain roadway sections should be extended and/or widened to accommodate existing and future traffic demand. A transportation/traffic model should be developed for the Town of Quartzsite to fully ascertain the exact nature of traffic movement in Town, but Exhibit T-9 on the following page illustrates which roadway segments should be improved during the planning period established for this General Plan. Priority should be given to arterial streets identified in Exhibit T-9 as the opportunity arises. Improvements to arterial and collector streets should include the construction of sidewalks to address the needs of pedestrian traffic and as part of a multi-faceted approach to an overall reduction in vehicular traffic. The street sections shown in Exhibits T-2, T-3 and T-4 should be used in expanding the street segments identified in this section.

Phase One improvements are those improvements that should be addressed within the next five years to alleviate near-term problems. The list of recommended Phase One improvements are:

1. Extension of Quail Trail Street west of Highway 95
   - Right-of-way should be acquired east of Washington Avenue to allow for its extension.
2. Kofa Avenue should be expanded to and developed as an arterial roadway.
3. Plymouth Avenue should be developed as an arterial roadway.
4. Begin infilling of collector streets shown on Exhibit T-9.
5. Improve bicycle-riding support facilities and develop a Town Master Pathways and Trails Plan.

Phase Two improvements should be completed within fifteen years to respond to the growth of the Town of Quartzsite and to accommodate future expansion of the Town. The list of recommended improvements are:

1. Complete the network of arterials and collectors.
2. Extend Riggles Road to Tyson Street.
3. Expand Mass Transit System.
4. Extend Quail Trail and Cowell to Quartzsite Boulevard



LEGEND	
ARTERIAL STREETS FUTURE ALIGNMENT	
COLLECTOR STREETS FUTURE ALIGNMENT	

EXHIBIT T-9
FUTURE ROADWAY CLASSIFICATION

Housing Element

Town of Quartzsite General Plan

A.R.S. Section 9-461.05 E.6. – Housing Element

A housing element consisting of standards and programs for the elimination of substandard dwelling conditions, for the improvement of housing quality, variety and affordability, and for provision of adequate sites for housing. This element shall contain an identification and analysis of existing and forecasted housing needs. This element shall be designed to make equal provision for the housing needs of all segments of the community regardless of race, color, creed, or economic level.

4-Housing Element

Among the many elements of the Quartzsite General Plan, housing is one of the most critical because Quartzsite is defined by its ability to provide for safe and affordable housing for both residents and seasonal visitors. Substandard and neglected housing stock reduces property values and decreases tax revenues. Most importantly, without safe and affordable housing, residents of Quartzsite will be forced to seek housing in nearby cities and employers will be forced to move with the employee base. Likewise, readily available employees will be forced to locate where employment opportunities exist.

This Housing Element provides a summary of the housing market and conditions in Quartzsite; it also serves as a method of providing adequate and affordable housing for all of the community's residents, including households of every income level and persons that only live within the community for a portion of the year. Special needs households, such as those with mobility impaired handicaps and the elderly, are also considered.

The Housing Element contains six sections. The Existing Conditions and Trends section summarizes the population and household characteristics currently present in Quartzsite. The Housing Availability and Affordability section defines quality housing and evaluates the current housing stock in Quartzsite. The Evaluation and Analysis section identifies future housing needs in the community. The Constraints and Barriers to Adequate, Affordable Housing section evaluates the constraints and barriers to housing development in Quartzsite. The Goals, Objectives, and Policies section serves as a guide for the provision of safe, affordable and well-maintained housing in the Town. The Housing Assistance Programs and Plans of Action section addresses the issues stated in the previous section by suggesting programs and resources that Quartzsite could utilize in order to achieve a community in which all of its population can be adequately housed. The section concludes with an Action Plan for achieving the Housing Goals, Objectives and Policies.

4.1 EXISTING CONDITIONS AND TRENDS

Understanding population and housing characteristics and trends is important when planning a comprehensive housing strategy to address such issues within the community. Demographic, household and

employment characteristics are important indicators of current trends, as well as future population and corresponding housing growth and development. Changes in population and age distribution affect the number of housing units needed; ethnicity, household size, and other household attributes are indicative of the housing types needed; and employment characteristics and income levels relate directly to housing affordability.

4.1.1 POPULATION

POPULATION TRENDS

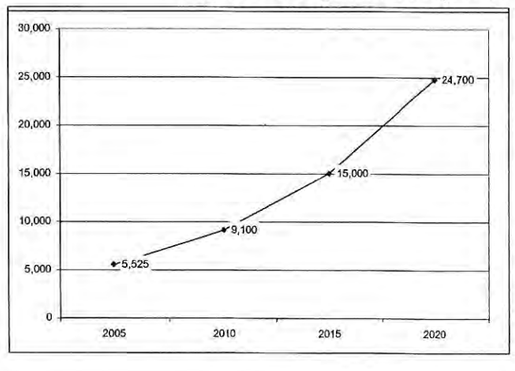
A community's housing needs are reflective of population characteristics such as income, age, race/ethnicity, and employment, as well as changes in these characteristics. Historical population trend data in Quartzsite is difficult to obtain due to its small population and the fact that it was only recently incorporated. Prior to incorporation, Quartzsite's census boundaries were different than the Town's current boundary lines. Therefore, actual figures are only available through the Federal Census for 1990 and 2000.

Current figures indicate that the Town of Quartzsite is currently experiencing a population boom. The Town population has increased by approximately 55 percent over the last decade with an average annual growth rate of approximately 7 percent. Growth trends of similar communities within Arizona suggest that this increase could continue through the next couple of years, especially with the expected growth of businesses within Quartzsite.

2000 Population
Quartzsite – 3,354 County – 19,715 State – 5,130,632 (Source: 2000 Census)

Population projections are used in determining the need for additional housing units for the next twenty years. Population growth rates were established based on figures from the Arizona Department of Economic Security. These figures were then adjusted to take into account a number of factors.

Figure H-1. **Population Projection**



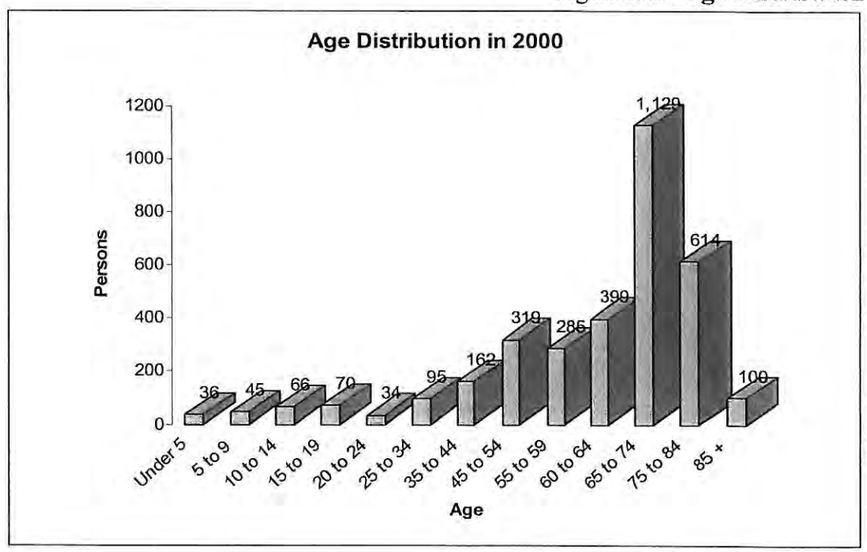
Unlike natural population growth experienced in many urban and suburban areas, population increase in rural areas such as Quartzsite is highly dependent on specific issues. The sharp growth in population identified in Figure H-1 is relative to the State Route 95 improvements in Quartzsite resulting in an increase in traffic flow and

need for services which may have an indirect impact on population size and housing demand. The growth rate is also reflective of recent and planned improvements to the water and sewer facilities in Quartzsite.

AGE AND GENDER DISTRIBUTION

The need for additional housing is further reflected in age and gender distribution of the population. The population chart on this page (Figure H-2) shows that a significant portion of the population is between 65 and 85 years old. Between 1990 and 2000, the median age of Quartzsite residents increased from 62 to 66.5 years of age and the 65+ population grew by 384%. This could be due to the number of older, seasonal visitors who have chosen to live year-round in Quartzsite, as well as a lack of well-paying employment opportunities to retain younger workers. This aging of Quartzsite's population indicates that more adequate senior housing in Quartzsite should be developed.

Figure H-2. **Age Distribution**



Although the current population trend in Quartzsite appears to be an aging of the residents, a number of issues within the community in regards to Quartzsite's growth may impact this trend causing it to change course over time. The recent improvements made to State Route 95 and the rapidly increasing commerce which takes place during the winter months in Quartzsite may result in an increase of employment opportunities in the Town. These opportunities will most likely be taken advantage of by a younger segment of the population (those in the labor force) and encourage more young people and families to move to Quartzsite. The future age projections on the next page (Figure H-3) are indicative of these future changes.

Table H-3. **Age Projection**

	2005	%	2010	%	2015	%	2020	%
Under 5 years	88	1.6	246	2.7	540	3.6	1,136	4.6
5 to 9 years	100	1.8	255	2.8	600	4	1,260	5.1
10 to 14 years	127	2.3	291	3.2	570	3.8	1,112	4.5
15 to 19 years	122	2.2	246	2.7	510	3.4	1,062	4.3
20 to 24 years	77	1.4	237	2.6	585	3.9	1,186	4.8
25 to 34 years	188	3.4	482	5.3	1,215	8.1	1,976	8
35 to 44 years	287	5.2	673	7.4	1,380	9.2	2,865	11.6
45 to 54 years	553	10	992	10.9	1,740	11.6	3,162	12.8
55 to 59 years	453	8.2	710	7.8	1,080	7.2	1,680	6.8
60 to 64 years	641	11.6	965	10.6	1,380	9.2	1,976	8
65 to 74 years	1,746	31.6	2,421	26.6	3,210	21.4	4,199	17
75 to 84 years	978	17.7	1,301	14.3	1,725	11.5	2,297	9.3
85 + years	166	3	282	3.1	465	3.1	790	3.2

RACE AND HISPANIC ORIGIN

The racial and ethnic composition of the Town's population is directly related to housing needs based on unique characteristics exhibited by different ethnic and racial groups. For the purposes of ensuring equal housing opportunity for all persons, the terminology used in this document conforms to that used in the 2000 US Census.

Racial identity is defined by common physical traits as reported in the 2000 Census; racial composition is thus categorized as Black, White, Indian/Eskimo/Aleut, Asian /Pacific Islander and Others. Most of the Town's population is composed of Whites (94.5%), followed by Other (2.6%), Two or more races (1.2%), American Indian and Alaska Native (1.2%), Asian (.3%) and Native Hawaiian and Other Pacific Islander (.1%).

The term Hispanic origin, as used in this document, does not refer to a category of race. Rather, it is a separate category that can apply to each of the racial categories discussed above (i.e., White-Hispanic, White-Non-Hispanic, Black Hispanic, Black-Non-Hispanic, etc.) The Hispanic population in Quartzsite grew by 61% between 1990 and 2000. This trend can be expected to continue in Quartzsite over the next ten years and could have an impact on the average household size in Quartzsite.

HOUSEHOLD CHARACTERISTICS

Household size, occupancy, income, growth, the presence of special needs populations, and other characteristics determine the type and size of housing units needed in a community. For example, large families need four and five bedroom units whereas elderly retired persons need only one or two bedrooms.

Household Size
According to the 2000 Census, there are 1,850 households in the Town of Quartzsite. A significant amount of these households (94.2 %) have one or less occupant per room. The prevalence of smaller sized households suggests the need for development of apartments or smaller homes.

Household Occupancy & Tenure
The total number of occupied housing units in Quartzsite increased, from 941 to 1850 (an increase of 51 percent) and between 1990 and 2000 homeownership increased by 193% between 1990 and 2000. In 2000, 1,649 households were owner-occupied units, while another 201 households were renter-occupied units.

Household Income
Household income is indicative of housing affordability and the supply of affordable housing must be proportional to income categories for all segments of the population. Those with higher incomes have more discretionary income to spend on housing while those in the low and moderate income groups are more limited in the housing they can afford. The Town's median household income in 2000 was $23,053, compared to the County's median household income of $25,831 in 1999.

The mean retirement income for elderly persons living in Quartzsite is $15,205. This amount is approximately $8,000 less than the median income of the Town and suggests that this income could be disproportionate to the cost-of-living and housing costs in Quartzsite and that more affordable housing units for the elderly in Quartzsite must be developed.

In 1999, 7.8 percent of families in Quartzsite were living below the poverty level, 13.5 percent of individuals in the Town were doing the same. Although these figures are significantly lower than the percent of persons living below the poverty level in La Paz County (19.6%), and just slightly lower than the percent of persons in poverty in Arizona (13.9%), (US Census), they suggest the need for low-income affordable housing in Quartzsite.

SPECIAL NEEDS GROUPS

Certain segments of the population may have more difficulty in finding decent affordable housing because of their special needs and circumstances. These special-needs groups are often low-income and include the elderly, handicapped, large families, female-headed households, farm-workers and the homeless.

Elderly
Because of limited fixed income, physical disabilities and dependence, the elderly (those over the age of 65) are considered a special needs group. Many elderly persons living alone have special needs for assistance with finance, home maintenance, accessibility, and repairs, and other routine activities. Likewise, their

housing units should be located in close proximity to retail, medical and other services and special housing maintenance. Approximately 63.7 percent of the householders in Quartzsite are aged 65 or older. Of these households, approximately 19 percent consist of householders living alone. In the Town of Quartzsite there are currently few housing options for the elderly. Encouraging the development of assisted living housing units for the elderly should be a priority of the Town.

Handicapped

Persons with physical disabilities are persons who have physical impairments that substantially limit life activities. Disabilities may limit a person's access to traditionally designed housing units, as well as potentially limiting their ability to earn adequate income to afford market rate housing.

Currently, 33 percent, or approximately 1,114 of Quartzsite residents are considered by the Arizona Department of Rehabilitation as being disabled. More than half of these residents considered to be disabled are 65 years and older.

The Federal Fair Housing Act of 1991 requires that 100 percent of the ground floor units in multifamily housing projects constructed after 1991 be "adaptable" for the physically disabled. Currently, there are no apartments or complexes in Quartzsite designed for handicapped residents.

HOUSEHOLDS BY TYPE	Number	Percent
Total households	**1,850**	**100.0**
Family households (families)	1,176	63.6
With own children under 18 years	92	5.0
Married-couple family	1,092	59.0
With own children under 18 years	60	3.2
Female householder, no husband present	54	2.9
With own children under 18 years	21	1.1
Non-family households	674	36.4
Householder living alone	583	31.5
Householder 65 years and over	354	19.1
Households with individuals under 18 years	107	5.8
Households with individuals 65 years and over	1,214	65.6
Average household size	1.81	(X)
Average family size	2.18	(X)

(Source: 2000 Census)

Female-Headed Households

Single-parent households often require special assistance due to their greater need for affordable housing, childcare, health care, and other supportive services. Female-headed households with children tend to have a lower rate of homeownership and higher rate of poverty than other types of households. Female-headed households comprise approximately 5 percent of the total number of households in Quartzsite.

Half of these households have children under the age of 18. Of the total number of female-headed households in Quartzsite, 18.7 percent are below the poverty level, while 20.2 percent of female-headed households with related children under 18 years and 22.5 percent of these same households with children under 5 live in poverty. Special care should be taken to make sure that these female-headed households with children have access to affordable housing.

Large Families
The average household size in Quartzsite is 1.81, compared to 2.32 in La Paz County and 2.64 in the State of Arizona. This suggests that families in Quartzsite are not susceptible to overcrowding and the need for construction of additional bedrooms is not apparent. However, as younger families move into the area to take jobs, this trend could change in the future.

Migrant or Seasonal Farm Workers
Migrant or seasonal farm worker means that at least one member of the household travels from location to location to find employment in the agricultural sector. The term "seasonal" means that at least one member in the household has employment at least three months out of the year in the agricultural sector. Five persons living in Quartzsite (.8%) work in the "farming, fishing and forestry industries." Therefore, it appears that farm worker housing is not needed in Quartzsite.

4.1.2 EMPLOYMENT TRENDS

Employment trends identify the prevalence of increasing or decreasing income levels and unemployment rates, thus reflecting housing affordability. The availability of employment opportunities within the Town limits also affect the population as people move to locations where they can find jobs.

PRIMARY EMPLOYMENT SECTORS

INDUSTRY	Number	Percent
Agriculture, forestry, fishing and hunting, and mining	11	1.8
Construction	41	6.7
Manufacturing	28	4.6
Wholesale trade	0	0.0
Retail trade	171	28.1
Transportation and warehousing, and utilities	37	6.1
Information	20	3.3
Finance, insurance, real estate, and rental and leasing	26	4.3
Professional, scientific, management, administrative, and waste management services	29	4.8
Educational, health and social services	39	6.4
Arts, entertainment, recreation, accommodation and food services	95	15.6
Other services (except public administration)	52	8.6
Public administration	59	9.7

(Source: US Census 2000)

The economy in Quartzsite is strongly based on tourism which is subject to seasonal fluctuations. This factor contributes to the higher unemployment rate and lower median income figure found in the Town of Quartzsite due to the lower employment opportunities and greater proportion of retirees in Quartzsite. The retail trade industry accounts for 28.1 percent of Quartzsite's employed civilian population, while the arts, entertainment, recreation, accommodation, and food services account for another 15.6 percent. Public administration and other services account for 18.7 percent of the Town's labor force. In an effort to improve the economic base, create jobs and improve Quartzsite's well-being, the Town is actively recruiting major employers. Employees hired at new industries will most likely be in the 25-44 year old age groups.

UNEMPLOYMENT

Of Quartzsite's population aged sixteen and older, 648 persons (20%) are currently in the labor force. The low percentage is due to the large amount of retired persons in Quartzsite. The employment rate, according to data obtained from the State Department of Economic Security is currently 4.2%, compared with the County rate of 6% As the number of workers increases in the future, this rate should decline with the development of new jobs and industries in the Town. The Town Council intends to implement an active Economic Development Program to create new jobs.

4.2 HOUSING AVAILABILITY/AFFORDABILITY

In October 2002, The Town of Quartzsite, through a private consulting firm, undertook a housing condition survey of all the residential units within Town limits. The results of this survey, along with data from the 2000 US Census were used to determine the availability and affordability of existing housing stock.

The following section addresses housing conditions and characteristics that affect the quality of life of Quartzsite residents. These factors include: 1) housing growth; 2) housing type and tenure; 3) public and assisted housing; 4) age and condition of housing units; 5) housing costs and affordability; 6) overcrowding; and 7) cost burden.

4.2.1 DEFINITION OF QUALITY HOUSING

Safe, decent, sanitary, adequate, and affordable housing for all residents is the primary housing goal of the Town of Quartzsite. The Town's definition of what quality housing means in Quartzsite combines local conditions and state and federal standards to establish a housing standard that the Town will be striving to achieve through implementation of its housing programs, as well as other Town actions.

The most important characteristics of quality housing relate to basic life, health, and safety needs. Quality housing should provide adequate protection from the environment, be well maintained, and be energy efficient. It should be free from hazards such as lead paint and unsafe construction, and should provide necessary utilities, such as water, sewer, energy, and telephone. Quality housing should also be of an adequate size, such as measured by the Census as having no more than two persons living per room (excluding kitchens, bathrooms, hallways, and porches), so that the household is not living in overcrowded conditions. In addition, quality housing should be affordable, so that the household does not experience a cost burden (paying over thirty percent of their gross income). All of these factors are discussed in this Housing Element and the supporting documents.

Neighborhoods and community conditions also contribute to quality of housing. These include: access to public transportation, vehicle and pedestrian access, adequate street lighting, off-street parking, and open space/park facilities. Adequate sidewalks and streets, as well as street lighting, allow residents to travel safely from home to work, shopping, and recreation.

During the winter months when Quartzsite is overwhelmed with visitors, adequate parking becomes a primary concern. Inadequate off-street parking affects neighborhood conditions by forcing people to park on the street or in others' yards.

Minimum off-street parking requirements are defined by the Town in its Zoning Ordinance. Older units may have less off-street parking, either because they were not built to code, or the code existing at time of construction required fewer parking spaces. Overcrowding of housing units often results in more cars than available off-street parking. Alleviating overcrowding and code enforcement are the best means to address off-street parking issues. Shaded off-street parking is also a concern in Quartzsite due to extreme summer heat.

Finally, provisions of adequate open space/park facilities for recreational purposes is another factor that contributes to overall quality of housing. Onsite recreation facilities for multi-family and mobile home park housing projects is important to provide recreational opportunities in-lieu of private yards. Public parks provide recreational opportunities for all residents of Quartzsite. The Parks, Recreation, and Open Space Element addresses the need for adequate recreational facilities within the community.

An understanding of current population and housing trends is important when designing a comprehensive housing strategy to address issues within the community and provide quality housing, as defined above. The following sections provide a discussion of these issues.

4.2.2 HOUSING STOCK

The number of housing units in Quartzsite grew over 50 percent during the 1990s. (building permits issued for houses during 1990s). Manufactured homes and recreational vehicle parks account for much of the Town's housing stock. The availability of these affordable properties is an asset to lower income households. However, older mobile homes may deteriorate physically faster than conventionally built housing and many of the residents in mobile home parks are elderly. These residents may have difficulty repairing their mobile homes as they age. Mobile home parks sometimes lack the infrastructure of paved public streets, street lighting, and sidewalks, etc. that conventional neighborhoods take for granted. Mobile home parks are also home to many winter residents, with seasonal residents comprising many of the total number of mobile home residents. Given the nature of manufactured

housing developments, the Town must pay careful attention to the development and maintenance of manufactured home sites.

