

Town of Parker

2016 General Plan Update

60-DAY REVIEW DRAFT

Prepared for:



1314 11th Street
Parker, Arizona 85344

Prepared By:

Michael Baker

INTERNATIONAL
2929 N. Central Ave
Suite 800
Phoenix, AZ 85012

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1. INTRODUCTION

Background

Timely and effective planning is critical for the Town of Parker to maintain orderly growth and development and to protect the health, safety and welfare of its citizens. The State of Arizona recognizes this and therefore requires that each town in Arizona adopt a general plan to guide the town towards a sustainable future. The State also requires that each town update their general plan periodically in order to ensure that the plan is both applicable to current conditions and useful to the town as a planning tool.

Since the completion of the existing General Plan in 2008, Parker's population growth has been limited. However, over this period, the Town has been successful in completing many communitywide initiatives. Due to this limited growth but evolving community dynamics, the facilitation of a complete rewrite of the General Plan was not warranted. Therefore, a General Plan Update was deemed to be more suitable for the Town. This update still gives Parker the necessary tools to continue to grow, protect the health, safety and welfare of its citizens.

This updated General Plan allows the Town of Parker and its community members to view current and projected conditions within the Town and formulate a path to achieve a shared vision for the future.

What is a General Plan?

The term "general plan" describes a broad, comprehensive, long-range statement of goals and related policies that guide the future growth and development of a town. A general plan expresses a town's vision, and is a key document that guides and underlies decisions made about the town's future. It establishes strategies to achieve community goals pertaining to what will be developed and where; how residents and traffic move through the town and how public services and facilities will be provided. The role of the general plan is to serve as a basis for rational decisions regarding a town's long-term physical development. It also acts as a bridge between the community's values and goals and decisions on physical development and resource allocation in the town.

In summary, a general plan is:

- A statement of policy;
- A guide to local decision-making about the kind of community that Parker wants to be;
- A presentation of long-term perspectives;
- A path to improve the quality of life for Town residents; and
- A legal mandate.

A general plan is not:

- A rigid, static document;
- A detailed policy for specific areas;
- A zoning ordinance;
- A Capital Improvement Plan;
- A tool to promote special interests; or
- A management plan.

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A general plan should not be confused with a zoning ordinance. Zoning is a legal mechanism whereby land is classified according to a specific allowed use; whereas a general plan is a guide for future growth and development. Zoning should be utilized as an implementation tool for goals, objectives and policies of the general plan.

Purpose of the Town of Parker General Plan

The purpose of the Town of Parker General Plan is to provide an official public document to serve as a policy guide for future development in the Town of Parker. The Plan is intended to be both long range and visionary and aims to provide guidance for desired future growth through the year 2035.

The Arizona Revised Statutes Section 9-461.05 requires that all jurisdictions maintain a general plan to guide future land use and development and also requires that the plan is updated every ten years to reflect changing conditions. The previous Town of Parker General Plan was adopted in 2008. This document serves as an update to the previous Plan and ensures the Town of Parker remains in compliance with State law.

The General Plan is meant to be both practical and accessible as it is intended for a variety of users. Municipal officials, including Town staff, Planning and Zoning Commission members and Town Council members, will use the Plan as a basis for future decision-making to ensure that the Town's policies and procedures remain consistent with the General Plan Vision. Additionally, the Plan can be employed by residents, developers and other interested individuals as a tool to learn about the Town's policies to accommodate future growth and meet the needs of its citizens and businesses.

Legislative Authority

The authority and direction regarding the development of a General Plan is given to municipalities through Arizona Revised Statutes (ARS) 9-461.05 which states:

- A. Each planning agency (planning department, planning commission, hearing officer, legislative body, or some combination of the latter) shall prepare and the legislative body of each municipality shall adopt a general plan for the municipality.
- B. The general plan may be adopted in its entirety at once or in fragments.
- C. The general plan shall consist of a statement of community goals and development policies. It shall include maps, any necessary diagrams and text setting forth objectives, principles, standards, and plan proposals.

The required "elements" or topics that must be included within a communities General Plan varies based on the size and growth rate of that community. Based on the Town of Parker's size and growth rate, this General Plan is required to include two elements:

A Land Use Element that designates the proposed general distribution and location, and extent of such land uses as housing, business, industry, agriculture, recreation, education, public buildings and grounds, open space,

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and such other categories of public space and private uses of land as may be appropriate to the municipality. The Land Use Element must include a statement of the standards of population density and building intensity recommended for the various land use categories covered by the plan. The Land Use Element must also identify 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. It should include consideration of air quality and access to incident solar energy for all general categories of land use. The Land Use Element must include 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. Any sources of currently identified aggregates and policies to preserve or avoid incompatible land uses with these identified aggregates shall also be provided.