Multiple family housing plays a critical role in providing affordable shelter to all economic classes, but especially to those of moderate means and the elderly. Quartzsite currently lacks the multiple family housing developments that it needs to house current residents as well as the future residents it hopes to attract. These properties can deteriorate quickly without proper management and maintenance and must be examined periodically to determine whether they meet the standards of quality and environmental design. This will assist in maintaining the Town's valuable rental housing stock for the future needs of the Town's citizens.

An adequate supply of affordable housing is inherent in the concept of preserving existing neighborhoods. Affordable housing is defined as housing which can be purchased or rented and maintained to a reasonable standard by persons of low income. It is possible to provide decent, Code-compliant housing for all residents of Quartzsite if all affected parties are willing to devote time and secure funding for the effort of development. Affordable housing efforts could include the rehabilitation of older single residence properties, encouragement for developers to renovate existing multiple residence housing stock, and/or incentives for developers to build on in-fill residential properties.

In addition to living in mobile home parks and non-manufactured housing, many of Quartzsite's winter visitors live in their own recreational vehicles in RV parks. Although many of these parks lie vacant during the summer months, during the winter months the parks experience overcrowding. Efforts must be made to provide space for the winter visitors so valuable to the Town's economy.

HOUSING CONDITION

Housing units over 30 years old are likely to have rehabilitation needs, which may include new plumbing, new siding, roof repairs, foundation work, and other repairs. If not maintained, housing can deteriorate over time, which can depress property values, discourage reinvestment, and impact the quality of life in a neighborhood. According to the 1990 Census, approximately 13 percent of the housing units in Quartzsite were constructed before 1970. An additional 42 percent were between 20 and 30 years old, and may require substantial repairs during the next 10 years.

In October of 2002, a housing condition survey was conducted in Quartzsite. Housing condition was determined based on a number of elements, including the condition of the foundation, roofing, siding/stucco, window and electrical, as well as the existence of frontage improvements, such as curbs, gutters, adequate side drainage, paved streets, sidewalks and driveways. Many areas of the Town are already showing signs of deterioration, such as houses needing painting, new roofs

and foundations, landscaping in disrepair, and often multiple vehicles parked on the property.

Of the 145 houses surveyed, 61 (42%) are in sound condition and do not require any repairs or improvements, while 51 (35%) are in fair condition and require minor repairs or improvements. Another 28 (19%) of the houses surveyed are in poor condition and require moderate repairs or improvements, 3 (2%) are in very poor condition, requiring substantial repairs and 2 (1%) are dilapidated and should be recycled. If the spiraling effect of this deterioration is not aggressively treated, whole neighborhoods will begin and continue to experience declining values, high turnover of residents, increasing incidence of rental vs. owner-occupied housing, and an overall deterioration in security and the quality of life.

COST OF HOUSING/OVERPAYMENT

According to the 2000 US Census, the median housing value in Quartzsite was $84,500 and the median gross rent was $351. This is relatively lower than the County's median housing value of $86,500. This would indicate that although housing costs are low, they are not necessarily affordable when compared with household incomes. The cost of housing is actually high and many households are overpaying.

Overpayment occurs when a household devotes more than 30% of their income towards housing costs thereby leaving limited funds available for food, clothing and healthcare. According to the 2000 US Census, overpayment only occurred in 13.2 percent of owner-occupied households and 14 percent of renter-occupied households. However, many households whose income falls below the poverty line may be overpaying and it is therefore critical to reduce the housing cost burden for these households.

HOUSING VACANCY

According to the US Census, in 2000, the vacancy rate in the Town of Quartzsite was 41.9 percent. However, 79.2 percent of these vacant housing units were for seasonal, recreational, or occasional use. Therefore, this high vacancy rate is not unusual for a community such as Quartzsite that has a large winter visitor population. However, most of these units are not available for other residents and newcomers to the community as they are not for rent. The high vacancy rate is not indicative of the number of units actually available for rent on the rental housing market.

4.3 EVALUATION AND ANALYSIS

4.3.1 HOUSING NEEDS

Quartzsite must target its housing programs to those exhibiting the greatest need so that adequate housing is available for all segments of the community. To that extent, the Town recognizes the importance of housing for low income and special needs groups. The following section outlines the existing and projected housing needs of the Town of Quartzsite based on population and employment projections.

PROJECTED GROWTH

Providing an estimate on the future housing growth and need in the community allows the Town to strategically plan for the housing of its future residents. Based on the Town's recent building permit records and taking into consideration population, employment, and housing growth projections for the town, as well as growth potential within the Town and its planning area, the projected increase in housing should be higher than presented by existing and historical trends.

For strategic planning purposes, the Town developed a forecast of the Town's population and housing stock. A substantial increase in permanent site housing (both single family and apartments) will be needed within the next 18 years to accommodate both senior citizens and younger families. Using a variety of data sources, the Town should grow to a population of 5,525 by 2005, 9,100 by 2010, 15,000 by 2015 and 24,700 by 2020. Likewise, the housing stock should reach approximately 3,300 by 2005, 4,333 by 2010, 6,521 by 2015 and 9,880 by 2020, assuming an average of 2.5 persons per dwelling unit by the year 2020 (Figure H-4). Growth for all time periods will result from development within the current Town limits, as well as annexation of land as property owners request annexation into the Town.

Figure H-4. **Projections for 2005, 2010, 2015 and 2020 based on Forecast Assumptions**

	2000	2005	2010	2015	2020
Population	3,354	5,525	9,100	15,000	24,700
Housing Units	3,193	3,300	4,333	6,521	9,880

CHARACTERISTICS OF FUTURE HOUSING STOCK AND HOUSEHOLDS

Assuming that 50 percent of these units will be site built, at least 4,300 new dwelling units will need to be constructed. The remaining dwelling units will consist primarily of manufactured housing (Mobile Homes). Of the new site dwelling units, 70 percent

will be assumed to be affordable apartments (3,010 units) and 30 percent will be assumed to be site built single family homes (1,290 units). Of the 3,010 site built apartments, 35 percent (1,053 units) will be constructed as affordable senior units for persons 62 years of age and older. Of the site built apartments, approximately 20 percent (602 units) are anticipated to be income restricted affordable units with tax credits or other government subsidy restrictions. These units will only be available to lower income households. These units will be comprised of primarily housing for lower income senior citizens, however, single female heads of household with dependent children may occupy some of the units.

Figure H-5. **Chart of Housing Types (Year 2020)**

Single Family	Senior Apartments	Manufactured Homes	Income Restricted
1290 Units	1053 Units	5580 Units	602 Units

4.4 CONSTRAINTS AND BARRIERS TO ADEQUATE AFFORDABLE HOUSING

The availability and production of affordable housing is constrained by factors in both the public and private sectors. Recognizing and understanding the source of these constraints are important in the Town's commitment to housing for all segments of the population.

4.4.1 MARKET CONSTRAINTS

The cost and availability of land, the cost of construction, and market financing are all factors that contribute to the cost of housing and can potentially hinder affordable housing production. These costs are largely influenced by market conditions and local jurisdictions have little influence over these potential constraints. However, a jurisdiction can help mitigate these constraints using policies and programs such as homebuyer assistance, and affordable housing gap financing and incentives.

CONSTRUCTION AND LAND COSTS

A major component associated with the cost of constructing a new housing unit is the cost of building materials and labor, accounting for approximately 40 to 50 percent of the sales prices of new homes. Because of the unavailability of materials, construction costs are constantly fluctuating but typically range form $45 to $60 per square foot for low to moderately priced new single family homes. Single-family homes typically cost more to construct on a per square foot basis than multi-family housing. Multi-family construction exceeding 15 units begins at $42 per square foot and decreases as the number of units increase based on economy of scale. Construction costs for single family residences can be reduced with the use of pre-manufactured homes such as modular homes or mobile homes. Lower housing costs

can be further achieved by reducing amenities and quality of building materials without compromising the safety and structural integrity of the house.

Though construction costs contribute a large component of the total development cost of a project, these costs are fairly consistent throughout the industry within a climatic region and do not constitute an actual constraint on housing production in Quartzsite. The reason construction costs are generally consistent within a climatic region, such as the southern portion of Arizona, is because housing with the same level of amenities will be constructed with similar materials to meet regional climatic needs, such as heat, cold or rain. Labor costs may vary between regions or metropolitan areas, such as between rural and urban areas, though labor costs in Quartzsite will be similar to other jurisdictions within the region (La Paz County and surrounding communities) that provide competition to attract Quartzsite residents since they are within the same economic market area.

The availability and associated cost of land has a direct correlation to the cost of a new home. The main determinants of land value are location, zoning, and size, as well as supply and demand. The market value of undeveloped land has been relatively stable within the past several years and does not appear to be a constraint on the construction of affordable housing. Programs that assist with the cost of land and construction can increase the affordability of both rental and for-sale homes. Availability of land in Quartzsite is highly dependent upon the Bureau of Land Management (BLM). The BLM land surrounds Quartzsite and the BLM controls the sale of public land for private uses. Minimum bid prices are set by the BLM.

FINANCING COSTS

The market interest rate on home purchases has a significant impact on housing affordability. Fluctuations in mortgage interest rates influence the number of potential homebuyers who are able to enter the homeownership market. Typical interest rates of 12 percent make it difficult for moderate and upper income households to afford homeownership, while lower income households have difficulty qualifying for conventional loans with below-market interest rates of 8.5 to 9.5 percent. Mortgage interest rates are influenced by economic conditions and policies at the national level, over which local jurisdictions have little control.

However, the Town of Quartzsite can identify, promote and implement government insured loan programs to increase homeownership opportunities for lower income households or implement subsidy programs. Government insured loan programs, such as the Federal Housing Authority, offer lower interest rates, reduced downpayment, and/or reduce mortgage insurance for lower income households. Government guaranteed loans have a higher approval rate for Quartzsite residents compared to conventional loans, particularly for lower income households. Such programs could reduce down-payment requirements to less than the 10 to 20 percent required through conventional financing. The Town can also offer interest rate write-

downs through State Programs or a Town Housing Authority to extend the availability of affordable housing.

Lending institutions are subject to the Community Reinvestment Act (CRA). CRA is intended to encourage regulated financial institutions to help meet the credit need of the entire community, including low and moderate-income neighborhoods and eradicate the practice of red-lining (not lending within specific areas, such as lower income neighborhoods or neighborhoods with high minority concentrations). Depending on the type of institution and total assets, a lender may be examined by different supervising agencies for its CRA performance.

To promote homeownership among all households, including lower income households, the Town will continue to work with lenders to distribute information regarding opportunities for the purchase of housing through the use of government guaranteed loans, as well as other available grants and loan programs.

4.4.2 GOVERNMENTAL CONSTRAINTS

Local policies and regulations can impact the price and availability of housing in a community. Many of these regulations are intended to improve the overall quality of housing, but land use controls, building codes, site improvements, fees, and other exaction required of developers, local development processing and permit procedures, and other issues may sometimes act as constraints to housing production, maintenance, and improvements.

LAND USE CONTROLS

Land use controls can impact the rate and cost of residential development in a number of ways. The two primary land use documents affecting residential development in Quartzsite are the Land Use Element and the Zoning Ordinance.

General Plan/Land Use Element
The Land Use Element establishes the overall character and development of the community, and identifies a range of permitted residential and nonresidential development, including maximum permitted development intensity throughout the Town and planning area. Quartzsite's General Plan was adopted in 1994 and an updated version of the General Plan is scheduled to be adopted mid-2003. This Housing Element update is being done concurrently with the update of the General Plan. The update of the General Plan and Land Use Element will minimize any constraints on the development of affordable housing.

Housing supply and costs are affected by the amount of land designated for residential use and the density at which development is permitted. The Land Use Element identifies the location and density/intensity of development within Quartzsite and the Town/County joint land use planning area.

The table on this page depicts the various General Plan land use categories that allow for residential uses. Additional information on the various land uses is contained in the Land Use Element.

Table H- 3. **General Plan Residential Land Use Categories**

Land Use Category	Minimum Residential Density Dwelling units/acre
Rural Density Residential	1
Suburban Density Residential	3
Low Density Residential	7
Medium Density Residential	15
High Density Residential	22

The Town has limited new residential development within areas subject to environmental and safety hazards. Quartzsite is subject to flooding as much of the Township lies within a flood plain. Residential development along these areas is limited and subject to strict engineering standards. While excluding or limiting residential uses within these areas does reduce the amount of land available for housing, allowing additional residential uses in these areas would expose residents to increased safety hazards.

Zoning Ordinance

The Zoning Ordinance depicts zoning for all properties within the Town limits. The Zoning Ordinance provides specific standards for the use of land, buildings, and structures under Town jurisdiction, as well as specific limitation on the development of land to maintain a level of quality for all types of housing.

The Quartzsite Zoning Ordinance provides for the following residential zones:

- Suburban Ranch/Residential Districts (SR and SR43)
- Rural Residential District (RA5)
- Low Density Residential (R1)
- Medium Density Residential (R2-M-R)
- High Density Residential

Development standards, as defined in the Zoning Ordinance, are established to ensure quality housing and to protect public health and safety. However, strict developmental standards can raise development costs and apply additional constraints to development. For example, the lack of land designated for High Density Residential could limit the opportunities for development of higher density housing in Quartzsite. The Town will continue to evaluate the impacts of Town development standards on the provision of housing in Quartzsite and identify programs to remove impediments.

Quartzsite's development standards and regulations under the Zoning Ordinance also strive to provide a diverse range of housing types in the community while preserving the character and quality of the community. While the Town allows for diversity in housing, market preference is for single-family units and mobile homes/manufactured housing. The Town should consider developing a strategy to promote the provision of affordable units in market rate housing projects. The strategy could be a mixture of incentives and requirements. Incentives may include a reduction in fees, priority processing, assistance with the provision of infrastructure and site improvements, reduction of zoning requirements such as parking and landscaping requirements, and/or increased allowable density. Incentives to encourage residential mixed-use development in targeted growth areas should also be evaluated. The specific incentives will need to be analyzed for appropriateness to the Town and for financial feasibility to the development community.

The Zoning Ordinance identifies allowable residential uses for the various zones. The Town will continue to evaluate its Zoning Ordinance to ensure that adequate housing is provided to all segments of the community, including the special needs groups identified earlier. If necessary, the Town should consider rezoning additional land for appropriate residential uses.

Quartzsite allows for a variety of residential uses including:

- Boarding House
- Manufactured Home
- Mobile Home
- Mobile Home Park
- Modular Home
- Multi-Family Dwelling
- One-Family Dwelling
- Recreational Vehicle
- Recreational Vehicle Park
- Two-Family Dwelling
- Group Home
- Homeless Shelter
- Congregate Care

BUILDING CODES AND ENFORCEMENT

The Town is dedicated to enforcing nationally accepted codes for safe housing construction and has adopted the Uniform Building Code. The Town building inspector is responsible for enforcing these codes.

FEES AND EXACTIONS

Fees and exactions are typically imposed upon developers to offset the cost of processing permits and providing government services. The developer, in turn, offsets these costs by increasing the prices on housing units. Fees and exactions in Quartzsite are relatively low and reasonable compared to some other Arizona communities. Thus, the impact on housing affordability is minimal, if any.

4.4.3 SUBSTANDARD HOUSING

As was discussed previously, a significant portion of the housing in the Town of Quartzsite in over 30 years of age which requires ongoing maintenance. Based on the housing condition survey, 58 percent of the housing stock in Quartzsite is in need of some repairs and improvements.

Many homeowners and landlords are unable to pay for needed maintenance. While some landlords are able to afford ongoing maintenance, they may not have the financial motivation to do so as long as they can continue to command relatively high rents without adequately maintaining the units.

To address the issue of poor property maintenance that occurs on individual properties throughout the community, the Town must consider adopting a property maintenance ordinance to ensure that the visual quality of Quartzsite is maintained and improved, and to ensure that unsafe and unsanitary conditions are promptly corrected by landlords.

4.4.4 EMPLOYMENT OPPORTUNITIES

Quartzsite's economy is heavily based on tourism, which offers primarily lower paying, seasonal jobs. According to Census indicators, many of the younger people of Quartzsite are leaving the community in search of improved economic opportunities and higher paying jobs. Without the ability to improve their pay, many Quartzsite residents are paying in excess of 30 percent of their wages for housing and/or living in housing conditions that are substandard.

By providing job training programs and expanding the economic base of the community, lower income households will be able to improve their income, thereby reducing the dependence on housing assistance.

4.4.5 PUBLIC TRANSPORTATION

While the lack of adequate public transportation is not a direct constraint to the provision of affordable housing, it may affect the ability of a transit-dependent person to travel to and from employment and needed services. If people are unable to travel to their place of employment, their ability to earn an adequate income to pay for

housing is directly impacted. In other cases, households are forced to spend significant portions of their limited income that should be used for housing costs to purchase and maintain private vehicles. Typically, lower income, disabled, and elderly households are most dependent on public transportation. These are also the households that typically have the most difficulty finding affordable, adequate housing.

4.4.6 ENERGY CONSERVATION

The cost of energy is a major concern because of the extreme high temperatures experienced in desert climates. In older homes, energy costs are one of the largest household expenses. Upgrading insulation, weather stripping and other weather protection measures can significantly reduce energy expenses thereby increasing a household's available income. However, the consolidated costs of energy improvements are out of reach for most low income households. For many lower income households, the costs of cooling and heating their homes already results in a significant portion of their income going towards utility bills. For some households, such as those with poor credit, there is also the additional cost of a high utility deposit. The Town can make loans and grants available to low income-qualified households for energy-efficiency improvements. USDA and other government agencies also offer assistance to low income households.

4.5 GOALS, OBJECTIVES AND POLICIES

The Housing Plan presented in this section of the Housing Element summarizes the issues and sets forth goals, objectives and policies to address the housing needs of all economic segments of the community. The purpose of this section is to establish general and specific guidelines for Town actions to meet the requirements of State law and work for the statewide goal of providing a decent home and a satisfying environment for all residents of the community. Quartzsite is currently experiencing a shortage of safe, decent, sanitary and affordable housing. Efforts must be made to develop and enforce strict standards regarding the development of housing for all residents, while at the same time, maintaining the quality of current housing units.

Goal: To be a Town that encourages the provision of safe, quality residential neighborhoods which are sound and affordable offering a variety of housing opportunities for all residents.

Objective: Encourage and promote a variety of housing types to meet all socioeconomic segments of the population, including both full time and seasonal residents.

Policy: The Town shall actively encourage an adequate supply of housing for low-

and moderate-income residents and assist developers in the creation of affordable housing.

Policy: The Town shall encourage a variety of housing types to accommodate the various needs of different groups in the community.

Policy: The Town shall help mitigate the constraints to housing development through financial and regulatory incentives.

Policy: The Planning Commission shall periodically review and update the Zoning Ordinance so as to accommodate the siting of affordable housing units.

Objective: Maintain and enhance the quality of existing housing stock for all residents.

Policy: The Town shall continue to pursue programs to fund housing construction and initiate a continuous prevention program to prevent the deterioration of all affordable housing units.

Policy: The Town shall develop strategies for recycling, rehabilitation, or condemnation of housing that does not meet minimum housing code requirements.

Policy: The Town shall work with citizens for community improvement to develop formal and informal housing maintenance programs to better target the housing needs by monitoring housing conditions and affordable housing units at risk.

Objective: Maintain strict development and subdivision standards for quality residential development and balance these standards with aesthetic and cost concerns.

Policy: The Town shall continue to review and update building standards.

Policy: The Town shall strictly enforce adopted building standards.

Policy: The Town shall develop a strategy to address the need for off-street parking.

Objective: Ensure equal housing opportunities to all regardless of race, ethnicity, color, national origin, religion, sex, disability, or family status.

Policy: The Town shall publicly promote and enforce the Fair Housing Laws to protect against arbitrary housing discrimination by the placement of posters and/or brochures. The information shall be posted at Town Hall and other public places.

Policy: The Town shall assist private sector and public agencies that are capable of producing or assisting in the production of housing for special needs households.

Objective: Provide a means by which the citizens of the community may furnish a meaningful contribution to the realization of the overall housing goals.

Policy: The Town shall promote and encourage citizen participation in the planning and monitoring of the Housing Element and housing policies.

Policy: The Town shall conduct community education and outreach programs to generate more knowledge, interest and ability for citizens to participate in planning issues relating to the accomplishment of housing goals.

Policy: The Town shall continue to publicize all public meeting issues to increase community awareness and participation.

Objective: Utilize Community Development Block Grant funds to further the provision of affordable housing in the community.

Policy: The Town shall conduct a public hearing annually on the future uses of CDBG funds for housing or other eligible projects.

Objective: Maintain and protect the character of established residential neighborhoods by identifying opportunities to provide assistance to property owners for renovations and rehabilitations.

Policy: Investigate establishing programs which provide financial and technical assistance to property owners to help them improve their homes and properties.

Policy: Develop a neighborhood improvement plan to identify areas that need and desire to be rehabilitated.

4.6 HOUSING ASSISTANCE PROGRAMS AND PLANS OF ACTION

In implementing the goals, objectives and policies of this Housing Element, the housing assistance programs and action plans identified in this section will outline specific actions to achieve those goals, objectives and policies. The housing programs include both the current and projected programs that will address the Town's unmet housing needs. Each action plan identified in this section includes a description of the housing assistance program, program objectives, funding source, program implementer and implementation time frame.

4.6.1 HOUSING PRODUCTION ON IDENTIFIED SITES

It is important for Quartzsite to identify adequate sites with appropriate zoning and development standards for housing types because, as discussed earlier, Quartzsite's plan for residential uses directly affects the affordability of housing within the community. The table below illustrates the amount of land currently available in Quartzsite and zoned for various uses.

Figure H-5. **Current Quartzsite Zoning**

Zone	Square feet	Acres	Percentage of Total
Industrial – 1	1,493,382	34.28	0.149%
Industrial – 2	3,579,822	82.18	0.357%
Commercial – 1	2,088,886	47.95	0.208%
Commercial – 2	50,028,043	1,148.49	4.985%
Suburban Residential	76,556,502	1,757.50	7.629%
Rural Residential	867,394,728	19,912.64	86.432%
Low Density Res.	1,816,331	41.70	0.181%
Medium Density Res.	21,660	0.50	0.002%
High Density Res.	573,826	13.17	0.057%
Total	**1,003,553,180**	**23,038.41**	**100.000%**

Approximately 94 percent of the land in Quartzsite is designated for residential use. However, 91 percent of the land designated for residential use is zoned rural residential which only allows a density of 1 dwelling units per acre. The table below (Figure H-6) estimates the amount of land needed for future development by category, as well as the expected number of dwelling units that will be built on each land use category. As shown, approximately 6,687 new units could be installed in Quartzsite over the next couple of years. The total number of housing units to be constructed in the future could vary depending on the density of actual development. Additional land will also become available as developers request the Town to annex land within its planning area based on a pre-annexation agreement.

Figure H-6. **Expected Dwelling Units & Required Acres by 2020**

General Plan Land Use Category	Available Acres	Expected Dwelling Units by 2020	Acres Needed
Suburban Residential	1,757.50	129	645
Rural Residential	19,912.64	516	516
Low Density Res.	41.70	1504	173
Medium Density Res.	0.50	1718	122
High Density Res.	13.17	6013	273
Total	**21,725.51**	**9,880**	**1,729**

While the Town has over 21,000 acres available for residential development, the majority of land is designated as rural residential, a low density designation. The Town should continue to monitor its vacant land inventory and Land Use Element to identify appropriate locations for higher density housing, including mobile homes, multi-family, senior housing and RV parks if needed to house the Town's winter visitors, and re-designate land for higher density purposes. If necessary, the Town should consider increasing the density on properties where affordable housing is provided as part of the proposed project. Due to the concern of neighbors when increased property density is proposed, the Town should consider creating an education program, such as an Affordable Housing Guide, to educate the public about what affordable housing is and dispel some of the myths associated with affordable housing.

4.6.2 PROGRAMS FOR THE DEVELOPMENT OF AFFORDABLE HOUSING UNITS

While residential land costs in the Town of Quartzsite are generally lower than in the nearby communities, homeownership opportunities for the low and very-low income households remains limited. The following programs attempt to address the need for additional housing.

FEDERAL PROGRAMS

Community Development Block Grants
The Community Development Block Grant (CDBG) Program is a state sponsored program that grants money to rural cities and towns to administer in the form of housing rehabilitation and local business assistance loans.

Federal Housing Administration
Many low income families do not readily qualify for private home loans because of the high risk involved. The Federal Housing Administration (FHA) increases the possibility of home ownership by providing federal guarantees on loans made by private lending institutions to qualified low income home buyers.

USDA Rural Housing
The Rural Housing Service (RHS), an Agency within the Rural Development mission area of the USDA, administers Guaranteed Rural Housing Loans which helps very low to low income families finance their own homes. Applicants must be U.S. citizens or permanent residents and have an adequate adjusted household income with at least a 24-month work or income history.

Only new or existing homes in eligible rural areas qualify for USDA Rural Housing Loans. Benefits of this program include: no downpayments, 100 percent loan to value financing, no monthly mortgage insurance, and fixed rate interest rates.

Veterans Administration (VA) Loan Program
The main purpose of the VA home loan program is to help veterans finance home purchases. More than 29 million veterans and service personnel are eligible for VA financing. Some of the benefits of these kinds of loans include: no downpayment in most cases, financing of up to 100 percent of the VA-established home value, and no monthly mortgage insurance.

To obtain a VA loan, the law requires that: the applicant is an eligible veteran who has available entitlement, the loan is for an eligible purpose, and the veteran occupy or intend to occupy the property as a home. VA loans can be used to buy a home, townhouse, or condominium unit, to build a home, to purchase and improve a home, to refinance an existing home loan, or to buy a manufactured home and/or lot. For more information regarding VA loans, please refer to www.homeloans.va.gov.

STATE PROGRAMS

Arizona Department of Housing
The Arizona Department of Housing (ADOH) was established to make homeownership a reality for more Arizona families. ADOH has numerous programs available to first-time homebuyers, low-income residents and residents of rural counties in Arizona. Information regarding any of these programs can be found at www.housingaz.com.

Low Interest Mortgage Programs
Programs are available throughout Arizona for first-time homebuyers who meet the minimum requirements such as having decent credit and income at or below prescribed limits. Programs such as Mortgage Credit Certificate Programs and the Mortgage Revenue Bond can provide down payment assistance, low interest rates and other ways to make buying a home affordable.

Rural Home Purchase Assistance Program (RHAP)
RHAP provides assistance to the rural counties of Arizona. Families, including single people, whose yearly income does not exceed 80 percent of the area median income where the housing unit will be purchased, are eligible for the RHAP. The value of the house that is purchased cannot exceed specific limits and must be occupied by the family as a primary residence for at least five years. The maximum amount of RHAP assistance is $10,000.

Special Needs Programs
Many of Arizona's low-income individuals and families have special needs, in addition to low incomes, which makes the search for affordable housing extremely difficult. This group includes, but is not limited to, persons with a serious mental illness, and/or other behavioral health diagnoses, persons living with HIV or AIDS, persons with physical disabilities, farmworkers, homeless persons, elderly persons or single-headed households. ADOH administers a variety of state housing programs

that can provide funding to agencies providing assistance to special needs populations. Included in these programs are the development of emergency shelters, transitional supportive housing facilities, permanent supportive housing and programs educating the public on eviction prevention, mortgage foreclosure, and emergency housing.

4.7 ACTION PLAN

Phase	Project	Responsible Agency/ Department	Funding Source
1 -5 years	***Re-designation/ Rezoning for Higher Density Residential*** – Re-designate land for higher density residential development to promote housing diversity and the development of additional rental and lower cost ownership units. Consider creating a public education Affordable Housing program to address the concerns regarding increased density and affordable housing. Once the Zoning Ordinance is modified, actively rezone or zone newly annexed lands to represent every type of zone.	Town of Quartzsite	Town of Quartzsite
	Affordable Housing Strategy – Consider developing an Affordable Housing Strategy that provides incentives to encourage development of affordable units. To best design an affordable housing strategy, a feasibility study should be completed and developers consulted.	Town of Quartzsite	Town of Quartzsite
	First-time homebuyers program – Continue to provide assistance to first-time homebuyers.	Town of Quartzsite/ ADOH/ FHA/ USDA	Private/ ADOH/ FHA/ USDA
	Persons with special needs and housing for the homeless – Consider implementing programs providing financial support for emergency and transitional housing programs.	Town of Quartzsite/ ADOH	Town of Quartzsite/ ADOH
	Promote equal housing opportunity – Distribute information to provide for the protection of the citizenry against discrimination through the dissemination of housing information.	Town of Quartzsite	Town of Quartzsite
	Winter Visitors – Consider monitoring the housing needs of the community's winter visitors to ensure that adequate housing opportunities are provided. If necessary, the Town should consider rezoning	Town of Quartzsite	Town of Quartzsite

	additional land to provide appropriate housing opportunities.		
	Housing Rehabilitation – Consider providing emergency repairs, major home repair, and major home rehabilitation loans. Consider implementing a rental rehabilitation program.	Town of Quartzsite	CDBG
	Code Enforcement – Continue to enforce the Town's code enforcement policies.	Town of Quartzsite	Town of Quartzsite
	Distressed mobile home and RV park improvement program – Consider adopting an improvement program to target distressed mobile home parks and subdivisions and RV parks to provide rehabilitation assistance that meets the needs of mobile home and RV owners.	Town of Quartzsite	Town of Quartzsite/ CDBG
	In-fill Development – Consider amending the Zoning Ordinance to include incentives for in-fill development. Incentives can target mixed-use development, accessory dwelling units, and in-fill within target neighborhoods.	Town of Quartzsite	Town of Quartzsite
	Citizen Participation – Maximize citizen participation in the implementation of this Housing Element. Initiate periodic workshops to evaluate the implementation of housing programs.	Town of Quartzsite	Town of Quartzsite
	Community Organizations – Continue to foster strong ties with and support the activities of local organizations that are involved with the provision of affordable housing and services.	Town of Quartzsite	Town of Quartzsite
	Neighborhood Revitalization – Consider implementing a neighborhood revitalization applied to appropriate areas within the community with concentrated rehabilitation needs.	Town of Quartzsite/ CDBG	Town of Quartzsite/ CDBG
6 + years	***Property maintenance ordinance*** – Consider adopting a property maintenance ordinance to maintain and improve the visual appearance of the community.	Town of Quartzsite	Town of Quartzsite
	Annexation – Consider annexing approximately 1,280 acres of land by the year 2010.	Town of Quartzsite Planning Commission	Town of Quartzsite

4.8 SUMMARY AND CONCLUSION

This Housing Element was prepared to identify the existing and projected housing needs in the Town of Quartzsite. Several action plans were outlined to serve as a framework for achieving the Town's goal of providing decent housing and an adequate living environment for all segments of the community. The Town is not limited to those action plans identified in this document, and can incorporate any plan of action it determines beneficial to the overall quality of housing in the Town.

It is important to note that while the primary focus of this Element was affordable housing, a successful housing program will depend on a balance of all levels and types of housing. A diverse housing stock is essential to a healthy community.

Finally, this Element is intended to be used as a planning tool by the Town and the general public. Active participation and continual re-evaluation of this document is necessary to accomplish those goals identified in this Housing Element.

Parks, Recreation and Open Space Element

Town of Quartzsite General Plan

A.R.S. Section 9-461.05 E.2. Recreation Element
A recreation element showing a comprehensive system of areas and public sites for recreation, including the following and, if practicable, their locations and proposed development: (a) Natural reservation. (b) Parks. (c) Parkways and scenic drives. (d) Beaches. (e) Playgrounds and playfields. (f) Open space. (g) Bicycle routes. (h) Other recreation areas.

A.R.S. Section 9-461.05 D.1. Open Space Element
An open space element that includes: (a) A comprehensive inventory of open space areas, recreational resources and designations of access points to open space areas and resources. (b) An analysis of forecasted needs, policies for managing and protecting open space areas and resources and implementation strategies to acquire additional open space areas and further establish recreational resources. (c) Policies and implementation strategies to promote a regional system of integrated open space and recreational resources and a consideration of any existing regional open space plans.

5 – Parks, Recreation & Open Space

This element provides an overall guide for park and recreation facilities planning, as well as for open space designation. Parks and recreational facilities work in harmony with open space to provide a number of things for the Town and its residents, including but not limited to: recreational opportunities, contributions to the physical and aesthetic qualities of the Town and enhancement of economic development opportunities.

Within this document are development standards for new recreation facilities and a neighborhood analysis for park needs. Also included in this element is an analysis of the current need for open space designation within the Town, including a description of possible open space areas.

This element is structured in the following format. The Background and Existing Conditions section contains an inventory of the existing parks, open space and recreation facilities within the Town. The Evaluation and Analysis section reviews park, open space and recreation needs based on population and geographic standards. The Goals, Objectives and Policies, describe the Town's desires in regards to parks, open space and recreation facilities. The Action Plan identifies steps to bring the parks and recreation facilities to the standards identified in the Goals, Objectives and Policies.

5.1 BACKGROUND AND EXISTING CONDITIONS

The Town of Quartzsite manages one park at this time. Town Park is classified as a regional park and provides such amenities as a volleyball court, basketball court, children's play equipment and newly improved baseball facilities. Town Park provides for open space and the field activities contribute to meeting the recreation needs of the Quartzsite community. However, Quartzsite is still in need of smaller neighborhood and pocket parks, more public recreation facilities and more areas designated as open space. Following is a description of park classifications and of Town maintained facilities.

5.1.1 PARK FACILITIES

Parks typically include trees, grass, open play areas, walking paths and benches and have clearly defined geographic locations and boundaries. Parks are classified by the following categories: Regional Parks; Seasonal Parks; Area Parks; Neighborhood Parks; and Pocket Parks. The classifications differ by size, content, purpose, and service area. A service area is the geographic region where the users of a specific park live.

REGIONAL PARKS

These major parks are primarily used for outdoor recreation such as picnicking, sports, play areas, swimming, and walking. The service area for this type of park is defined by a one-hour driving time. A park of this nature will generally serve several communities. The overall population standard for a Regional Park is one for every 100,000 persons. The park size is from 25 to 250 acres. Regional parks may also include features that are contiguous to or encompass natural resources.

Quartzsite has one regional park, Town Park, which comprises 80 acres. Town Park currently consists of a volleyball court, a basketball court, children's play equipment and donated fighter jets which serve as an ornamental display in the Park. In 2003, lighting and landscaping for the baseball field will be completed. A children's water play station is also planned for the Park. The northeast corner of Plymouth and Quail Trail contain Celia's Gardens, a community effort in natural landscape architecture in memory of a younger Quartzsite community member who passed away several years ago.

AREA PARKS

Area parks are smaller than regional parks and are suited for intense recreational facilities such as community recreation centers and large swimming pools and include areas of natural quality or outdoor recreation such as walking, viewing, sitting, picnic areas and other passive activities. These parks serve residents within a 1 to 2 mile radius and are 15 to 25 acres in size. They should be easily accessible to residents within the service area (4 square miles) and should be located along arterial streets. Area parks may also include features such as man-made lakes and areas suited for intense park development. There currently are no area parks located within Quartzsite. However, one is needed south of Town in the future to accommodate residents who live south of Interstate 10 and for whom Town Park is not easily accessible by foot or bicycle.

NEIGHBORHOOD PARKS

Neighborhood parks allow a space for informal recreational activities such as field and court games, picnicking, walking, jogging and tot lots. The service area for this

type of park is between a ¼ to ½ mile radius (one square mile) and serves a population of 5,000 people in a neighborhood. The desirable park size is from 3 to 15 acres. The park should be accessible to neighborhood populations by a safe walking and biking distance and should not be adjacent to any arterial streets. Quartzsite is currently lacking any neighborhood parks. A future neighborhood park is proposed for the northwest section of Town, near the current elementary and future high school.

POCKET PARKS

These small parks are special park facilities that serve a concentrated or limited population and can be designed to serve specific population groups such as children or senior citizens. The service area for this type of park is less than ¼ mile. The size of the park is typically between 1 and 3 acres. They should be located close to neighborhoods and in close proximity to apartment complexes. Residential developers can be encouraged or required to include these types of parks in their developments.

5.1.2 OPEN SPACE

Open Space is an open area of land that allows for the unconstrained movement of people and their exposure to nature. Open space is typically undeveloped land in its natural state and can include washes, mountains and trails. Occasionally, open space can be seen in areas adjacent to commercial or multi-use development in the form of a plaza or a town center. The size can range from a small pedestrian plaza to a regional park to miles of washes to an entire mountain range. The purpose of promoting open space is to preserve natural areas, provide public gathering places, therefore protecting environmentally and geologically sensitive areas, and supply a balance to urban development; in essence providing an improved quality of life for Quartzsite's residents and minimizing the negative impacts of higher density development. And in conjunction with a trail system, open space can create a network of connections to a community's park and recreation facilities.

There are a number of open space areas maintained by the Town. All of the Town's washes are designated as open space due to the fact that these areas cannot be developed with buildings and other urban uses due to potential danger from flooding. "Q" Mountain provides an opportunity for another open space designation. To guide the Town in its open space conservation efforts, an Open Space land use category is included on the Parks and Open Space Map and in the Land Use Element of this General Plan. This designation implements the open space goals and objectives of this Element by:

- Conserving natural resource areas required for the conservation of wildlife and plant life, including floodplains, floodways, the habitat of wildlife species and areas required for research and study.

- Maintaining areas of importance for outdoor recreation including areas of cultural and historical value; areas particularly suited for park and recreation purposes, including those providing access to "Q" and Granite Mountains and Tyson Wash; and areas which serve as links between major recreation and open space reservations, including utility banks of washes, trails, and Old Bouse Road.
- Delineating open space for public health and safety including, but not limited to, areas that require special management or regulation because of hazardous or special conditions, such as floodplains and areas required for the protection of air and water quality.
- Providing for open spaces to create buffers between different land uses to minimize impacts.

5.1.3 PATHS, LANES, ROUTES AND TRAILS

A comprehensive path, lanes, routes, and trails system provides for connectivity between parks and promotes alternative sources of transportation and recreation. Bicycle paths, lanes, and routes are designated courses that provide an opportunity for cycling and need not be intensively developed to function effectively as a corridor connecting other park and recreation facilities. Pedestrian and equestrian trails also offer the community an opportunity for an alternate source of recreation and transportation.

BICYCLE PATHS, LANES AND ROUTES

Bicycling is one of the most popular forms of recreation in the Unites States with 46% of American bicycling for pleasure. It offers a convenient and economical form of transportation. The primary purpose of a bicycle paths, lanes, and routes plan is to identify a system of bikeways that will serve as a tool for planning future bicycle facilities and roadway improvements. This plan is intended to provide a fair assessment of current and future bicycle needs, implementation costs, and funding opportunities for bicycle facilities. Currently, the Town of Quartzsite offers no bicycling facilities with bicycle racks located at the Elementary School and at Town Hall.

Once implemented, an effective bikeway system can offer residents the convenience of cycling to destinations and reduce the number of vehicles on local roads; resulting in enhanced health and safety, improved quality of life and increased air quality. The plan recommends a system of bicycle routes that will connect existing and developing residential areas to destination points for commuter and recreational bicyclists.

Bicyclists are entitled to travel on all roads except those that are lawfully prohibited to them. Many motorists are unaware that by law bicyclists are not required to stay on the shoulder of the road or on a separated bath. Indeed, there are many bicyclists who prefer to cycle in the land of traffic. However, Quartzsite is a community

comprised of cyclists of differing or diverse abilities and those who desire different types of facilities. All three bike facilities, Class I bike paths, Class II bike lanes, and Class III bicycle routes described below serve different purposes and different user groups. Design standards for each of the bikeways have been established by the American Association of Highway and Transportation Officials (AASHTO).

Class I - Bikeways
Class I bikeways are facilities where exclusive right of way with cross-vehicular traffic is minimized. Class I bikeways serve the exclusive use of bicycles and pedestrians and are not shared by motor vehicles except for maintenance, security or emergencies. The minimum paved width for a two way bike path is 2.4 m. (8 ft.). The minimum paved width for a one way bike path shall be 1.5m. (5 ft.). A bicycle path is not a sidewalk, but can be designed as multi-use to permit shared use with pedestrians.

Class II – Bicycle Lanes
Class II bikeways (bike lanes) are established within the paved area of roadways adjacent to vehicle lanes through identifiable pavement striping and markings and signage. It is generally recommended that Class II bicycle lanes use a minimum of 1.2m. (4 ft.) paved roadway shoulder with a standard 100mm. (4 in.) edge stripe to improve the safety and convenience for bicyclists and motorists.

Class III – Bicycle Routes
Class III bikeways (bike routes) are intended to provide continuity to the bikeway system. Bike routes are established along through routes not served by Class I or II bikeways, or to connect discontinuous segments of bikeway (normally bike lanes) where there is not adequate width to install bike lanes. Class III facilities are shared facilities, either with motor vehicles on the street or with pedestrians on sidewalks. In either case, bicycle usage is secondary. Class III facilities are established by placing bike route signs along roadways.

PEDESTRIAN PATHS AND TRAILS

The development of walking paths and trails in Quartzsite should be a priority as many residents and winter visitors partake in this recreational activity. Walking paths and trails can be developed in coordination with bicycle routes and equestrian trails. The pedestrian paths and trails should include landscaping and rest areas with benches and water fountains.

EQUESTRIAN TRAILS

Equestrian activities are a common thread in the history of the Southwest. Due to its rural setting and large amounts of open space, Quartzsite is a prime location for the development of Equestrian related activities and trails. Equestrian trails should be

located mainly on the perimeter of Town and adjacent to rural areas. The exception in Quartzsite is the proposed equestrian trail that extends through Tyson Wash.

5.1.4 CULTURAL FACILITIES

Cultural facilities have unique recreational characteristics or qualities that serve the community, region, and/or nation. These facilities may support social or cultural events, large gatherings of various types, performing arts, historical museums, regionally significant portrayals of historical events or circumstances, historic trails, education or advanced training classes, or other unique opportunities for recreation. Facilities for such activities may be developed in cooperative or joint agreements with public agencies.

HISTORIC RESOURCES

The Tyson Wells Stage Stop Museum, located on Main Street west of SR 95, displays many mining and historical artifacts which present an interesting history of Quartzsite. A cultural center in an area adjacent to the Museum is needed as a cultural resource for the Town. This center could provide a place for activities such as those mentioned above, especially during the summer months when high temperatures would restrict such activities from the Town Park.