A Circulation (i.e. Transportation) 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.

The Town of Parker 2016 General Plan Update meets the state statute requirements and includes each of these state-mandated elements.

Organization of the General Plan

The Parker General Plan begins with this Introduction, which is followed by a review of the overall Vision and Themes that function as the essential framework of this plan. The General Plan is then comprised of the four chapters and/or elements listed below. While each of these chapters are discussed individually, it is important to recognize that the Plan chapters do not stand alone. They are internally consistent to provide a comprehensive picture of the community's resources, its needs and desires, and strategies to meet Parker's defined Vision and Themes.

Table 1-1: General Plan Organization

1. Introduction	Explains the purpose, process and contents of the General Plan.
2. Vision and Themes	Expands upon the Town's values that guide the General Plan's goals and objectives.
3. Existing Conditions	Provides a regional setting, a brief history of Parker, and a profile of Parker's demographics, socio-economic statistics, and existing public facilities.
4. Land Use Element	Describes existing land use patterns and the future Land Use classifications and distribution for the Town.

CHAPTER 1 INTRODUCTION

5. Transportation Element	Describes the existing and future Transportation Plan and circulation pattern for the Town.
6. Implementation Plan	Describes the plans, programs, and procedures that will allow the Town to put the General Plan into action and to achieve its Vision, goals, and objectives.

Together, these chapters also list a broad range of goals and objectives related to the future of Parker. Goals and objectives are an integral part of a community's General Plan. The adoption of a comprehensive set of community goals and objectives serve as the foundation for planning Parker's future. They serve as a guide for day-to-day decision-making. Future development in Parker will be evaluated on how it meets or furthers the community's goals and objectives.

The following definitions should be used as a reference in reviewing the Goals and Objectives that are defined in the subsequent chapters of the Parker General Plan:

GOAL: A desired end or condition, which, if pursued over time ultimately will result in the attainment of the community vision and desire.

OBJECTIVE: A desired short term end, which, if accomplished in conjunction with other objectives, causes a goal to be achieved.

Relationship to other Policy Documents

The 2016 General Plan provides broad parameters for organizing the growth and development of Parker. However, once adopted, the plan must be implemented through a number of additional policy documents that provide the necessary detailed guidance for the physical development of projects within the Town. For example, the land use categories described in the Land Use Element of this Plan indicate general categories of permissible use, while the Town's Zoning Ordinance regulate the actual use and development standards applicable to properties within the Town. Other plans and programs such as Redevelopment Plans, Specific Area Plans, or Parks and Recreation Master Plans that focus on particular sections of Town, may also establish more definitive use standards. Regional planning agencies, such as the Western Arizona Council of Governments (WACOG), may also adopt regional plans in an effort to address regional issues such as transportation and affordable housing that may affect the Town of Parker.

The following documents are incorporated (but not limited to) by reference and considered implementation tools of this Plan:

- Town of Parker Zoning Ordinance
- Town of Parker Subdivision Regulations
- Town of Parker Parks and Recreation Master Plan
- La Paz County Comprehensive Plan
- La Paz County Transportation Planning Study

CHAPTER 1 INTRODUCTION

Planning Process

A major component of the Parker 2016 General Plan Update effort included proactively engaging community members throughout the plan preparation process. On March 8 and 9 of 2016, the project team initiated the first phase of the General Plans community engagement campaign by conducting a variety of outreach events. To ensure broad and diverse community representation, these events included a Town Staff Summit, over twelve (12) one-on-one interviews with elected officials and local stakeholders, the creation and convening of a twelve person (12) Technical Advisory Committee, and an interactive Community Workshop.

Following the initial community engagement campaign a detailed 2016 General Plan Update - Existing Conditions Assessment Report was drafted. This report acted both as a repository for all the Town related background information collected to this point as well as functioned as the foundation document for the technical analysis of the current community context.

After review of the Assessment Report with Town staff, the document was then translated into the 2016 General Plan itself. As an update, the 2016 General Plan was drafted as a refinement rather than a complete rewrite of the 2008 Plan.