HISTORIC TRAILS

The Quartzsite area has a long and distinctive history of various people and groups occupying or moving through the area. As the United States expanded westward, many groups of people traversed the area because of its water resources. The Native Americans, Forty-Niners and the US Army are examples of such groups.

Recognition and preservation of such routes through the development of interpretive historic trails, memorials, or other monuments provides an acknowledgement of the areas past while providing recreational opportunities. Old Bouse Road could be developed more as a historic trail by Quartzsite. This trail traverses through Town Park making it an ideal connection with other cultural and historical facilities.

5.1.5 RECREATION FACILITIES

Recreation facilities are improvements designed for active, recreational exercise requiring the installation of hard surfaces, building improvements or other physical modification of the natural environment. These facilities enhance the features of a park and are the main reason many people will use the facility. The following recreational facilities are available for use at Town Park: volleyball court, basketball court, and baseball diamond.

Many school playgrounds and athletic facilities serve the education needs of the community, as well as being available to the general public for recreational programs. Generally, school facilities can be used for community recreational programs on a time available basis. However, the availability of these facilities is limited by school operators. Consequently, the Town should offer recreational programs utilizing the local school on a case-by-case basis.

5.2 EVALUATION AND ANALYSIS

This section will address how the Town is meeting the park and recreation needs of the community. Two methods were utilized to evaluate parks and recreation facility needs. The first method reviews the current population totals and future projections and the second method examines the geographic location of existing and future populations. These population and location based objectives identify the desired quantity and location of the parks and recreational facilities. A population of 3,354 for the Town was used to identify overall park and recreational facility deficiencies for the residents within the Town limits. The analysis identified that the Town, in general, was deficient in the number and types of parks and recreational facilities it offers for current and future residents.

5.2.1 PARKS AND POPULATION

Park Facility	Standard	Existing	Park Needs 2003	Park Needs 2010	Park Needs 2020
Regional	1 per 100,000	1	1	1	1
Area	1 per 25,000	0	1	1	1
Neighborhood	1 per 5,000	0	1	3	5
Pocket		0	3	5	7

The second method of evaluating park and recreation facility deficiencies is to identify specific location shortfalls. The parks needed for an area cannot be determined exclusively on a population basis. The population numbers must be balanced with the physical layout of the community in order to meet any locational deficiencies. Each type of park should be dispersed in a manner consistent with the population distribution. This will focus the Neighborhood and Area Parks within a reasonable distance to their primary service population. The population analysis was completed on a one square mile level.

The Town has been successful in addressing Regional park needs in and around the community, but there are deficiencies. Many residential areas not adjacent to Town Park are in need of Area, Neighborhood or Pocket Parks. Within Map P-1 can be found the approximate locations of existing and proposed park facilities. The future facility locations were identified to meet the recreation needs of the future population.

The locations are only approximate and therefore could vary with population and geographic factors.

5.3 GOALS, OBJECTIVES AND POLICIES

Goal: Provide open space and recreational opportunities that reflect the unique needs of the Quartzsite community.

Objective: Provide an adequate number of attractive, well-located parks and recreational facilities as well as adequate open space for all residents and visitors to the community.

Objective: Work with Quartzsite citizens, including the youth and elderly, to identify the appropriate and preferred mix of park and recreation facilities.

Objective: Design and retrofit park and recreational facilities with consideration to accessibility, safety, neighborhood surveillance, and lighting.

Objective: Develop recreation facilities and utilize existing resources to offer a variety of cultural and artistic experiences.

Objective: Achieve a master planning program for all existing and future park facilities and open space resources to assure functional efficiency and an effective capital improvement process.

Objective: Work together with developers to establish guidelines for including open space in new residential and commercial developments.

Objective: Continue to implement programs which make use of school facilities.

Objective: "Adopt-a-Park" and "Adopt-a-Trail" programs to continue working with service organizations, private companies, and individuals to provide and maintain park and recreational facilities.

Goal: Create an easily accessible open space and recreation system which connects open space, parks, and washes and serves the needs of citizens and visitors alike.

Objective: Link open spaces to recreation and park facilities through a network of pathways, trails, and other open spaces throughout the Town in order to help define the physical and aesthetic appearance of the Town.

Policy: Develop a trail master plan that utilizes washes and other flood control facilities, utility easements, parks, and other public lands to create non-motorized pathways and trails.

Policy: Require continuity in open space and trails between developments.

Policy: Establish a historic trail along Old Bouse Road, which begins in Town Park.

Policy: Coordinate with federal, state, other entities, and private landholders to provide public access trails to recreational resources.

Policy: Provide shared use of non-motorized trail opportunities for persons with disabilities where feasible and practical.

Objective: Utilize open space to protect sensitive areas.

Objective: Expand recreational opportunities through landscape or conservation easements, trail easements, land leases, or other non-ownership methods.

Goal: Educate residents and visitors about Quartzsite's open spaces and their value to the community.

Objective: Coordinate with various entities to educate the public about open spaces in Quartzsite.

Policy: Work with the Chamber of Commerce to provide pamphlets to residents and visitors regarding the necessity and availability of open space and its benefits to the community.

Policy: Work with the Arizona Trails Commission to promote the trail-based recreation opportunities in Quartzsite.

Objective: Promote the open space areas of historical and cultural significance within Quartzsite.

Policy: Distribute pamphlets to public which display the historical and cultural opportunities within Quartzsite.

Policy: Develop a comprehensive sign package, visible from I-10 and other major corridors, that directs residents and visitors to trails and recreational opportunities.

Goal: Use park facility standards as the basis for providing appropriate levels of park facilities needed to achieve a balanced park and recreation system.

Objective: Regional Parks – One regional park for every 100,000 citizens. The size of the regional park is from 25 to 200 acres, and services an area within a 1-hour drive time.

Objective: Area Parks – One area park for every 25,000 citizens. The size of the regional park is from 15 to 25 acres, and services an area incorporating a 1 to 2 mile radius.

Objective: Neighborhood Parks – One neighborhood park for every 5,000 citizens. The size of the neighborhood park is from 3 to 15 acres, and services an area incorporating ¼ to ½ mile radius. Neighborhood parks should be located within a 5 – 10 minute walk or bicycle ride making them accessible to residents within an identified neighborhood. Natural or man-made barriers may require more parks in a neighborhood area than dictated by numerical standards.

Objective: Pocket Parks – Provide pocket parks such that their location is nestled in neighborhoods and in close proximity to apartment complexes to provide pockets of open space. The size of the pocket park is 1 to 3 acres, and services an area incorporating less than ¼ mile radius.

5.4 PARK, RECREATION & OPEN SPACE PROGRAMS AND PLANS OF ACTION

In implementing the goals, objectives and policies of this Parks, Recreation and Open Space Element, the assistance programs and action plans identified in this section will outline specific actions to achieve those goals, objectives and policies. The programs include both the current and projected programs that will address the Town's unmet parks, recreation, and open space needs. Each action plan identified in this section includes a description of the housing assistance program, program objectives, funding source, program implementer, and implementation time frame.

5.4.1 PROGRAMS FOR THE DEVELOPMENT AND ENHANCEMENT OF LOCAL PARKS AND RECREATION FACILITIES

The following programs attempt to address the need for local, regional and State parks, pathways and trails.

STATE PROGRAMS

Arizona State Parks "LRSP (Local, Regional and State Parks) Program"
The LRSP (Local, Regional and State Parks) Program budgets up to $3.5 million annually from the Arizona State Parks Board Heritage Fund for the support of land acquisition and development of facilities for outdoor recreation throughout Arizona. The application deadline is at 5:00 pm on the last official work day of February. More information can be found at www.pr.state.az.us/partnerships/grants/grantdesc.html.

5.4.2 PROGRAMS FOR THE PROTECTION AND ENHANCEMENT OF CULTURAL AND HISTORICAL RESOURCES

STATE PROGRAMS

Arizona State Parks "Historic Preservation Program"
The Historic Preservation Program budgets up to $1.7 million annually from the Arizona State Parks Board Heritage Fund for the support of historic preservation efforts, including acquisition, stabilization, and rehabilitation of historic properties and preservation education. The application deadline is 5:00 pm on the last official work day of March. More information can be found at www.pr.state.az.us/partnerships/grants/grantdesc.html.

5.4.3 PROGRAMS FOR THE DEVELOPMENT AND ENHANCEMENT OF PATHWAYS AND TRAILS

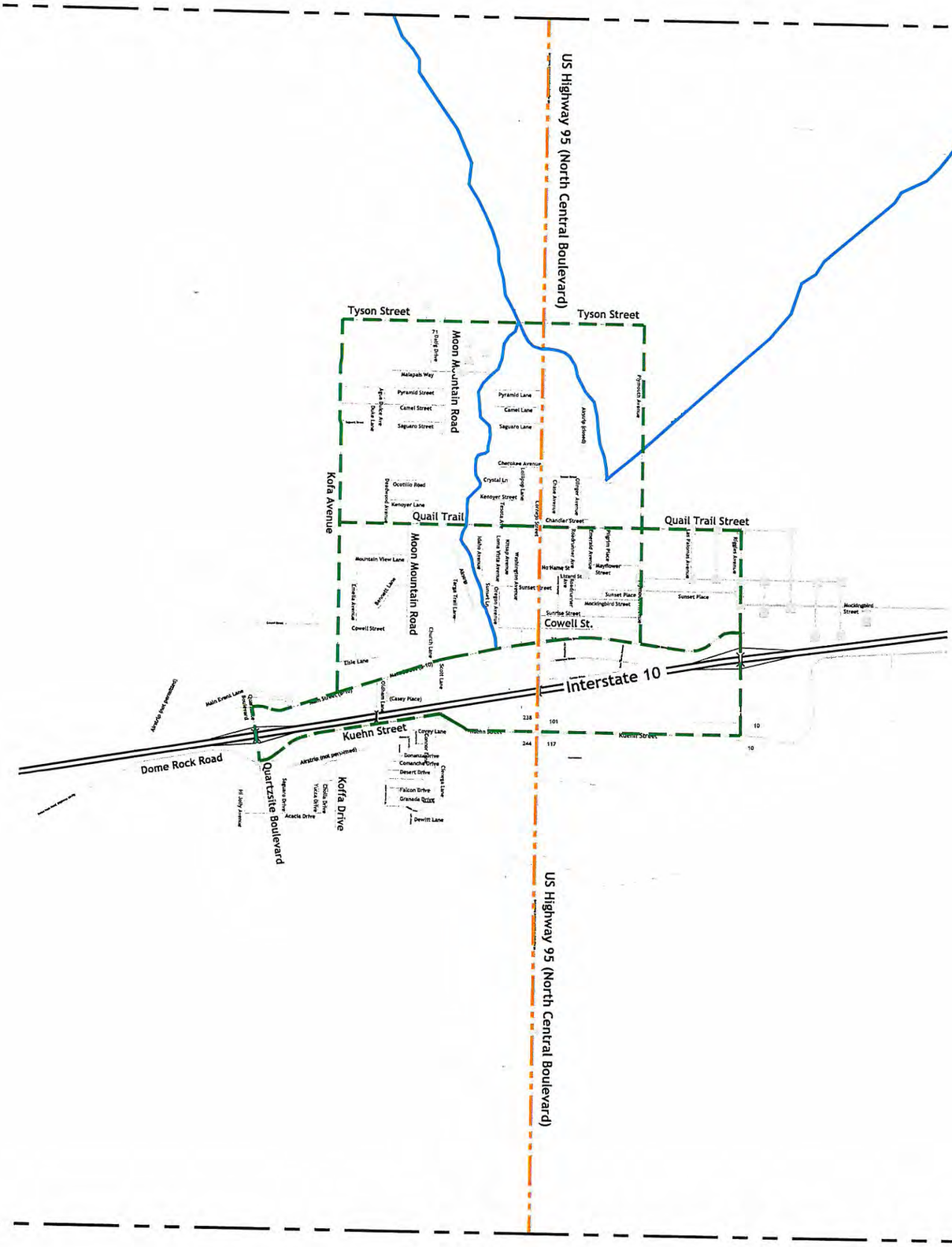
STATE PROGRAMS

Arizona State Parks "Trails Program"
The Trails Program budgets up to $500,000 annually from the Arizona State Parks Board Heritage Fund for the support of non-motorized trail acquisition, construction and improvements throughout Arizona. The application deadline is 5:00 pm on the last official work day of February. More information can be found at www.pr.state.az.us/partnerships/grants/grantdesc.html.

Arizona State Parks "Recreational Trails Program – Motorized Portion"
The Recreational Trails Program – Motorized Portion budgets up to $1.4 million annually from state motor-fuel tax revenue for the support of motorized trail development, mitigation, acquisition, and education for OHV recreation. The application deadline is 5:00 pm on the first official work day of December. More information can be found at www.pr.state.az.us/partnerships/grants/grantdesc.html.

5.5 ACTION PLAN

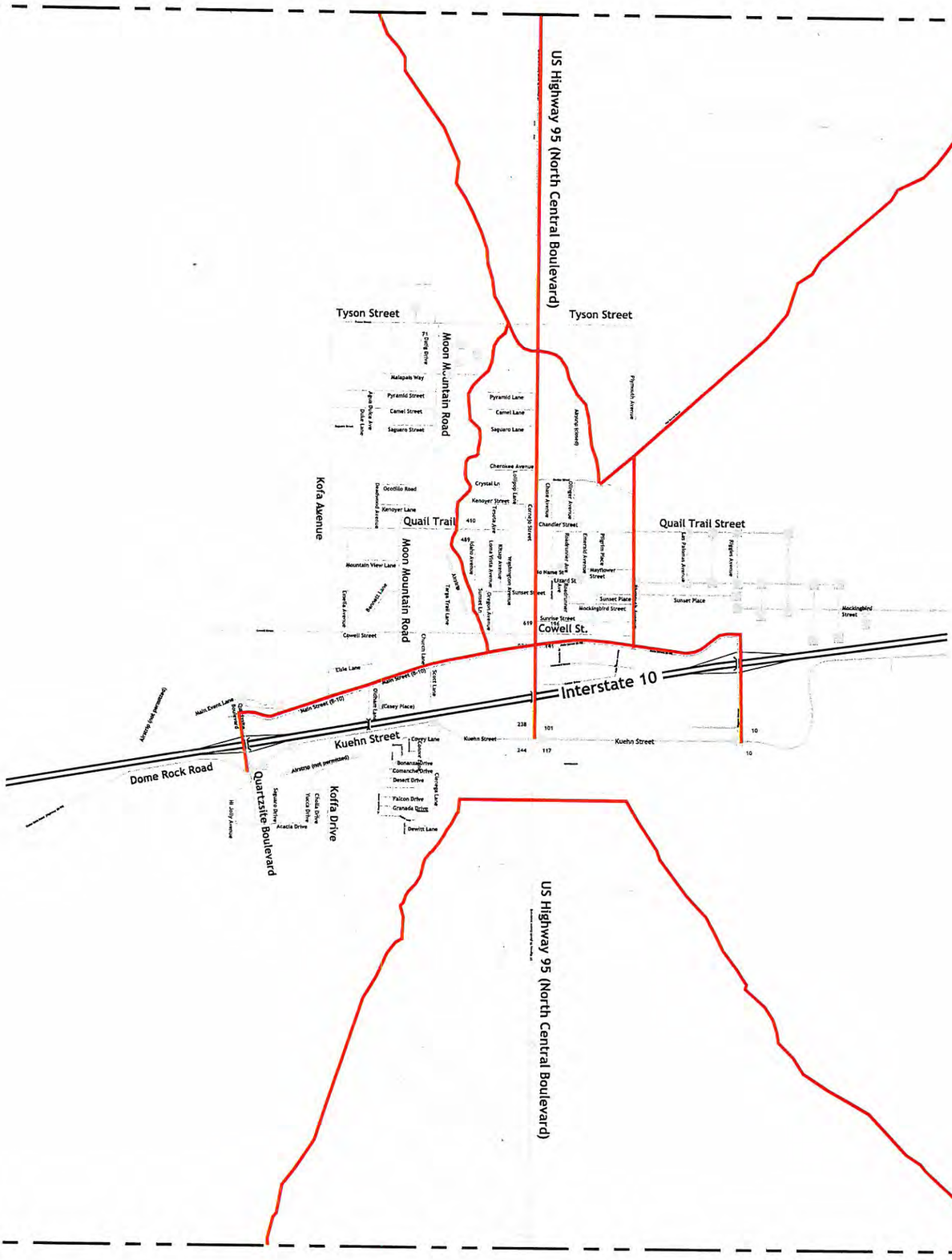
Phase	Project	Responsible Agency/ Department	Funding Source
1 -5 years	Develop a Quartzsite Arts and Cultural Center.	Parks	CDBG/ Town of Quartzsite
	Create a Town Parks Master Plan to update the current Town Park Master Plan and to address the park and recreation needs of the growing Quartzsite population.	Parks	Town of Quartzsite
	Pursue land acquisition from private owners and BLM to provide for future parks.	Parks	Town of Quartzsite/ Grants
	Construct various Bike/Trail/Pathway facilities.	Parks, Public Works	Town Quartzsite/ Grants
6 + years	Partner with the Bureau of Land Management and La Paz County to extend Bike/Trail/Pathway facilities outside the Quartzsite Area.	Parks	Town of Quartzsite
	Construct various Bike/Trail/Pathway facilities.	Parks	Town of Quartzsite
	Develop strategies and target opportunities to provide park facilities in the fast growing areas of the community.	Parks	



NOT TO SCALE

PLANNING AREA BOUNDARY
CLASS I BICYCLE PATHS
CLASS II BICYCLE LANES
CLASS III BICYCLE ROUTES
WALKING PATHS AND TRAILS
EQUESTRIAN TRAILS

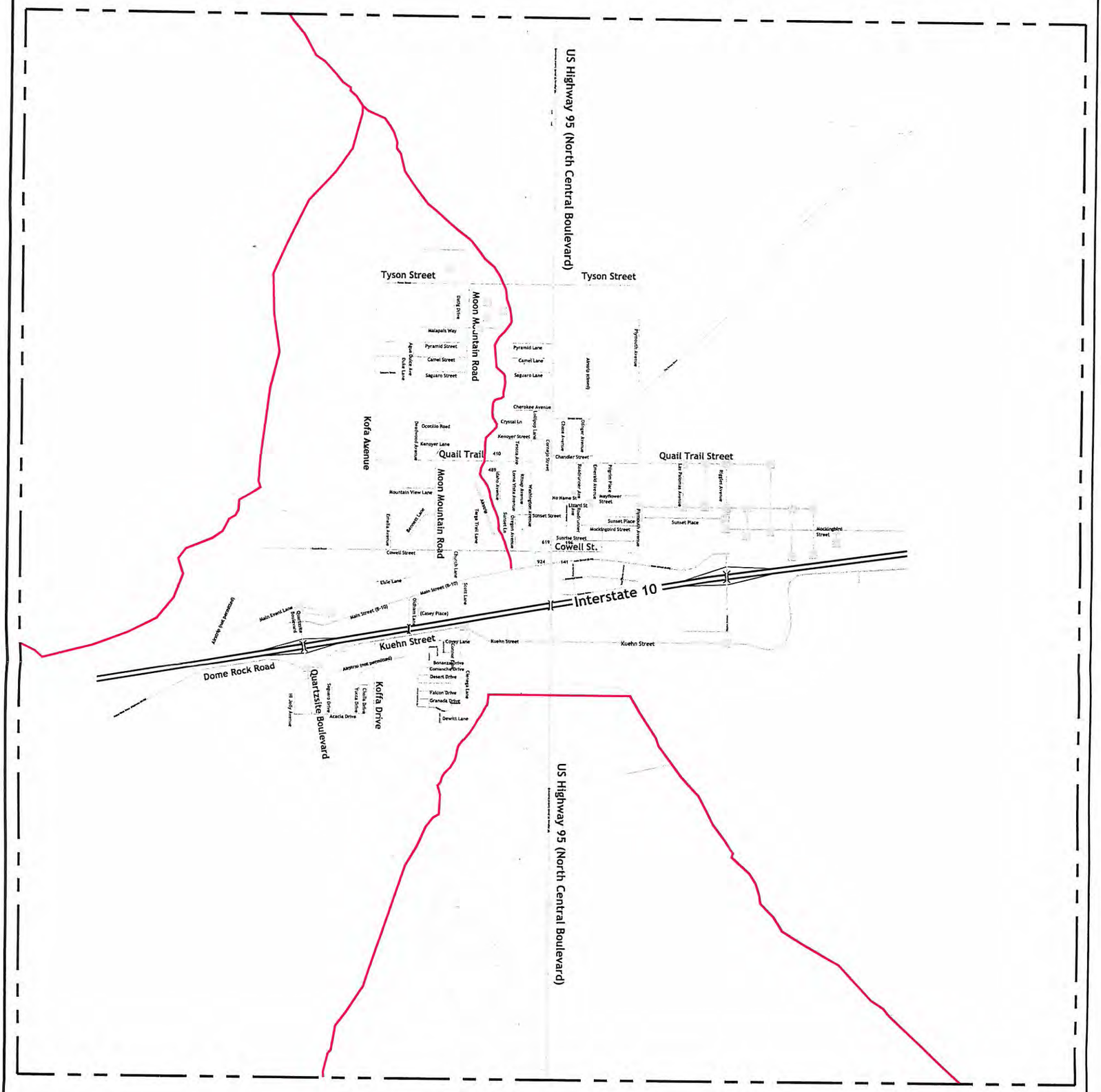
PROPOSED BICYCLE ROUTES



NOT TO SCALE

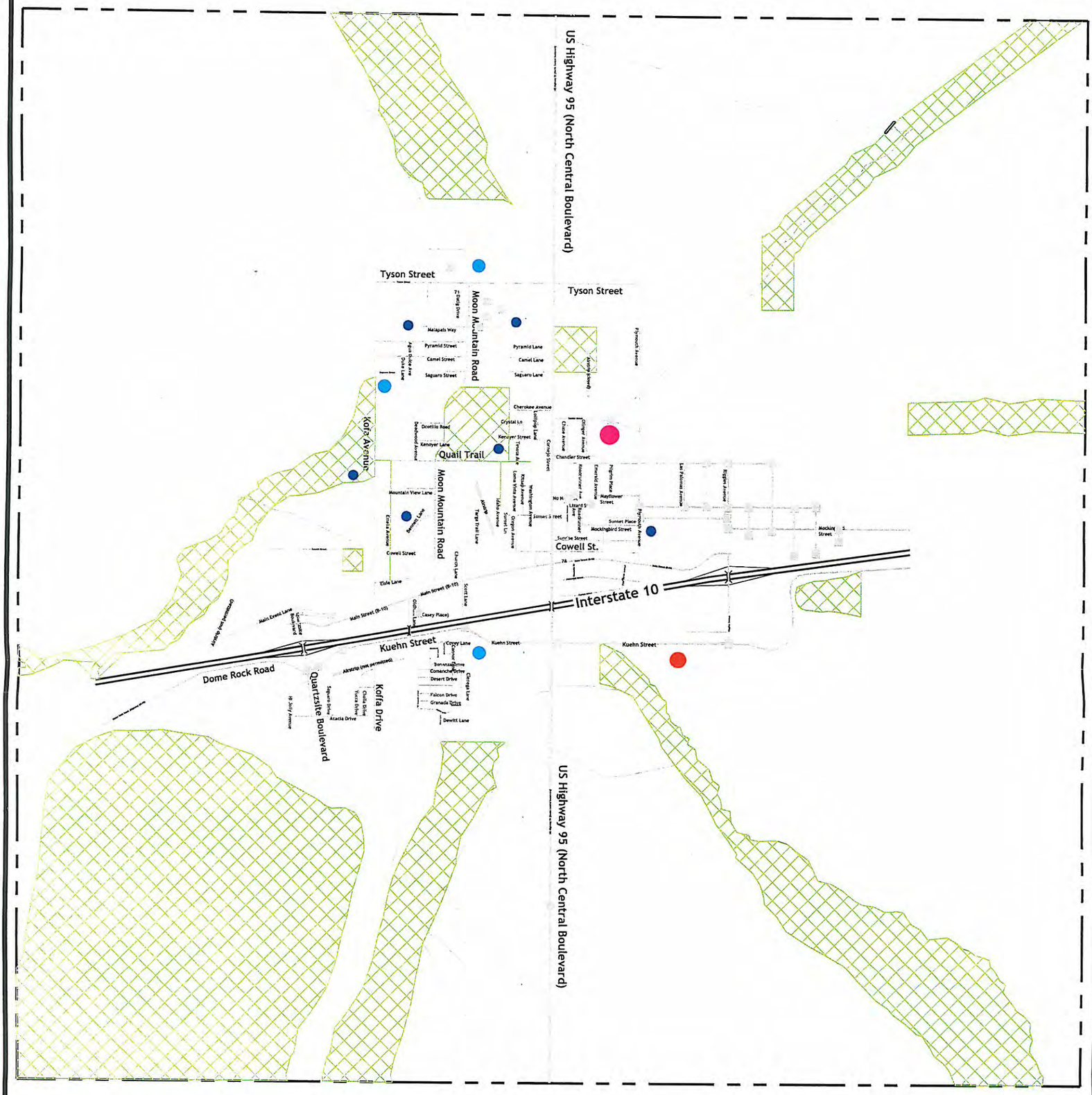
PLANNING AREA BOUNDARY
CLASS I BICYCLE PATHS
CLASS II BICYCLE LANES
CLASS III BICYCLE ROUTES
WALKING PATHS AND TRAILS
EQUESTRIAN TRAILS

PROPOSED PEDESTRIAN TRAIL



NOT TO SCALE

PLANNING AREA BOUNDARY	PROPOSED EQUESTRIAN TRAIL
CLASS I BICYCLE PATHS	
CLASS II BICYCLE LANES	
CLASS III BICYCLE ROUTES	
WALKING PATHS AND TRAILS	
EQUESTRIAN TRAILS	



NOT TO SCALE

REGIONAL PARK	PARKS AND OPEN SPACE
AREA PARK	
NEIGHBORHOOD PARK	
POCKET PARK	
OPEN SPACE	
PLANNING AREA BOUNDARY	

Growth Areas Element

Town of Quartzsite General Plan

A.R.S. Section 9-461.05 D.2 – Growth Areas
A growth areas element, specifically identifying those areas , if any, that are particularly suitable for planned multimodal transportation and infrastructure expansion and improvements designed to support a planned concentration of a variety of uses, such as residential, office commercial, tourism and industrial uses. This element shall include policies and implementation strategies that are designed to:
(a) Make automobile transit and other multimodal circulation more efficient, make infrastructure expansion more economical and provide for a rational pattern of land development.
(b) Conserve significant natural resources and open space areas in the growth area and coordinate their location to similar areas outside the growth areas boundaries.
(c) Promote the public and private construction of timely and financially sound infrastructure expansion through the use of infrastructure funding and financing planning that is coordinated with development activity.

6 – Growth Areas

Growth is occurring at a very fast pace throughout the State of Arizona, and Quartzsite is no exception. While growth often results in an improvement in the economics and diversity of an area, uncontrolled and misguided growth can lead to a decreased efficiency in public service provision, congested streets and parking lots, and a decline in the overall quality of life of an area. The definition of growth areas allows the Town to focus its resources on those parts of the Town most appropriate for development, thus avoiding these kinds of problems.

The intent of the Growth Areas Element is to provide guidance for future growth that is logical and healthy and growth that will preserve the unique sense of community found in Quartzsite. The Growth Areas Element identifies those parts of the Town that are most suitable for growth, due to their proximity to existing or planned public services and facilities. This Element also promotes a development pattern within growth areas that integrates housing, workplace, shopping, and recreation into more compact, mixed-use neighborhoods connected to the larger community by multiple modes of transportation.

This Element demonstrates the planning principles that the Town is committed to: coordinating the public and the private sector in their collective role in developing and revitalizing areas of the community that optimize the character of the Town desired by the Town's residents and supporting community development that is orderly and fiscally sound, and includes alternate means of transportation, housing diversity, a balance of development and creativity in design of new development.

This Element begins with the background and existing conditions of land use and transportation growth issues in Quartzsite. The evaluation and analysis that follows identifies growth area needs and opportunities for transportation and public facilities. Goals, objectives, and policies are established in this Element to promote growth areas which support a variety of land use types, provide transportation choices, and conserve open space areas consistent with the Town's ability to provide public services and facilities. The Element concludes with an action plan designed to carry out the legislative intent of the Arizona Revised Statute (ARS) and achieve growth area goals, objectives and policies.

6.1 EXISTING CONDITIONS AND TRENDS

At the time of incorporation in 1989, the Town of Quartzsite had a population of approximately 1,500. By the 2000 US Census, the Town had grown to approximately 3,500. The 2000 Census data reflects the fast paced growth of most of the small towns in Arizona.

So far, growth has mostly occurred north of, or in close proximity to Interstate 10, and along the Main Street and State Route 95 corridors and has largely coincided with the existing and proximate infrastructure. In the future, it is anticipated that new growth will develop mainly in the East side of Town, north of Interstate 10. Plymouth Road and Riggles Road will serve as the community's new "downtown" and will provide for a number of activities and land uses including, but not limited to, entertainment, shopping, professional offices, and civic attractions. It will also permit a wide range of housing types including: apartments, townhomes, duplexes, and detached single-family homes. In addition to this growth area, new development is planned for a number of other sites in Town.

6.1.1 LAND USE ELEMENT

Growth areas in this Element have been formulated within the context of the Land Use Element and Transportation Element of this Plan. The Land Use Element promotes development that is concentrated within areas currently provided or planned to receive Town water or sewer services. This type of development pattern minimizes encroachment on open space areas. The Land Use Element provides for public spaces, with uses such as community facilities, public facilities and schools, and addresses the need to plan for land uses that are compatible with a future airport site and industrial sites.

The Transportation Element contains provisions for the expansion of various roadways in support of planned growth. Roadway improvements proposed in the Transportation Element restrict development to a specific area.

The Action Plan and set of policies recommended in the Land Use Element and Transportation Element support the areas recognized in this element as "growth areas." The priorities of the Growth Areas Element are formulated to be contiguous with those of the Land Use and Transportation Elements and include the following:

- New development should be encouraged adjacent to existing developed areas and should have reasonable access to community facilities, public facilties, and schools;
- Should allow for flexibility in the assignment of land use densities so that property development, design opportunities, use of space, and traffic movements may be improved or enhanced;

- Consider implementation of credits or bonuses to attract timely and orderly development. Such programs may include tax credits, reduced fees, transfer or development rights, and density increases promoting development proposals that exceed development standards. Such considerations should be paid to the State of Arizona lands in the northwest quadrant of Town.

6.2 EVALUATION AND ANALYSIS OF GROWTH AREAS

6.2.1 TIERED GROWTH

In accordance with the State law, the designation of growth areas in the Town of Quartzsite should promote the timely construction of fiscally sound expansion of infrastructure that is coordinated with development activity. To this end, a three-tiered growth area system has been developed that addresses the current and future growth and development in Quartzsite. These tiered growth areas are defined on the Proposed Growth Areas Map included at the end of this Chapter.

GROWTH AREA I

Area I distinguishes land close to the center of current development in Quartzsite which is available and appropriate to accommodate the growth and related infrastructure expansion anticipated for a 2010 planning horizon. The strategy is to direct growth within the Town boundaries adjacent to current development so that new development occurs in an orderly fashion, creating logical extensions of infrastructure.

Infill development and the revitalization of existing areas have an important role in the growth and development of Quartzsite. The Growth Areas Element promotes infill development and revitalization wherever possible within Area I in preference to the development of outlying and remote lands. Opportunities for infill and revitalization exist along Main Street and Plymouth Roads, but additional opportunities are present in neighborhoods throughout the Town.

While infill development is the most desired form of growth, the Town recognizes that development will also take place in areas not adjacent to existing development. This new growth, however, is encouraged to take place in an area where one of the following conditions exist: prior administrative approval has been granted; the site is contiguous to two or more existing or planned developments; the site will be served by existing utilities and infrastructure. For those areas within Area I where these conditions do not exist, the responsibility to provide for services and infrastructure falls on the developer.

Plymouth Avenue and Quail Trail Street Vicinity
The Plymouth Avenue and Quail Trail Street vicinity growth area within Tier I represents an emerging development area. This future development area lies to the

east of Plymouth Avenue and to the North of Interstate 10. The area on the east side of Plymouth Avenue and north of Quail Trail Street represents the future public facilities district in Quartzsite. Government buildings and professional offices are proposed uses to be located along the east side of Plymouth Avenue, with possible high density residential uses in the north. These uses are compatible with the current uses of adjacent land, which includes Town Park and Town Hall.

Another mixed-use development is proposed to run along the proposed Riggles Road extension. Professional offices are proposed along both sides of Riggles Road just north of Quail Trail Street with commercial and residential uses further north. These uses will act as a buffer zone to less dense residential uses on either side.

Kofa Avenue and Cowell Street Vicinity
The Kofa Avenue and Cowell Street Vicinity growth area within Tier I is comprised of two high-density residential areas on the west side of Kofa Avenue and just north of Cowell Street. These residential areas are compatible with the adjacent residential areas on the east side of Kofa Avenue.

GROWTH AREA II

Land in Growth Area II should form a logical extension of development and infrastructure from Growth Area I. Development in Growth Area II should only occur if it cannot be reasonably accommodated within Area I due to physical, environmental, economic, or other circumstances.

Managing growth to occur in one of the three Areas discourages spot zoning and leapfrog development. It also maximizes the cost to benefit ratio of the provision of community services and infrastructure. Area II represents land that will be available to accommodate growth within a 2015 planning horizon.

Riggles Road Extension East Vicinity
Riggles Road is currently classified as an arterial street in the Transportation Element. In this Element, Riggles Road is planned to extend further to the north creating a truck bypass. The Riggles Road Extension East Planning area within Tier II represents the land that will become available for development once the Riggles Road Extension is complete. The land uses in this growth area are designated as R-1 (low-density residential), R-3 (high-density residential) and I-1 (low-density industrial). The residential areas to the east are buffered by professional offices, light commercial and light industrial land uses that will shelter the residential areas from traffic traveling along Riggles Road. The light industrial zone in the north can be used for a variety of purposes, including an industrial park, research institutions, fabrication and assembly of pre-manufactured parts.

Kofa Avenue and Quartzsite Boulevard Vicinity

This future growth area lies to the west of Kofa Boulevard and extends from Main Street in the south to Tyson Street in the north within Growth Tier II. This area is currently designated as rural residential; except for the commercial area in the south (Main Event) and the pocket of suburban residential that accommodates the Southern Baptist Church just north of Cowell Street.

An approximately 257 acre area of land just south of Tyson Street and to the west of Kofa Avenue is planned for light industrial use. Possible uses for this area include truck loading and unloading docks and storage areas. This proposed industrial area is separated from the mixed-use area in the south by the La Cholla Wash. South of the La Cholla Wash, is an area planned for industrial, commercial, and high density residential. Industrial areas in the west and high density residential in the east of the planning area are buffered by neighborhood commercial.

Kofa Avenue is classified as an arterial street in the Transportation Element and Quartzsite Boulevard is classified as a main collector. In the Transportation Element, Quartzsite Boulevard is planned to extend further to the north creating a truck bypass. The industrial areas in this planning area reflect that proposed bypass.

GROWTH AREA III

Tier III represents a significant land area for the long-term growth and development in Quartzsite within a planning horizon to the year 2020 and beyond. The strategy is to restrict growth and development in Tier III until such time that growth can no longer be satisfied within Tiers I and II. The restriction may be adjusted if a finding can be made that the proposed development would be of significant public benefit and that it cannot be accommodated in either Tier I or Tier II. In such and instance, the full fiscal responsibility for long-term community service and infrastructure extension and provision should be borne by the proposed development.

Growth Area III consists of three large masses of land, one to the east of Town, one to the North of Town and one to the West of Town. The area to the east of Town is zoned for low-density residential. This area will accommodate the increasing population present in the year 2020.

The second growth area within Tier III is located north of Town on both sides of SR 95 and will provide an area for heavy industrial purposes.

The third growth area within Tier III is located west of Town above an area already zoned for heavy industrial.

6.3 GOALS, OBJECTIVES AND POLICIES

Goal: Promote growth areas that support a variety of land use types, provide transportation options, conserve open space, and are consistent with the Town's ability to provide public services and facilities.

Objective: Encourage development within identified growth areas and growth tiers.

Policy: The Town should identify and promote incentives for development within the growth areas where the following conditions exist: prior administrative approval, the site is contiguous to existing development, it will be served by existing or planned utilities and roads, and it will be adequately served by existing community and public services.

Policy: The Town shall provide incentives that encourage infill and mixed-use development in growth areas.

Policy: The Town shall allow development only when adequate physical infrastructure (e.g., transportation, water, sewer, utilities, etc.) and social services (e.g., education, public safety, etc.) are available to serve that development or will be provided as part of the development plan.

Objective: Promote a development design that encourages efficient circulation and provides for alternative modes of transportation.

Policy: The Town shall require the provision of essential circulation services and facilities at the developer's expense where these systems do not exist.

Policy: The Town shall balance the needs of motorists, bicyclists, and pedestrians.

Policy: The Town shall promote transit-related improvements (bus stops, passenger shelters, etc.) that are coordinated with pedestrian and bicycle facilities.

Objective: Treat open space as an integral component of development within growth areas to meet residents' recreational needs and to improve the Town's aesthetics.

Policy: The Town shall encourage parks, plazas, paths, and other open spaces in public improvements and private development.

Policy: The Town shall coordinate the location of open space areas with public facilities and services located outside of the growth area.

Objective: Promote economical and logical expansion of public facilities.

Policy: The Town shall provide priority funding for public facility projects within growth areas.

Policy: The Town shall coordinate infrastructure financing and improvements with existing and projected development activity.

Policy: The Town shall promote public and private construction of timely and financially sound infrastructure expansion.

6.4 ACTION PLAN

Phase	Project	Responsible Agency/ Department	Funding Source
1 -5 years	Identify and include transportation and infrastructure projects for growth areas.	Town of Quartzsite/ Public Works	Town of Quartzsite
	Modify planned unit development guidelines to allow for mixed-use zoning and/or develop new mixed-use zoning districts conforming to the General Plan.	Town of Quartzsite/ Planning Commission	Town of Quartzsite
6 + years	Research and develop incentives promoting private development in growth areas.	Town of Quartzsite	Town of Quartzsite
	Prepare specific plans for identified growth areas.	Town of Quartzsite/ Planning Commission	Town of Quartzsite

GROWTH AREAS

NOT TO SCALE

GROWTH TIER I

GROWTH TIER II

GROWTH TIER III

PLANNING BOUNDARY

Conservation, the Environment, and Water Resources Element

Town of Quartzsite General Plan

*A.R.S. Section 9-461 E.1. – **Conservation Element:** A conservation element for the conservation, development, and utilization of natural resources, including forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals and other natural resources.*

*A.R.S. Section 9-461 D.3. – **Environmental Element:** An environmental planning element that contains analysis, policies and strategies to address anticipated effects, if any, of plan elements on air quality, water quality, and natural resources associated with proposed development under the general plan. The policies and strategies to be developed under this element shall be designed to have community-wide applicability and shall not require the production of an additional environmental impact statement or similar analysis beyond the requirements of state and federal law.*

*A.R.S. Section 9-461 D.5. – **Water Resources Element:** A water resources element that addresses the current available surface water, groundwater, and effluent supplies and an analysis of how the future growth projected in the general plan will be adequately served by the legally and physically available water supply or a plan to obtain additional necessary water supplies.*

7 – Conservation, the Environment, and Water Resources Element

The Conservation and Environmental Element identifies the significant natural resources in the Quartzsite area and policies to protect these resources. As Quartzsite continues to grow, it is important that its development compliments and enhances its natural resources. The Conservation and Environmental Elements are outlined within the Arizona Revised Statutes in two separate sections. In order to strategically plan for the conservation and protection of natural resources in Quartzsite, these separate required elements have been combined into this chapter. The La Posa Interdisciplinary Management Plan prepared by the Bureau of Land Management has been used as a reference for information contained in this Element.

The Element is structured in the following format: the Background section identifies the existing conditions of the Quartzsite area including topography, geology, the natural environment and the built environment; the Evaluation and Analysis section examines current and potential future effects of urban development on important quality of life indicators such as air, water, energy, noise, wildlife, and archeological resources; the Goals, Objectives and Policies section identifies community goals and policies to ensure that the effects of urban development in Quartzsite do not endanger the environmental health of the community or its natural resources; and the Action Plan identifies a list of projects and a general timeline to meet the identified goals.

7.1 BACKGROUND AND EXISTING CONDITIONS

7.1.1 TOPOGRAPHY

The Planning Area consists mainly of mountains, washes and lowlands. The mountains in the Area trend to the Southwest and include portions of Granite Mountain and "Q" Mountain. Tyson Wash is a major drainage, passing directly through Quartzsite. It originates south of Town and passes through Quartzsite and drains into the Colorado River.

7.1.2 GEOLOGY

Ancient rivers and historic geologic activity have determined the geology of the Quartzsite area. Today, a number of washes cross through the Town of Quartzsite. Information for this section has been taken from the La Posa Interdisciplinary Management Plan.

SOILS

The Town of Quartzsite lies on an old lake bottom; its soil deposits have undergone "folding, faulting, and intrusion by volcanic material and consequently have metamorphosed and uplifted." This geologic activity was followed by erosion and subsequent overlaying of new marine sediments.

The dominant soils in Quartzsite are gravelly loams and gravelly sands. The gravelly sands occur in the numerous desert washes throughout the area. The extremely gravelly loams can be found in the uplands adjacent to the washes. These areas are typically desert pavement. These soils are typically covered by varnished gravel and high in salinity.

MINERALS

The mining that occurs in the Quartzsite area is small in scale, usually consisting of screening and dry-washing sand from the washes and areas close to Granite Mountain. Production figures are estimated to be quite low. Such minerals currently mined include: gold, silver, mercury, uranium and copper. According to the La Posa Interdisciplinary Management Plan, there are 16 mining claims on BLM lands within the Quartzsite area.

Leasable minerals, such as oil, gas, coal, sodium, potassium, sulfur, gilsonite and geothermal resources, are located approximately four miles west of Quartzsite. Salable minerals include varieties of sand, gravel, stone, cinders, pumicite, and clay.

WATER RESOURCES

The Town of Quartzsite currently obtains its potable water from an underground aquifer through wells. Although the Colorado River is located only 25 miles to the West, the Town does not have a canal or other surface method of obtaining Colorado River water. In addition, the Town of Quartzsite does not have a water treatment plant or other method to treat surface supplied water for drinking purposes. Therefore, the Town must rely on the underground aquifer for its water supply. Until recently, residents of the Town obtained their water through individual private wells. As a result, there are several hundred private wells within the Town limits. There is no assurance that the water being supplied by private wells meets safe drinking water standards. In response to this situation, the Town Council began plans to construct a public municipal water system shortly after incorporation in 1989. At the present time

the Town has one (1) main public well located just to the North of Town Hall and East of Plymouth Ave. In addition to the well No. 1, there is a 300,000 gallon ground level storage tank and booster pump station at this location. This well No. 1 has a capacity to pump approximately 200 gallons per minute. This main well extends to a depth of approximately 1,200 feet. In addition to the main well, there is also a smaller backup auxiliary well at this location. This auxiliary well is at a depth of approximately 600 feet, and has a capacity of approximately 35 GPM.