The final stages of the plan development effort included the implementation of a 60-Day review process where the general public was allowed to examine the proposed revisions to the plan and provide comments. The plan was also formally made available to xxxx agencies via first class mail to maintain regional coordination and acceptance of the plan. Following the public review process, the Planning Commission and Town Council held two public hearings during the formal Plan Consideration process. Final adoption of the updated General Plan took place on XXX 2017. (Will be updated pending approval)

2. VISION & THEMES

The Town of Parker is the center of civic and cultural activity in La Paz County, making it a great place to live, work, learn and play. A town with a diverse and unique character, Parker is committed to build on existing opportunities and to face upcoming challenges. Several critical elements shape Parker's character and its vision for the future:

- A strong economy with vibrant businesses;
- The availability of quality employment opportunities;
- A commitment to efficient public services;
- High-quality recreational, educational and cultural resources;
- Unique and attractive residential neighborhoods; and
- A rich history and a strong sense of community.

Community Participation

As an update to the 2008 General Plan, the planning process for this 2016 plan focused on validating the existing community vision, themes and goals rather than facilitate a complete rewrite effort. A critical step in facilitating this initiative included defining what has been accomplished to date, what still remains to be done and what new goals should be established within the community. To attain this information, a comprehensive public participation campaign was enacted that focused on obtaining feedback directly from the Parker community and included conversations with Town staff, elected officials, local agencies, business owners and the community at large. The following summaries present the results of input received through the various Town coordination meetings, Technical Advisory Committee meetings, one-on-one stakeholder interviews and communitywide workshops held throughout the 2016 General Plan development process.

Summary of Community Dialogue

A review and summary of the many comments collected during the public participation campaign showed a general consensus regarding the development challenges that exist in Parker Central today as well as how those challenges have impacted growth in the community as a whole. The top achievements highlighted efforts related to redevelopment projects, recreation improvements, and job growth efforts. The most frequent observations regarding issues that require further attention included a lack of developable non-tribal land, the checkerboard development/ownership pattern, and oversized right-of-ways in Parker Central as well as the limited living and employment opportunities for young adults along with support services and resources for seniors. Common areas identified for improvement included continued coordination and collaboration with CRIT, promote new/re-development efforts that foster housing and job growth in Parker Central, and encourage development in Parker South. A more detailed synopsis of the comments shared by those interviewed is as follows:

One of the most interesting outcomes of the community participation campaign is the fact that many of the common themes that were identified as “challenges” in the Parker community; such as youth activities, job growth, increasing housing options and development of Parker South, were also identified as future “opportunities” for Parker. The fact that participants recognize these challenges can also be opportunities is a very positive sign for the overall growth of the community in the future.

CHAPTER 2 VISION & THEMES

Stakeholder Interviews and TAC Feedback

Major Achievements/Successes	Desired Achievements/Improvements
<ul style="list-style-type: none"> ▪ Redevelopment of the Alewine Property ▪ Development of the Diamondbacks, Aaron Hill Baseball Field ▪ Development of Rose Acres ▪ Creation of La Paz Economic Development Corporation ▪ Development of Sako Oil Recycling Plant ▪ Planning of the new Hampton Inn ▪ Paid-off Street Bonds ▪ Arizona Western College Parker Learning Center Expansion ▪ Expansion of La Paz Regional Hospital services 	<ul style="list-style-type: none"> ▪ Collaboration with the CRIT ▪ Getting quality businesses (restaurants, night time activities) ▪ Housing (affordable housing, multi-family, senior related care facility) ▪ Generate Town revenue opportunities ▪ Ensure a healthy prosperous lifestyle (recreation opportunities, class A sports facility, youth and social activities, more job opportunities) ▪ Develop Parker South (improve infrastructure, provide housing, focus on hi-tech industry, motivate existing property owners to develop, improve land use plan, don't modify existing land use plan...rather improve land use policy) ▪ Maintain/improve infrastructure (maintain roadways, provide public transportation, improve bike safety) ▪ Promote opportunities for young adults to remain/return to Parker (offer graduate level courses, produce jobs that match higher education level) ▪ Encourage more redevelopment in Parker Central (possibly thru condemnation) ▪ Improve facilities for aging population (home base services, para transit, skilled nursing, assisted living facility) ▪ Limit commercial growth (i.e. rv/boat storage) and encourage housing in Parker Central ▪ Need to improve our broadband to encourage telecommuting ▪ Improve streetscaping to enhance the image of the town