7.1.3 NATURAL ENVIRONMENT

The weather in Quartzsite is typically favorable with most days of the year filled with sunshine. The warm climate is home to a unique habitat for wildlife. This habitat contains several species that have special designation due to threats to population or range area. Information for this section has been taken from the La Posa Interdisciplinary Management Plan.

CLIMATE

The Quartzsite region is famous for sunny days and clear skies. The average annual rainfall is 3 ½ inches. Summer thunderstorms account for forty-percent of annual rainfall. Most of the remaining precipitation comes as rain during the winter months from the cold fronts created from the Pacific Ocean. Typical daytime temperatures in the winter reach the seventies and in the summer reach into the low one-hundreds. Periods of frost, which rarely exceed ten days per year, occur in December and January. Strong winds occur in March and April with the clearest and most stable weather conditions taking place from November to January.

VEGETATION

The vegetation in the Lower Colorado River Valley subdivision is dominated by white bursage and creosote bush. Desert drainages with mixed riparian scrub abound throughout the Valley and support stands of desert ironwood, blue palo verde, honey mesquite, smoke tree, and various other shrubs and grasses.

The sandier soils and dunes in the Quartzsite area support creosote bush, white bursage, long-leaved Mormon tea, and extensive stands of big galleta. This area is subject to extensive erosion when vegetation is removed or heavily disturbed. Protection of Quartzsite's washes and drainage ditches should be a priority of the Town of Quartzsite.

On the foothills and mountainsides, foothill palo verde, ironwood, catclaw, brittle bush and cholla cactus can be found. Saguaro cactus, barrel cactus, range ratany, and ocotillo are also present in the Quartzsite area.

During the winter months a variety of annual forbs and grasses are produced throughout the area. These annuals are dominated by wooly plantain, lupine, Mediterranean grass, and needle grama.

WILDLIFE AND HABITATS

Big Game
Three big game species occur within the Quartzsite area: desert bighorn sheep, mule deer and javelina. Desert bighorn sheep are found occasionally in the mountainous areas. Mining, habitat encroachment, disease, and road construction have depleted much of the bighorn sheep populations in the area.

Mule deer are the most commonly sighted of the big game species. These deer prefer the densely vegetated desert washes, bajadas, and foothills. Mule deer populations in the area have been stabilized with the addition of water resources in the area.

A small population of javelina is found in the Plomosa Mountains. This species is dependent upon the availability of water and succulent forage plants such as cacti.

Small Game and Furbearers
Four common species of small game are found throughout the Quartzsite area: Gambel's quail, white-winged dove, mourning dove, and desert cotton-tail rabbit. Furbearers include bobcat, ring-tailed cat, kit fox, and coyote.

Non-game
Other wildlife species include Merriam's kangaroo rat, several species of pocket mouse, white-throated woodrat, black-tailed jackrabbit, and Harris' antelope squirrel. Common bird species are black-throated sparrow, cactus wren, greater roadrunner, Gila woodpecker, verdin, loggerhead shrike, and black-tailed gnatcatcher. Reptiles and amphibians include the sidewinder, western diamondback rattlesnake, Sonoran gopher snake, western whiptail, desert iguana, zebra-tailed lizard, side-blotched lizard, red-spotted toad, and Great Plains toad.

7.1.4 BUILT ENVIRONMENT

HISTORY OF QUARTZSITE

Quartzsite's recent history is deeply rooted in mining activity which took place during the late nineteenth to early twentieth centuries. During this time, various mining sites were inhabited by as many as hundreds of individuals and families in search of minerals. During the 1940's, many areas in and adjacent to Quartzsite were used by the military as training sites. Remnants from of such sites can be found in and around Quartzsite.

HISTORIC DISTRICTS AND SITES

Main Street in Quartzsite, between Exit 17 and State Route 95, is designated as a historic district. Tyson Wells Stage Stop Museum is located on Main Street just west of SR 95. This original adobe stage station was built in 1866 by Charley Tyson and was an important way-station for travelers passing through Quartzsite because of its excellent water wells. The museum houses many mining and historical displays.

Also located off of Main Street, at the end of Cemetery Road, is the Hi Jolly Monument and Cemetery. The Hi Jolly Monument, known as "Hi Jolly's Last Camp," is the centerpiece of the cemetery and was dedicated by the Governor of Arizona in 1935. The Monument is the resting site of Syrian camel driver, Hadji Ali. Ali came to the Southwest in the 1850's with a large number of camels as part of an U.S. Army experiment using camels as desert pack animals.

7.2 EVALUATION AND ANALYSIS

7.2.1 AIR QUALITY

Air quality in the Quartzsite area is generally good. Dry weather, travel related to winter visitor camping, and off-highway vehicle (OHV) traffic may contribute to the degradation of air quality in the form of airborne dust particles. Periods of non-compliance with Arizona Department of Environmental Quality Standards have occurred in the vicinity of Quartzsite. Paving of roadways and stabilization of bare dirt on vacant lots would help to control the Particulate Matter in the area.

Future development could also impact the air quality and mitigation measures taken to prevent those impacts from occurring. Activities that could affect air quality include transportation, industrial activity and various forms of development. Detrimental affects from these activities include: dust from unpaved roads, dirt parking lots and construction sites, carbon monoxide from fuel burning, and smoke from lot clearing.

7.2.2 WATER QUALITY

The purpose of the Water Resources Element is to help ensure that the current and future residents of Quartzsite have a reliable and adequate source of drinking water. The Town provided drinking water must meet all Federal and State water quality standards. Future growth, as envisioned in the General Plan, will require substantial additional supplies of drinking water. Assuming that each future resident uses 150 gallons of potable water per day for all uses, the total daily water demand in the year 2020 would be 3,750,000 gallons per day for the projected population of 25,000.

In order to serve the future population of 25,000 residents, additional wells will need to be constructed. In addition, additional ground level water storage tanks will need to be constructed. The Town is currently in the planning phases for a new main well No. 2. This new main well would be located on BLM leased land west of Kofa Avenue and north of Cowell Street. The 5 acre BLM leased site would also include a new 500,000 gallon ground level storage tank and booster pump station. This well should have a pumping capacity of 500 gallons per minute. A hydrology study is currently in process on the BLM site to determine exact well location and optimum depth. The main well No. 2 should be constructed and in operation within the next 3-5 years depending on funding availability. A third main well should be developed and be in operation by the year 2015. This third main well should also have a capacity to pump at least 500 gallons per minute. The Town should consider installing a 1,000,000 gallon ground level water storage tank at this third well location.

The Town owned wells currently provide drinking water that meets all State and Federal requirements. The water quality from the deep main well No. 1 is good with all constituent chemicals being within the acceptable range for safe drinking water. It is anticipated that future Town owned wells will also provide good quality water supplies. The water quality test results are contained in the appendix of this general plan document.

In summary, the Town of Quartzsite residents should have reliable and adequate water resources available into the foreseeable future from the existing aquifer. With the addition of new deep wells and water storage facilities, the Town residents should have adequate drinking water supplies and good drinking water quality.

7.2.3 ENERGY CONSERVATION

Energy is an important subject for Arizonans due to regional increases in energy prices and notable energy shortages in neighboring states. Energy conservation is not only cost effective as it reduces home energy costs and increases long term reserves but it is better for the environment as it reduces the production of harmful pollutants.

Energy conservation should be addressed at the regional level as well as the building specific level. On a state and nation-wide scale, state and federal agencies can provide loans for energy savings programs to businesses and existing residences. On a regional scale, land use and transportation planning can be used to promote compact design that reduces driving miles and promotes non-motorized forms of transportation. On a local level, municipalities can increase energy conservation by promoting energy efficient building construction. On a construction site scale, the orientation of buildings and the use of landscaping can reduce direct sunlight exposure and therefore reduce cooling costs. On a building specific scale, increased insulation and energy standards can reduce home energy bills.

Quartzsite's high summer temperatures make energy conservation for home cooling costs of major importance. The abundant winter sunlight also provides residents with an excellent source of solar power to heat their residences. Currently, there are no energy conservation requirements for new home construction within the Town of Quartzsite.

The State of Arizona sponsors a program that identifies ENERGY STAR partners in building. The homebuilders who participate in the program can promote their homes as ENERGY STAR compliant. The ENERGY STAR program certifies that the homes are 30% more efficient than homes constructed using the Model Energy Code. This method of energy conservation includes a prescribed list of energy saving methods that range from building orientation to the selection of kitchen appliances.

The State of Arizona Department of Energy is currently in the process of developing a State Energy code. This code would be based on the Federal 1995 Model Energy Code and would promote voluntary compliance with code provisions.

7.2.4 NOISE POLLUTION

Noise is often a byproduct of an urban environment. Noise can be a product of a number of things, but most of the noise in Quartzsite is related to transportation. Fortunately, Quartzsite enjoys an area relatively free of noise pollution. Future growth and development may impact this and Quartzsite should consider this when planning for a possible airport and new construction.

Noise mitigation strategies include the construction of sound walls, traffic calming devices and proper land use planning, with high density residential and commercial areas used as buffer zones. In order to minimize conflicts, the Town of Quartzsite should adopt stringent Noise Limitation standards within the Zoning Ordinance. The Land Use Element was developed to provide sufficient buffer zones between incompatible land uses and the land use patterns minimize the impact of noise pollution to noise sensitive recipients.

7.2.5 WILDLIFE

Urbanization of an area affects the habitats and viability of many local species. Continued urban development should take into account the affect of development on the natural environment and implement mitigating measures whenever feasible. Fortunately, no Federally-listed or proposed threatened or endangered species regularly occur within the Quartzsite area. Also, the Quartzsite area does not contain habitat for any listed or proposed threatened or endangered species. The peregrine falcon, a Federally-listed endangered species, has been sighted occasionally in the Quartzsite area during the migratory and winter seasons, as has the ferruginous hawk.

The Sonoran desert tortoise (pictured below), Gila monster (see picture to the left), chuckwalla, spotted bat, greater western mastiff bat, pale Townsend's gib-eared bat and the California leaf-nosed bat are all species at risk and are known to inhabit areas within and around Quartzsite. Mountain lions are seldom seen, but have likely occasionally passed through the Quartzsite area.

Wild Horses and Burros

The Quartzsite area includes a small portion of the Cibola-Trigo Herd Management Area (HMA). The entire HMA supports approximately 115 wild horses and 165 burros. The HMA is one of only two areas in Arizona supporting wild horses. Due to the lack of permanent water, many of the wild horses and burros who come to the Quartzsite area do so on a purely temporary basis.

7.2.6 ARCHEOLOGY

Unique and important cultural properties are present in the Quartzsite area. Efforts should be made to identify and protect these historic areas. Evidences of aboriginal inhabitants can be found throughout the area. BLM has identified some of the common sites as campsites, lithic quarries and workshops, lithic scatters, ceramic scatters, sleeping circles, rock alignments, and trails. Site types that are rare throughout the region include: geoglyphs (earth figures or intaglios – large figures, designs, and pathways drawn into the desert pavement), ceremonial sites, roasting pits, hunting blinds, pictographs, cremation sites, and historic wagon roads. Within the Town of Quartzsite and surrounding areas, approximately 700 cultural resource sites have been recorded by the BLM. However, there are many other known sites that have not been recorded, and there is potential for a great number of additional undiscovered sites. The bulk of sites fall into the category of low-to-moderate site or area of a significance and sensitivity. A small percentage of these sites have been designated as sites with high cultural value. The following sites were taken from the La Posa Interdisciplinary Management Plan.

BLM-Managed Cultural Resource Sites in and around Quartzsite

Name	Description	Significance
Fisherman Intaglio	Human-shaped figure holding a large spear with a white quartz point	Popular; Sociocultural

Big Arrow Site	Complex geoglyph with two human figures, a huge arrow, and several other features	Popular; Sociocultural
Bouse geoglyph	Large human-shaped earth figure	Scientific
White Cross	Small cross and circle made of white quartz	Scientific
Circle and Arrow	Small rock alignment in the form of an arrow emerging from a circle	Scientific
Tyson Wash Site	A complex with many petroglyphs, a water tank in the wash, and mortar holes in the rocks	Popular; Sociocultural
Dripping Springs	Complex petroglyph site and historic mining developments at an active seep	Popular; Sociocultural
Tule Springs	Site includes petroglyphs and evidence of mining activity	Scientific; Popular
Lazarus Tanks	Group of red pictographs	Scientific
North Kofa Site	Large site with petroglyphs	Scientific; Popular
Black Mesa Southwest	Small complex of petroglyphs	Scientific
Kegley/Lynch #1	Small complex of petroglyphs	Scientific
Bear Hills Site	Small petroglyph site with several rock rigs	Scientific; Popular
Rock Ring "Town"	Complex of very large rock rings	Scientific; Popular
The Community Center	"Big House" area with several huge cleared areas	Scientific
The Quartzsite Rock Alignment	Military rock alignment of a large arrow pointing to Quartzsite	Sociocultural
Military Campsites	Training or maneuver sites related to General Patton's World War II or 1964 Desert Strike activities	Scientific; Popular
Quartzsite Milling Site	A huge milling site on the side of a hill	Popular; Sociocultural
Granite Mountain Cabin	A small stone mining cabin	Scientific; Popular
Spanish Wall	A stone wall built to create a drywash ramp for mining purposes	Popular; Sociocultural
Erdman Mine	A unique mining operation	Scientific; Popular

7.3 GOALS, OBJECTIVES AND POLICIES

Goal: Ensure a high standard for air and water quality/quantity that meets the needs of current residents while protecting the community against natural and man-made hazards.

Objective: Maintain Quartzsite's air quality.

Policy: Adopt an ordinance requiring construction and earth moving operators to develop dust control plans and apply control measures to minimize dust at the project site.

Policy: Develop an ordinance that prohibits the installation or construction of fireplaces and wood stoves in new construction, unless the devices are "clean burning," as certified by the Environmental Protection Agency.

Policy: Conduct a comprehensive multi-media campaign to promote voluntary strategies such as alternative transportation modes, compressed work schedules, telecommuting, alternative fuels for vehicles, alternatives to wood burning, and fueling vehicles after sunset in the summer.

Policy: Pave, gravel, or stabilize all unpaved roads and alleys carrying a significant volume of vehicle traffic.

Objective: Improve Quartzsite's water quality

Policy: Meet or exceed all Federal, State and local water quality standards.

Policy: Encourage water and energy conservation whenever possible.

Objective: Protect and enhance the archeological and historical resources of the Quartzsite community.

Goal: Create and maintain a sustainable community where our natural resources are protected and conserved for future generations.

Objective: Promote water conservation in order to extend the use of our vital natural resources.

Policy: The Town shall institute a voluntary water conservation program for area residents and businesses.

Policy: The Town shall continue to maintain and audit the Town's water system to eliminate losses and prevent contamination.

Objective: Promote the protection of the diverse wildlife and their natural habitat in the Quartzsite area.

Policy: The Town shall work with state and federal agencies in the protection of at risk species.

Policy: The Town shall support the protection and conservation of important natural resources, including the mountains and desert washes.

Objective: Maintain a sustainable community where the conflicts between residential and commercial/industrial development are considered and minimized.

Policy: The Town shall consider noise impacts from roadways and any industry on neighboring residential development.

7.4 ACTION PLAN

Phase	Project	Responsible Agency/ Department	Funding Source
1 -5 years	Set up an Air Quality Steering Committee.	Public Works	Town of Quartzsite
	Scope and conduct an air quality monitoring study.	Town of Quartzsite	Town of Quartzsite
	Design and conduct an air and water quality outreach/education program.	Town of Quartzsite	Town of Quartzsite
	Identify measures and develop ordinances to improve air and water quality.	Town of Quartzsite/ Planning Commission	Town of Quartzsite
6 + years	Develop design guidelines for urban development that help mitigate noise impacts.	Town of Quartzsite	Town of Quartzsite
	Develop design guidelines for new development that consider minimizing heat gain and energy conservation.	Town of Quartzsite/ Planning Commission	Town of Quartzsite

Cost of Development Element

Town of Quartzsite General Plan

A.R.S. Section 9-461.05 D.4 – Cost of Development Element
A cost of development element that identifies policies and strategies that the municipality will use to require development to pay its fair share toward the cost of additional service needs generated by new development, with appropriate exceptions when in the public interest. This element shall include:
1. 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.
2. A component that identifies policies to ensure that any mechanisms that are adopted by the municipality under this element result in a beneficial use to the development, bear a reasonable relationship to the burden imposed on the municipality to provide additional necessary public services to the development and otherwise imposed according to law.

8 – Cost of Development

8.1 INTRODUCTION

The Cost of Development Element of the Quartzsite General Plan is a required general plan element. Arizona State planning law defines the cost of development element as follows: "A cost of development element that identifies policies and strategies that the municipality will use to require development to pay its fair share toward the cost of additional service needs generated by new development, with appropriate exceptions when in the public interest." The cost of development element outlines the various methods by which public infrastructure is paid for and how new development participates in the provision of needed services.

This element includes an analysis of the Town's existing infrastructure financing methods. Also included is an evaluation section which discusses the legal methods and requirements for public infrastructure construction, and identifies a variety of preferred options for the Town of Quartzsite taking into account unique community needs. The Goals, Objectives, and Policies section identifies community goals and objectives to ensure developers participate in the cost and construction of new infrastructure. The implementation section outlines a list of projects with a general timeline to meet the identified goals.

8.2 EXISTING CONDITIONS

The Town of Quartzsite currently has very limited resources available to construct new public infrastructure. Construction of new streets and roadways is currently limited due to the expensive costs involved with constructing new asphalt roadways. The existing roadways within the Town are in many cases substandard and in need of maintenance. The Town uses its State Highway User Revenue Funds (HURF) funds to pay for street maintenance and street personnel costs within the public works department. When new infrastructure facilities are constructed, they must be maintained for the foreseeable future by the Town. When discussing a fair share contribution

by developers for new development projects, the fair share allocation must include a review of Town resources dedicated to future maintenance and operation of the infrastructure facilities.

8.3 CONSTRUCTION OF NEW INFRASTRUCTURE

The Town of Quartzsite should establish a policy that new development projects participate in the provision of new infrastructure and services required for the particular development involved. The Town of Quartzsite, through this general plan element, establishes three methods to accomplish this as follows:

- Direct Developer Construction
- Developer Impact Fees in lieu of direct developer construction
- Payment of pro-rata share for construction of required infrastructure

In addition to infrastructure, having an adequate supply of affordable housing to accommodate future workers is very important. Employers interested in locating facilities in Quartzsite need to be assured that their workers and families will be able to find affordable housing. The housing element of the general plan includes programs which can increase the supply of affordable housing within the community.

8.4 DIRECT DEVELOPER CONSTRUCTION

The first method of participation involves direct developer construction of all necessary infrastructure, both on-site within the project boundaries and off-site facilities, such as a sewer lift station, needed for the project. For new subdivisions, the developer would be responsible for all interior improvements, including paved streets, water and sewer lines, fire hydrants, and storm drains. In addition, the developer would be responsible for construction of new infrastructure or upgrading connecting infrastructure for access and utility services to the project. This would include collector or arterial streets, water transmission and distribution lines, and sanitary sewer collection lines. Construction of public water and sewer facilities that are above and beyond those required for the particular development may allow the developer originally installing the infrastructure to be reimbursed when later developers connect to Town water and sewer mains or utilize a sanitary sewer liftstation for their particular project.

8.5 DEVELOPER IN-LIEU FEES (IMPACT FEES)

The second method developed by the Town is payment of developer impact fees in lieu of direct developer construction. Under this method, the Town Engineer determines the overall cost of installing infrastructure within a defined area. Developer impact fees are then established to help defray the costs for installing the

water transmission lines, sanitary sewer collection mains, and other required infrastructure. As new development occurs, the impact fees are assessed on a per unit basis for residential or on a lineal street frontage basis for commercial and industrial projects. Property owners and developers pay the impact fees at the time of building permit issuance. This method allows developers to pay for the cost of public infrastructure over a period of time.

8.6 PRO-RATA SHARE METHOD

The third method is the pro-rata share method. Under this method, several developers undertaking projects within a defined infrastructure construction area share the cost based upon the impacts of their particular development projects upon water, sewer, storm drainage and other required infrastructure. Housing developers would be assessed a pre-determined development impact fee for the required infrastructure on a per housing unit basis. Therefore, a developer building 100 single family homes would pay twice the amount for infrastructure as a developer building 50 single family homes. Other types of projects, such as commercial and industrial would be assessed on a per acre basis. The assessment of the pro rata costs would be accomplished through adoption of Specific Infrastructure Financing Plans by the Town Council. These plans identify specific transportation and recreation facilities that will be needed within the Town as the area develops, and allocates the costs of those facilities among all the landowners and developers in the area who will benefit from the public improvements. The assessment of the fees applies to all properties that are planned to go through an increase in use and density. Additional transportation and recreation infrastructure will be needed to support new development projects. The methodology for fee assessment is determined as follows:

- The per acre fee is determined by the cost of the facility and the size, in acres, of the benefit area. The cost per acre of each facility is calculated by dividing the cost of constructing the facility by the number of acres in the benefit area. The benefit area is the adjacent area where users of the infrastructure facility will live and work.
- The per housing unit fee is determined by dividing the total cost of the infrastructure facility, such as a sanitary sewer lift station, and the number of individual housing units depleting the total capacity of the facility. The benefit area is the adjacent area where homeowners will reside.
- The individual preliminary per acre fees, for individual property owners, are determined as the property develops in accordance with the allowable zoning, with a specific per unit fee assessed when the exact number of dwelling units or structures becomes known. The per unit fees are paid at the time of building permit issuance.

Dedication of land to the Town for specific infrastructure purposes, such as a sewer lift station, or water storage tank, will be credited to the owner's or developer's fair share monetary participation in that facility's development. The monetary credit is

determined using the average appraised land values for raw acreage within the financing plan area. In specific cases, where a property owner has overpaid for their fair share cost of a facility, a payback agreement may be necessary to reimburse the owner or developer for their overpayment. When the Town collects pro-rata fees for that facility from subsequent development projects, the original property owner will be compensated for those costs in excess of their fair share.

8.7 PUBLIC INFRASTRUCTURE FINANCING SOURCES AND MAINTENANCE

Direct developer construction, in-lieu impact fees, and payment of pro-rata share costs are the three methods by which new development helps pay for needed new infrastructure improvements in the Town of Quartzsite. While revenue from the above outlined sources pays for most of the costs for infrastructure construction attributed to new development projects, the on-going maintenance costs to operate and maintain the facilities is another issue. A new sanitary sewer main, or water main, for example, will serve other users within the Town, due to the fact the sewer and water systems are interconnected.

In order to operate and maintain its water and sewer infrastructure, the Town must establish monthly user fees that are sufficient to pay for the costs of maintaining and operating the facilities. Some of these facilities, such as the wastewater treatment plant, Town owned water wells, and water and sewer mains, serve the entire community. Therefore, the entire community pays for the costs of operation and maintenance of these facilities. Other infrastructure, such as transportation facilities (Town streets and roads) are maintained using HURF (Highway User Revenue Funds). The Town receives HURF funds from the State on an annual basis.

Financing new infrastructure construction can be accomplished in a number of ways depending upon the type of infrastructure involved. Some types of facilities such as sewer and water can be partially financed with State and Federal grants. Other facilities, such as a Town airport, can be built using 90% grant funds from the Federal Aviation Administration.

For Transportation projects such as streets and roads, Federal TEA-21 funds may be available for specified routes in addition to the HURF funds. The Federal TEA-21 funds pay for approximately 87% of the costs for constructing specified transportation improvements, to include new and upgraded major transportation routes such as Highway 95 and Kuehn Street. The specific transportation route must be designated by the Federal Highway Administration as being eligible to receive Federal Highway Funds, and must be included in the Regional Transportation Improvement Plan.

New development contributes revenue to the provision of the Town street system through the construction of applicable sections of arterial and collector roadways

necessary for the development, including local access roadways for individual homes and businesses.

Traffic signals are constructed and financed using a variety of sources. Developer impact fees for traffic signal construction are applied on an area wide basis as building permits are issued for new construction. In addition, the pro-rata share method can be utilized for large development projects and smaller owner built projects. Another method of transportation facility financing is through a fair share contribution applied to specific properties where a traffic signal is anticipated at the section line or mid-section line street intersections. This fair share method is applied area wide. The amount applied for the project is equivalent to a per acre share of the cost of and installation of the traffic signal. The funds collected are kept in a reserve fund until sufficient funds are available to construct the traffic signal.

8.8 WATER AND SEWER INFRASTRUCTURE FINANCING

Water and Sewer infrastructure within the Town of Quartzsite is currently being financed through a combination loan/grant from the Federal government through the Rural Development Agency. This Agency is funding approximately 50% of these infrastructure costs through a very low interest 40 year loan. A grant from this Agency is funding the remainder of the water and sewer infrastructure. Combination loans/grants will be available through Rural Development in the foreseeable future. Therefore, it is anticipated this Agency will continue funding improvements to the water and sewer infrastructure facilities within the Town of Quartzsite over the next 5 years. In addition to the Federal funding, State funding through WIFA is also available to the Town for water and sewer infrastructure financing. The following water system improvements are anticipated to be completed over the next 5 years using Federal and State grant funds:

- Construction of a new Town owned water well and 2 million gallon water storage tank on the west side of the Town, west of Kofa Avenue.
- Construction of a new water main along Main Street between Riggles Road and Quartzsite Blvd.
- Completion of construction of a backbone looped water main system along Riggles Road, Plymouth Avenue, Tyson Street, and Kofa Avenue.

In addition to the above outlined water system improvements, sanitary sewer system improvements will also be completed over the next 5-10 years. The following sanitary sewer system projects should be priorities for serving new and existing businesses and industries:

- Construction of a sanitary sewer main along the entire length of Main Street (Business Loop 10), between Riggles Road and Quartzsite Blvd.
- Construction of a new sewer main between Quail Trail and Main Street along Riggles Road.

- Construction of a new sewer main along Kuehn between Riggles Road and Quartzsite Blvd.

Like the water system improvements, the sanitary sewer system improvements will be partially financed by Federal and State grant /loan funds.

8.9 STORMWATER CONTROL FACILITY FINANCING

Regarding stormwater control facilities, La Paz County currently does not have a flood control district. Therefore, there is no Agency available to construct regional flood control facilities in the Town of Quartzsite. The Army Corps of Engineers can fund some flood control structures, primarily on major drainage courses such as Tyson wash. However, the Corps of Engineers budget for localized flood control and drainage structures is limited. Financing from FEMA (Federal Emergency Management Agency) would be available to repair roads and other infrastructure damaged by severe flooding during 100 year and other storms.

8.10 PUBLIC SAFETY (POLICE AND FIRE)

The Quartzsite Police Department is currently funded by the Town general fund. The existing Police facility is currently located within the Town Hall building located at 465 North Plymouth Avenue. Within the next 5 years, it is anticipated that the police department will outgrow its current facility. Therefore, new police department building will be needed. It is not anticipated that new development projects will finance the construction of a new police building. A potential financing source for a new police building would be Community Development Block Grant (CDBG) funds. However, these funds are currently limited. The Town of Quartzsite already receives approximately $250,000 every three years from this funding source.

The Town of Quartzsite receives fire protection services from the Quartzsite Fire District. The Quartzsite Fire District is a special district, and is not under the control of the Town of Quartzsite. The Quartzsite Fire District is supported by general property tax revenue through La Paz County.

8.11 PARKS AND RECREATION FACILITIES

Since new development contributes to the need for new or expanded park and recreation facilities, it is anticipated that a development impact fee for parks will be assessed on all new development projects. The park impact fees will be assessed on a pro-rata basis under a Specific Infrastructure Financing Plan. This plan will include specific improvements to the park and recreation facilities within the designated plan area. As the area develops, park and recreation improvements will be made within the Town on an area-wide basis. Each developer or individual owner will pay the park impact fee at the time of building permit issuance.

8.12 POLICIES FOR INFRASTRUCTURE FINANCING

- The Town of Quartzsite will make all assessments for infrastructure construction financing on a fair and equitable basis for all property owners and developers involved.
- The Town of Quartzsite will utilize three methods for infrastructure construction: direct construction by developer, in-lieu fees (Impact Fees), and
- The Pro Rata share method.
- The Town of Quartzsite will utilize State and Federal Grants and loans to the maximum extent possible to reduce overall costs of infrastructure construction
- In lieu developer impact fees and pro-rata share fees will be paid at the time of building permit issuance.

8.13 EVALUATION AND ANALYSIS

Several options for funding methodologies are available to Arizona cities and towns for infrastructure construction. As allowed under the Arizona Revised Statutes, the funding mechanisms range from direct developer construction to improvement districts and bonding for facilities. Outlined below is a brief overview of these mechanisms:

8.13.1 TAXES

The Town general fund is the primary fund utilized to operate general Town government. The primary sources of general fund revenue include fees paid, the 2% sales tax, State shared income and other taxes, business license and building permit fees, fines and similar governmental fees. There is a very limited amount of general fund revenue available to fund infrastructure construction. Other funding sources potentially available include special taxing districts approved by the voters (Assessment Districts), and local voter approved increases in the Town sales tax rate.

8.13.2 DEVELOPMENT IMPACT FEES

As previously outlined, the Town can collect developer in-lieu fees and pro-rata share fees to help pay for the construction of new infrastructure improvements. These fees are paid at the time of building permit issuance. These fees help defray the costs for construction of water/sewer system improvements and other infrastructure improvements. The pro-rata share method of fee assessment requires the completion of a Specific Infrastructure Financing Plan. Through this method, new development pays for a portion of the cost of new infrastructure construction. Currently, the Town of Quartzsite collects impact fees for water and sewer infrastructure. Additional

development fees the Town may want to consider in the future include public safety fees for police services, and a regional stormwater control fee.

8.13.3 BOND FINANCING

REVENUE BONDS

These bonds act as a mechanism by which the Town borrows money by selling a bond issue for the construction of general use public facilities, such as a police station, new Town library, arterial street, or Town medical clinic. The bond issue is paid off over a number of years, typically 20-30 years. Bond financing of public infrastructure allows the Town to complete major infrastructure projects now, and repay the costs of construction over extended periods of time. The revenue used to pay off the bond is derived from the asset being improved. This is typically through user fees, or in the case of a medical building, through lease payments to the Town from the doctors operating the medical clinic.

GENERAL OBLIGATION BONDS

This type of bond is issued for financing of public infrastructure improvements and is paid off using secondary property tax revenue. The bond funds are used to construct a specific infrastructure project, such as a police station, and voter approval is required. General obligation bonds, like revenue bonds, are paid off over an extended period of time. These bonds are backed by the Town general fund and have the full faith and credit of the Town of Quartzsite behind them.

SPECIAL ASSESSMENT BONDS

These are secured by a tax levied against properties within a special district. The bond proceeds from special assessment bonds are used to fund infrastructure projects that directly benefit taxpayers within that special district. Special assessment bonds require voter approval in Arizona.

MUNICIPAL PROPERTY CORPORATION BONDS

These are issued by a non-profit corporation that is wholly owned by a political subdivision of the State, such as a city or town. Proceeds from the bond sale are used to build or acquire government projects or buildings that can then be leased back to the governmental entity. Revenues or lease payments guarantee these bonds. These types of bonds do not require voter approval and they are relatively easy to issue for financing some types of infrastructure projects.

8.13.4 LEASE FINANCING

Towns in the State of Arizona may utilize two methods of lease financing for infrastructure improvements. The first method is the certificate of participation. These are multi-year leases that would usually be considered long term debt. They are not considered such, however, because the annual lease payments are not guaranteed and they are subject to cancellation if the annual payment is not provided or appropriated. These types of instruments can be used for projects such as wastewater treatment plant construction and construction of a new police station. The COP does not require voter approval. The second method of lease financing is the lease purchase. Lease purchase agreements can be used for almost every type of capital expenditure. A typical use would be to lease purchase a new library building for the Town.

8.13.5 SPECIAL TAXING DISTRICTS

Arizona State Law allows for the formation and use of assessment or improvement districts for new infrastructure facility construction, or for facility maintenance. These special taxing districts are used to construct and maintain smaller infrastructure projects such as a paved public parking facility in the downtown central business district area. Under this type of project, the benefiting downtown business owners would pay a special assessment on their property tax bills to fund the district, and to construct and maintain the parking lot improvements. The cost of the improvements within the defined assessment area is shared by all benefiting property owners. This infrastructure funding method should be used with caution in largely undeveloped subdivisions. A problem can arise if the area does not fully develop, thus placing an undue heavy cost burden on the existing few property owners living in the development. The few property owners may be faced with significant costs, which they may be unable to support. This issue may result in some owners defaulting on their loans. If this occurs, the Town may become responsible for the cost of the infrastructure, thereby transferring the cost of a developer responsibility to all the taxpayers in the Town.

8.13.6 IN LIEU PAYMENT FOR FACILITIES

In Lieu payments are another method of having new development projects assist with public infrastructure funding. This method is applied to a specifically defined area, and does not consider the development impacts on an area wide basis. As previously mentioned, in-lieu fees are collected from the developer in-lieu of the developer constructing the infrastructure facility. This method is utilized when several development projects will share in the cost of a major infrastructure improvement, such as a bridge over a waterway or major drainage course like Tyson wash. The funds paid by several developers are accumulated over time, and the facility is then constructed by the Town when growth conditions dictate the facility is needed. This method assures that new development helps finance infrastructure improvements needed because of new development and growth in the Town. The overall cost to taxpayers in the Town is thus minimized.

8.13.7 DIRECT INFRASTRUCTURE CONSTRUCTION

This financing method involves direct developer construction of all infrastructure needed for a new development project, including all on-site and off-site facilities. This is the main method to be used by the Town of Quartzsite which requires developers to participate in the cost of new infrastructure. The disadvantage to this method of infrastructure financing is that it is project specific, and does not take into account neighborhood or areawide infrastructure facility needs.

8.13.8 LAND DEDICATION

Part of the cost of infrastructure construction is acquiring the land needed for the project. For infrastructure projects such as streets, stormwater retention areas, and sewer lift stations, land is needed. The preferred method for the Town of Quartzsite to utilize in acquiring land for these types of facilities is the land dedication method. Under this method, the developer dedicates the land to the Town free of charge when the subdivision is approved. Thus, the public street system is established by land dedication at the time of recordation of the final subdivision map.

8.13.9 PUBLIC/PRIVATE INFRASTRUCTURE FINANCING METHODS

There are a number of infrastructure financing methods which involve public/private partnerships. These include low interest loans, and government grants for specific projects. The following infrastructure financing sources involving a joint effort of the Town of Quartzsite and private developers are available:

- The Federal Government (USDA Rural Development and Federal Economic Development Administration) provides grants for water and sewer infrastructure.
- The Federal Aviation Administration provides grants for airport construction.
- Federal Enterprise Community and Empowerment Zones provide infrastructure improvement grants and Tax incentives for private businesses.
- The La Paz County Industrial Development Authority issues bonds for construction of specified infrastructure by private business.
- The Arizona Enterprise Zones encourages new private investment in infrastructure in economically depressed areas.
- The Greater Arizona Development Authority assists local governments, such as the Town of Quartzsite, in obtaining low interest financing for infrastructure projects.
- The Water Infrastructure Financing Authority (WIFA) is authorized to issue Water Quality Bonds on behalf of the Town of Quartzsite for water and wastewater infrastructure financing needs. Loans are available to private developers and public entities for drinking water infrastructure through the drinking water revolving fund and to public entities such as Quartzsite for wastewater projects through the clean water revolving fund.

- The Federal Transportation Efficiency Act (TEA-21) provides federal funds to construct new streets on designated eligible routes.
- Tax Increment Financing of Infrastructure Improvements are currently not available within Quartzsite, but may be an option for infrastructure financing in the future.

8.14 GOALS, OBJECTIVES AND POLICIES

Goal: Develop infrastructure funding mechanisms to pay for the costs of new development and ensures that an unreasonable financial burden is not placed on the entire Quartzsite community.

Objective: Require developers to pay for their fair share of new infrastructure construction.

Policy: The Town shall prepare, adopt, and implement a comprehensive development impact fee ordinance that includes annual fee adjustments for rising construction costs and rising land values.

Policy: The Town shall explore all funding sources for infrastructure construction, with a particular emphasis on low interest government loans and grants.

Policy: Invest Town funds received for infrastructure construction in interest bearing accounts, which maximize the funds available for infrastructure projects.

Objective: Develop appropriate public/private partnerships for development of Town infrastructure.

Objective: Maximize the use of HURF and WIFA funding to leverage the development impact fees received to the maximum extent possible.

Objective: Obtain maximum utilization of existing infrastructure capacity.

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

Goal: Complete an engineering analysis of infrastructure needs over the next 10 years.

Objective:	Prepare a five (5) and a ten (10) year capital improvement budget.

Objective:	Ensure that the cost of new infrastructure is properly allocated between new development and existing uses, and develop a reasonable nexus between the proposed development projects and the infrastructure facility requirements.
Policy:	New development shall only be required to pay its fair share portions of infrastructure costs, utilizing the pro-rata share method or other reasonable infrastructure cost allocation methods.

8.15 ACTION PLAN

Phase	Project	Responsible Agency/ Department	Funding Source
1 -5 years	Create an engineering analysis of infrastructure needs over the next 10 years. Analysis to include engineering cost estimates for specific infrastructure projects.	Town of Quartzsite/ Public Works	Town of Quartzsite
	Develop and adopt detailed 5 and 10 year capital improvement budgets.	Town of Quartzsite	Town of Quartzsite
6 + years	Work with private developers in a cooperative effort to complete the needed Town infrastructure improvements as new development occurs.	Town of Quartzsite	Town of Quartzsite

8.16 SUMMARY

This general plan element outlines and summarizes the various methods and resources available to fund public infrastructure improvements. Private developers will pay for and construct a significant amount of the needed public infrastructure as required by new development and growth in the Town. The Town of Quartzsite will assist by applying for available grants and low interest loans from government agencies. Developers will only be required to pay for their fair share costs for new infrastructure as determined by one of the infrastructure financing methods outlined in this document.

Public Participation Element

Town of Quartzsite General Plan

A.R.S. Section 9-461.06 B – Public Participation
The governing body shall:
1. Adopt written procedures to provide effective, early, and continuous public participation in the development and major development of general plan from all geographic, ethnic and economic areas of the municipality. The procedures shall provide for:
(a) The broad dissemination of proposals and alternatives.
(b) The opportunity for written comments.
(c) Public hearings after effective notice.
(d) Open discussion, communications programs, and information services.
(e) Consideration of public comment.
2. Consult with, advise, and provide an opportunity for official comment by public officials and agencies, the county, school districts, association of governments, public land management agencies, other appropriate government jurisdictions, public utility companies, civic, educational, professional and other organization, property owners and citizens generally to secure maximum coordination of plans and to indicate properly located sites for all public purposes on the general plan.

9 - Public Participation

The purpose of this Public Participation Element is to ensure that the community is informed of and involved in the adoption and ratification process of the Town of Quartzsite General Plan, as well as any additions or modifications to the General Plan. The goal of the Element is to educate the public on all of the aspects of the Town's General Plan and to generate increased public involvement and enthusiasm in the preparation and adoption of the various elements. The Public Participation Element identifies the process and public notification efforts the Town of Quartzsite will undertake in the adoption and ratification process and the review of any amendment of the General Plan.

9.1 CITIZEN PARTICIPATION IN THE GENERAL PLAN PROCESS

In accordance with State Statutes, the Town must adopt written procedures to provide effective, early and continuous public participation in the adoption and ratification process and the development and major amendment of general plans from all geographic, ethnic and economic areas of the Town of Quartzsite.

The Public Participation Element is designed to exceed these requirements and identify other techniques to actively involve the citizens in the preparation and review of the General Plan. This document establishes the basic techniques for providing information to the citizens and general public throughout the process and obtaining broad-based citizen participation in the planning process and interactive discussions about the General Plan and its elements. The Town will continue to identify and pursue other ways to increase public knowledge and participation. This may include meetings with the various Boards and Commissions, Neighborhood and Community Leadership Groups, and other organizations throughout the year to determine other appropriate information sources or preferred methods.

9.2 GENERAL PLAN ADOPTION AND RATIFICATION PROCESS

The adoption or re-adoption of the General Plan shall be by resolution of the Town Council. Adoption or re-adoption of the General Plan must be approved by an affirmative vote of at least two-thirds of Town

Council Members and be ratified by a majority of the community's citizens voting in the election on the plan.

The General Plan must be submitted for voter approval every ten years. This requirement provides the opportunity for the Town to assess progress that has been made toward meeting the Town's goals and policies, and to respond to the changes in the community.

9.2.1 PUBLIC HEARINGS

Prior to adoption, re-adoption or amendment of the General Plan, two public hearings will be held by the Planning Commission. Additionally, a third public hearing will be held by Town Council prior to action being taken on the General Plan. Public and jurisdictional notice of the public hearings shall comply with all applicable State and Town regulations.

9.2.2 GENERAL PLAN AMENDMENTS

There are several things that could occur which could result in periodic amendments to the General Plan. To begin with, conditions change over time. The socioeconomic conditions of the Town may change or evolve and new community values may form. Additionally, the aspects of the General Plan are by their very nature, general. Changes or alterations in specific areas within the Town may call for amendments to the general policies and details of the General Plan.

Amendments to the General Plan include the following:

- The incorporation of new elements as required by State Statute.
- The re-adoption of the entire General Plan every ten years.
- Revisions or updates to the text and/or maps of existing elements.

As with implementation, the Arizona State Legislature has provided guidelines for amending general plans. Amendment to the General Plan may be initiated by: The Town Council, The Planning Commission, or a private property owner. An application, public hearings, a narrative statement of the proposal, and a non-returnable filing fee are required for any proposed amendment.

MAJOR AMENDMENTS

A major amendment to the General Plan is any proposal that would result in a change to the Land Use Plan substantially altering the Town's planned mixture or balance of land uses. The following criteria are to be used to determine whether a proposed amendment to the General Plan substantially alters the mixture or balance of land uses. The term amendment shall apply to both text and map revisions.

A major amendment is any proposal that meets any one of the following criteria:

- A change from a residential land use classification to a non-residential land use classification on 100 or more acres, except for Open Space and Public classifications.
- A proposal on 100 or more acres that increases the maximum number of allowable residential units by more than 200 units.
- Any proposal that in aggregate includes changes in land use designations exceeding 100 acres.
- A proposal that results in significant alteration, displacement, or diversion of a road alignment from the Circulation Plan, including but not limited to, a change in functional classification.
- Any text changes that are in conflict with, eliminate, alter, and/or misconstrue the intent of any goal or objective.

In addition, major amendments to the Plan may only be considered by the Town Council at a single hearing designated each year for such cases. The amendment must be submitted in the same year it is heard and must receive a two-thirds majority vote of the Town Council for approval.

MINOR AMENDMENTS

Changes that are not considered major amendments to the General Plan may be considered by the Town Council throughout the year and shall be processed in accordance with State and Town of Quartzsite regulations concerning timing, notice, public hearing, and action. In addition, any changes mandated by initiatives for State law shall utilize the minor amendment process, regardless of the above guidelines.

9.2.3 NOTIFICATION

For all General Plan Amendments, the notification of the public hearings will be provided in accordance with State Law in the following manner:

At least fifteen (15) days prior to the first public hearing, a general explanation of the proposal, along with the date, time and the place of said hearing will be published at least once in a newsletter or newspaper of general

circulation in the Town of Quartzsite. The display advertisement will be a minimum size of one-eighth of a full page.

In addition to the above State notification requirement, the following additional techniques are encouraged during the processing of a General Plan amendment wherever possible. They may be implemented, either individually or cumulatively, based on the type and significance of the proposed amendment. *As these are not State requirements, the failure of the Town or the applicant to perform any of the following actions or failure of the property owner to receive said notice will not invalidate the proceedings but may cause a delay in the scheduling of a public hearing.*

- Posting information regarding the amendment and scheduled public hearing on the Town's Internet web-site.
- For land use plan amendments, the notification in writing from the applicant for all property owners within a radius of 600 feet of the exterior boundaries of the subject property. The applicant will submit a copy of the letter provided to the public along with a certified mailing list from the Town of Quartzsite, and a certificate of mailing from the post office to the project planner at least twenty-five (25) days prior to the first public hearing.
- For land use plan amendments, posting an onsite temporary four by six feet sign by the applicant that indicates the proposed change along with the date, time and place of the two public hearings by the Planning Commission and the Town Council public hearing.
- Articles and press releases for the newspaper or other widely circulated publications.
- Mass mailings through utility bills or other documents that are periodically issued to the community at large.
- The establishment of workgroups to ensure that the community is actively involved in the preparation of the general plan elements and that all interest groups are included in the dialogue.
- Informal presentation of the proposed amendment during open houses, neighborhood round tables, or other community forums. For private property owner initiated land use amendments, the applicant will be responsible for presenting information as requested.

9.2.4 PLANNING COMMISSION ACTION

Following the two public hearings, the Planning Commission will file a report of its findings and recommendations with respect to the proposed amendment with the Town Council within thirty (30) days of the first public hearing. The report will be in writing and will include the recommendations for approval, conditional approval or disapproval and will contain a brief summary of the reasons for said recommendations.

9.2.5 TOWN COUNCIL ACTION

Upon receipt of the Commission's recommendations, the Town Council will hold a second public hearing. Notice of the time and place of the hearing will be provided in accordance with State Law. Following the public hearing, the adoption or re-adoption of the General Plan or any amendment to such plan will be by resolution of the Town Council. The adoption, re-adoption, or approval of a major amendment will require an affirmative vote of at least two-thirds (2/3) of the members of the Town Council.

At least sixty (60) days prior to the adoption of the General Plan or a portion, element, or major amendment of the Land Use Plan, the proposal will be transmitted to the Town Council and submitted to:

- The planning agency of the county in which the municipality is located.
- Each county or municipality that is contiguous to the corporate limits of the municipality or its areas of extraterritorial jurisdiction.
- The regional planning agency within which the municipality is located.
- The Department of Commerce or any other State agency that is subsequently designated as the General Plan agency for this State.
- Any person or entity that requests in writing to receive a copy of the proposal.

9.2.6 READOPTION AND RATIFICATION OF THE GENERAL PLAN

The General Plan, with any amendments, is an effective and legitimate Plan for up to ten years from the date the Plan is readopted by the Town Council and ratified by the voters during a general election. On or before the tenth anniversary of the Plan's most recent adoption, the Town Council will either readopt the existing Plan for an additional ten years or adopt a new general plan in accordance with State Statutes.

If the General Plan is approved by a majority vote of the qualified electors, the Plan becomes effective as provided by law. If the General Plan fails to receive a majority vote then the current General Plan remains in effect until the voters approve a new plan. The Town Council may resubmit the proposed new plan or revise the new plan for subsequent submission to the voters.

9.2.7PUBLIC PARTICIPATION STRATEGIES

It is important that the Quartzsite Planning Commission and the Quartzsite Town Council and staff keep the General Plan in the public eye throughout the process of implementation to increase their understanding of the Plan's recommendations. The following strategies are recommendations on how the Town may be able to best achieve this goal:

- The Town staff shall conduct a public workshop on an annual or bi-annual basis to analyze the contents of the General Plan and to discuss the progress made in regards to each of the elements.
- The Town shall create and distribute printed notification of the workshops in accordance with State Statue, utilizing a variety of methods, some of which are described in the Public Participation Techniques.
- The Town shall establish relations with the local media to provide regular media releases regarding public workshops, amendments and proposals.

9.2.8 PUBLIC PARTICIPATION TECHNIQUES

The following strategies and specific actions should be implemented by the Town to encourage public participation in the addition or amendment of elements in the General Plan.

NOTIFICATION AND PARTICIPATION TECHNIQUES	Element (New or Revised)	Major Amendment	Minor Amendment	Re-Adoption of General Plan (every 10 years)
Printed Notification				
Display Ad	✓	✓	✓	✓
Distribute for Case Comments	✓	✓	✓	✓
City Web Page Notice	✓	✓	✓	✓
Post Flyers	✓	✓		✓
Mass Mailing	✓			✓
Community Forums				
Public Hearings	✓	✓	✓	✓
Workgroup	✓			✓
Open House	✓			✓
Neighborhood Round Tables	✓	✓	✓	✓
Service Club Presentations	✓	✓	✓	✓

Economic Development Element

Town of Quartzsite General Plan

10 – Economic Development

10.1 INTRODUCTION

The Economic Development Element of the Quartzsite General Plan has been developed to assist the Town in its quest for additional jobs and growth in Town Revenues. The economic base of the Town currently relies heavily on tourism, and freeway oriented retail, hospitality, restaurant, and service related businesses. In addition, there are a large number of retirees in the Town whose fixed incomes are derived from social security and other retirement pensions. The main purpose of the economic development element is to assist the Town with diversification of its economic base through business attraction and expansion activities. Attraction of new businesses and the expansion of existing businesses will create new jobs and incomes for Town residents. This will have a multiplier effect due to an increase in demand for housing, goods, and services. The programs available to the Town from government agencies involved in economic development activities are also outlined herein.

This element includes appropriate goals, objectives, and policies that can assist the Town in its economic development efforts. The assets of the Town for economic development represent significant opportunities for new development. These include the strategic location of the Town on two major transportation routes: Interstate 10 is the main East/West route between Los Angeles and Phoenix, and State Highway 95 is a major North/South route between Mexico, Yuma, and Las Vegas. These Two major transportation corridors result in significant daily traffic flows through the Town.

The future development of a Town owned airport has direct economic development benefits. Not only does an airport provide a facility for cargo and air freight shipments, but an industrial park can be developed around the airport. In addition to the future airport, the development of a new La Paz County fairgrounds facility is also proposed. Like the airport, the future fairgrounds facility can also be important for economic development. An industrial park area can be located adjacent to the fairgrounds facility.

A critical element for a viable economic development program is provision of appropriate infrastructure (water, sewer, streets) to serve businesses desiring to locate in the Town. The Town is currently in the process of designing and constructing water system improvements, including the extension of water mains and development of water storage facilities.

In addition to infrastructure, having an adequate supply of affordable housing to accommodate future workers is very important. Employers interested in locating facilities in Quartzsite need to be assured that their workers and families will be able to find affordable housing. The housing element of the general plan includes programs which can increase the supply of affordable housing within the community.

10.2 ECONOMIC DEVELOPMENT TEAM

The formation of an economic development team is necessary for the future growth and prosperity of Quartzsite. The economic development team consists of Town leadership, the Chamber of Commerce, and involved citizens. First, the team must decide, based on the market feasibility study, which businesses and industries are priorities. Secondly, appropriate locations should be designated in the land use element for various types of commercial business. Third, selectivity must be exercised to ensure that proposed developments meet pre-established community standards.

In order to have a viable local economy, jobs must be created and money earned locally so that it can be spent within the Town. Therefore, the Quartzsite economic development program must place a high emphasis on job creation and retention. The economic challenge for Quartzsite is to make the most out of its unique marketplace circumstances. Jobs and revenue for Town services need to result from strategic deployment of the Town's commercial assets.

10.3 ECONOMIC BASE

The existing economic base of Quartzsite consists primarily of tourism, freeway oriented commercial, and the many recreational vehicle parks that cater to retirees on fixed incomes. Seasonal events, such as the annual gem and mineral shows, bring significant revenues into the Town for short periods of time.

In order to strengthen the existing economic base, the economy of Quartzsite must be diversified by adding manufacturing, warehousing, medical, and other related jobs to the community. In addition to diversifying the jobs and types of businesses within the Town, the pay scales for new jobs need to be significantly above minimum wage, preferably in the $15 an hour and up range. The higher paying jobs will result in more

spendable income in the community. This in turn allows the Town to attract more retail businesses.

In order to diversify the economic base, the Town must attract employers, such as manufacturing and assembly firms, who can provide good paying jobs all 12 months of the year. Warehousing and distribution centers, along with the required truck terminals, also provide full time employment opportunities for Town residents. Provision of full time good paying jobs will attract young families to move to Quartzsite and establish permanent residences in the Town. The types of full time employers mentioned above will make the Town much less susceptible to seasonal variations in revenue. The full time year round employees will also be purchasing goods and services in the hot summer months, thereby helping to generate sales tax revenue during this period.

As previously mentioned, the Town should complete a target industry analysis to determine which industries Quartzsite can attract. Opportunities and constraints for industrial development would be discussed in the target industry study. Quartzsite has several advantages for new industries desiring to relocate. These advantages are outlined below:

- **Available land at reasonable prices**
- **Location on two major transportation routes (Interstate 10 and State Hwy 95)**
- **Close proximity to major markets (Phoenix metropolitan area is within 130 miles)**
- **Town water and sanitary sewer facilities currently being constructed**
- **Supportive Town government for new business**

The Town of Quartzsite is located within the Western Arizona Economic Development District (WAEDD). The WAEDD promotes economic development and economic base diversification within all communities located in Yuma, La Paz, and Mojave Counties. The WAEDD prepares the local economic development plan that is submitted to the U.S. Economic Development Administration (EDA). Through WAEDD, the Town is eligible to apply for EDA grants which can fund a target industry study to identify ways to diversify the economic base within the community.

10.4 JOB CREATION AND RETENTION

The creation of new jobs and the retention of existing jobs is a major component of the economic development element. The Town can assist in the effort to create new jobs in several ways. Through a target industry analysis, the Town can identify potential employers and market the Town of Quartzsite to those employers. Although acquiring one large employer would be ideal, it is not necessary for inducing positive job growth in Quartzsite. Expansion of existing businesses and the addition of new

start-up businesses should be sufficient to add 50-75 new jobs to the community each year.

The Town should make every effort to assist start-up businesses. One program available to accomplish this objective is the State Community Development Block Grant (CDBG) program. Through the State of Arizona CDBG program, the Town can apply for CDBG funds to set up a micro-enterprise program. This program would provide below market rate loans for micro-enterprise start up businesses. Micro-enterprise businesses are very small firms that employ between one and five persons, one of whom is the owner/operator. The Town is eligible to receive approximately $250,000 in CDBG funds every three years. Micro-enterprise loans normally are between $5,000 and $25,000, and require the loan recipient to complete a small business training program prior to receiving the loan.

Other federal programs can assist with job training, such as those programs available through a Workforce Investment Board (WIB). The WIB can assist employers with the costs of training new employees. Under these programs, federal funds are used to pay for a portion of the employee training costs, with the employer absorbing the remaining costs. This makes it easier for an employer to increase its work force and hire new entry level employees.

10.5 BUSINESS EXPANSION

Expansion of and assistance to existing businesses is very important for the Town of Quartzsite. Business expansion strengthens the economic base and creates new jobs. The Town can promote business expansion by ensuring the following:

- Pro business attitude by Town officials
- Establishment of a CDBG Micro-enterprise business loan program
- Extend and upgrade water and sewer infrastructure to allow businesses to expand
- Establish a business incubator facility for mom and pop businesses
- Establish a fast track permit process within Town Hall
- Encourage home based small businesses as home occupations
- Partner with the Chamber of Commerce for business expansion promotions
- Establish public/private partnerships for business expansions and job creation through building permit fee reductions and other Town sponsored incentives.

To assist small business growth in the community, efforts should be undertaken through the Chamber of Commerce to publicize events, services, and products to prospective customers. This assists chamber members with business development and expansion. A visitor's registry may be developed to create mailing lists for catalogues, winter season newsletters, and special promotions such as off-road desert exploration events. In addition, the Town can publish an annual brochure with a listing of guest accommodation availability, to include motels and recreational

vehicle parks. Gem and Mineral show exhibitors and vendors can also be listed in the brochure. This can serve as a marketing tool to promote business expansion and increased sales.

10.6 MARKETING THE TOWN

In order to promote business and attract new industry to Quartzsite, the Town must establish and maintain an economic development marketing program. This program can have several facets. The use of the Town's internet web site for marketing the Town to potential businesses is very important. The web site should be expanded to include economic development marketing information. The marketing program should include the following:

- Internet web site marketing of the Town
- Production of a marketing brochure
- Large billboards located on Interstate 10 for both east and westbound traffic promoting the Town
- Promotion of winter recreational and camping opportunities in conjunction with the BLM
- Development and marketing of a Town owned and operated 15 acre recreational lake for summer water events, such as a fishing derby and water skiing competition. This would provide an attraction for visitors and tourists during the hot summer months.
- Advertise services and accommodations available for truck drivers in Quartzsite on web sites serving the trucking industry.

The above outlined methods for marketing Quartzsite will capitalize on the attractions and services Quartzsite has to offer to tourists, travelers, rock hounds, and truckers. By instituting an appropriate advertising program, the Town can make its assets known to travelers and truckers throughout the Western States. This in turn will increase Town revenues as local businesses increase their product sales and expand their business operations.

The Town should also cooperate with the economic development efforts of La Paz County. Any new industries established within the County should benefit Quartzsite, either directly or indirectly. For example, a new industry established in Ehrenberg could indirectly benefit Quartzsite by providing jobs within commuting distance for Quartzsite residents.

10.7 ECONOMIC DEVELOPMENT RESOURCES

There are several economic development resources available to the Town. These resources are both monetary and non-monetary. Monetary resources include various types of grants available from State and Federal Agencies. These grants can fund sewer and water infrastructure and other types of improvements. Non-monetary

resources include technical assistance from such entities as Western Arizona Council of Governments (WACOG) and WAEDD. The State Department of Commerce can also provide advise and technical assistance for economic development programs. Grants for economic development projects are available from the following agencies:

- Federal Economic Development Administration (water, sewer, roadways, land acquisition)
- Federal Department of Agriculture-Rural Development
- Federal Aviation Administration (Airport Construction)
- State Department of Commerce (CDBG Program)

Most economic development grant programs funded by the Federal government have job creation and retention as the major requirement for receipt of a grant. In addition, grants generally do not fund 100% of the project cost. Matching funds from the Town would be required for most grants. However, the federal grant programs can be very beneficial for the Town in assisting with infrastructure construction. This in turn can support new business development and the location of industrial firms in Quartzsite.

10.8 INCENTIVES FOR ECONOMIC DEVELOPMENT

In order to attract new retail, warehousing, and industrial uses to Quartzsite, the Town should explore incentives that could be used to entice new business and industry to locate in the Town. These incentives can be both monetary and non-monetary. The level and type of incentives should be based on the relative benefits to the Town from the new business. For example, a new light manufacturing firm that provides 100 jobs should receive more incentives than a small company creating only 5 jobs. The following types of incentives could be provided by the Town for business attraction and expansion:

- Reduction in building permit and plan check fees
- Extension of Town water and sewer to an industrial site
- Establishment of a one stop permit processing center
- Assistance with acquisition of BLM land for industrial uses
- Use of State CDBG funds to construct a business incubator facility
- Technical assistance through market feasibility studies utilizing EDA grants.

Competition for new businesses and industrial firms is intense for Cities and Towns. Therefore, in order to effectively compete, the Town of Quartzsite must be able to offer incentives to prospective firms when required. Otherwise, a competing nearby jurisdiction may convince the firm to locate in the nearby jurisdiction. This would result in an economic development loss for Quartzsite.

Once developed, the incentives available should be published in an informational Town brochure that can be mailed to prospective businesses. It should be stated in the brochure that provision of incentives is not automatic and requires Town Council

approval on a case by case basis. This allows the Town Council room for negotiation with the prospective business, and does not commit the Town to approve incentives for any particular business.

10.9 GOALS, OBJECTIVES AND POLICIES

Goal: The Town will promote new business and encourage expansion of existing businesses by capitalizing on Quartzsite's recognized attraction strengths: winter season gem and mineral shows, commercial services to travelers using Interstate 10, and winter tourism and recreation.

Objective: Establish visitor accommodation centers with appropriate commercial services to provide for the needs of travelers and winter visitors.

Policy: Provide sufficient water and sewer infrastructure capacity to accommodate major retail chains, and motel chains who have indicated an interest in a Quartzsite location.

Policy: Provide hospitality industry sites at the re-designated east and west Interstate 10 interchanges.

Policy: Include an appropriate selection of convenience stores, traveler amenities, off-street parking, auto services, and other uses along with additional motel rooms and restaurants.

Objective: Create incentives for artists and craftsmen type businesses to supplement the annual gem and mineral shows.

Policy: Small shops or mini-mall booths should be encouraged for displaying goods.

Policy: The Town, in conjunction with the chamber of commerce, should sponsor craft shows and fairs aimed at the tourist market.

Objective: Establish airport and fairgrounds industrial development zones.

Policy: Gem and mineral businesses with all year sales facilities should be considered for the fairgrounds industrial park.

Policy: Develop the Airport Industrial Park with light manufacturing and assembly type businesses with world wide sales potential.

Objective: Encourage warehouse/distribution center type facilities to locate in Quartzsite at sites with easy access to Interstate 10 and State Highway 95.

Policy: Identify appropriate sites for warehouse/distribution center facilities.

Policy: Warehouse/distribution sites for warehouse/distribution center facilities.

Objective: Encourage development of an auto mall along the Interstate 10 corridor which features three or more automobile dealerships.

Policy: Provide incentives for construction of the auto mall by extension of water and sewer infrastructure to the site.

Policy: Ensure the auto mall site has good access to the on/off ramps for Interstate 10.

Policy: Allow appropriate freeway oriented signage for advertisement of the auto mall.

Goal: Create a positive climate for economic development projects through adequate municipal service capacities, progressive visual aesthetic qualities, and expedited permit processing.

Objective:	Ensure facilities are available to attract quality corporate development while maintaining selectivity regarding environmental and community impacts.
Policy:	Work with private landowners to designate areas available for build to suit facilities, with Town services available, and at locations appropriate for motels, restaurants, warehousing and light assembly, and manufacturing.
Policy:	Assess potential environmental impacts of proposed industry on local facility capacity and on the Town's water, air, and land resources. Require mitigation measures, if feasible, to minimize impacts and protect environmental quality.
Objective:	Project a positive Town environment for quality development.
Policy:	Improve the visual appearance of Main Street through landscaping and other improvements.
Policy:	Review developer proposals from the perspective of long term contributions to the community and its economic base.
Policy:	Require off-site improvements based on established development standards and guidelines.

Goal: Complete a market feasibility study for Quartzsite which identifies target industries and other businesses which can be supported in the Town.

Objective:	Establish a marketing program to attract new business and industry to Quartzsite.
Policy:	Distribute the marketing study free of charge to interested corporations and bona fide developers.
Policy:	Appoint a Town marketing coordinator to serve at the pleasure of, and under the direction, of the Town Manager.
Policy:	Apply for and obtain economic development grants from the EDA and other government agencies to fund the preparation of the market feasibility study and other economic development projects.

10.10 ACTION PLAN

Phase	Project	Responsible Agency/ Department	Funding Source
1 -5 years	Identify and fund measures to increase economic development in the Town of Quartzsite.	Town of Quartzsite	Town of Quartzsite
	Create a market feasibility study for the Town of Quartzsite.	Town of Quartzsite	Town of Quartzsite
6 + years	Continue to research and develop incentives promoting economic development in the Town of Quartzsite.	Town of Quartzsite	Town of Quartzsite
	.	Town of Quartzsite	Town of Quartzsite

10.11 SUMMARY

In summary, it is the purpose of the economic development element to act as a tool and guideline for the future economic development of Quartzsite. By implementing the goals, objectives, and policies for economic development, the Town of Quartzsite can attract new business and industry, create jobs, and enhance Town revenues. In addition, through a well conceived marketing effort the Town will be able to effectively compete with neighboring jurisdictions for new business and industry. It is

recommended that the economic development element be updated at least every 5 years in order to continue to be an effective document.