CHAPTER 2 VISION & THEMES

TAC and Community Feedback

What do you Cherish about Parker?	What are future Opportunities facing Parker?	What are future Challenges facing Parker?
<p>Community Spirit</p> <ul style="list-style-type: none"> Diverse Community Extracurricular school activities for children, not available to children in bigger communities The people, community, and sense of belonging Opportunity to be involved Network of dedicated individuals with similar goals Strong Schools <p>People</p> <ul style="list-style-type: none"> The strength of people “Can do type of town” Great people! <p>Friendly Small Town</p> <ul style="list-style-type: none"> The advantages of parker being a small community Quaintness of Town Parker The Size Small town atmosphere 1 square mile Small town feel and friendliness of residence <p>River/Outdoor Recreation</p> <ul style="list-style-type: none"> Accessible to river, mountains, large cities, interstates, outdoor activities River and colorful mountains Cherish recreational activities Cherish close proximity to river River activities Camping and off road activities Lifestyle and recreational activities Clear skies 340 + days of the year Scenery of geographic areas Climate 	<p>Retail</p> <ul style="list-style-type: none"> Increase Retail <p>Parker South</p> <ul style="list-style-type: none"> New Jobs with Rose Acres 2 manufacturing facilities Water purification Parker South Develop distribution center in industrial zone section Parker South can open some doors for growth <p>Regional Awareness</p> <ul style="list-style-type: none"> So Cal high awareness of Parker Location – central to PHX, Las Vegas, So Cal <p>Aesthetics</p> <ul style="list-style-type: none"> Area beautification <p>Tourism</p> <ul style="list-style-type: none"> Geo-Tourism Tourism Increasing Tourism <p>Transportation</p> <ul style="list-style-type: none"> Railroad Poses great transportation opportunities Multiple highways converge on Town of parker <p>Youth</p> <ul style="list-style-type: none"> Opportunities, in all areas, for the youth of our community <p>Jobs</p> <ul style="list-style-type: none"> Hampton Inn Coming Soon (More Jobs) Entrepreneurship Opportunities Jobs <p>Elderly/Healthcare</p> <ul style="list-style-type: none"> Services for 65+ Population Expansion of health care services <p>Housing</p> <ul style="list-style-type: none"> More housing will increase population which will help government invest in community Housing 	<p>Youth Activities</p> <ul style="list-style-type: none"> Apathy by the community in general when it comes to getting involved in education and social events Activities for families and children <p>Jobs</p> <ul style="list-style-type: none"> Work force employability Attracting news Business and industry Industry and commercial job creation <p>Appearance</p> <ul style="list-style-type: none"> Money to beautify Parker Areas have some less then attractive lots, empty, weeds, etc... The Helter/Skelter appearance of many parts of the community <p>Tribe/Diversity</p> <ul style="list-style-type: none"> The physical size of the town of Parker being surrounded by the Colorado River Indian Tribe Reservation Diverse Community Relationship with tribes <p>Healthcare</p> <ul style="list-style-type: none"> Aging Population <p>Education</p> <ul style="list-style-type: none"> Low education attainment Education schools to work programs <p>Housing</p> <ul style="list-style-type: none"> Limited Vacant Land Property Values high in comparison to other communities Need more affordable residential dwellings (I.E. Single family homes) Attract developers for housing Need for housing Housing shortage Lack of housing Land development with current restrictions in Parker Central Limited number of hotels/motels and other rentals for large events <p>Constraints in Funding</p> <ul style="list-style-type: none"> Sales tax generation Lack of rural funding opportunities <p>Parker South</p> <ul style="list-style-type: none"> Money to build Parker South Development of Parker Annex <p>Traffic Congestion</p> <ul style="list-style-type: none"> Traffic Congestion <p>Infrastructure</p> <ul style="list-style-type: none"> Water limitations Money for infrastructure Need improved communications network Need to take advantage of telecommunications to elevate education opportunities Money for infrastructure Communications, Internet, etc. Multiple infrastructure needs – Water, sewer, roads, etc.

CHAPTER 2 VISION & THEMES

Town of Parker Vision Statement

In order to plan for the future of Parker, a shared image or “vision” of what that future entails is important to establish. Parker’s vision statement was developed by the community as part of the 2008 General Plan Update process and provides a foundation for development of the General Plan by stating the qualities, values and characteristics that the Town wishes to maintain, enhance and/or create at some point in the future.

As the General Plan is implemented, the vision statement also requires continuing review and possible modification by the community in order to ensure that it reflects the ever changing needs of the Town. With this understanding, the following refreshed vision statement draws on the ideas of the many citizens, business owners, and elected officials who participated in the 2016 General Plan Update planning process to reflect the community’s evolving long-term aspirations:

The Town of Parker aspires:

“Parker values its community and provides a healthy atmosphere for all residents through all stages of life; we encourage innovative economic activity that fosters enhanced job opportunities for a stronger quality of life; our community is free of barriers and designed with multiple connections to all parts of Town; and quality public amenities and facilities create a desirable and safe place to live, work, raise a family or spend leisure time.”

Town of Parker Community Themes

Five major themes support Parker’s Vision for the future and provide a foundation for the policies and action programs of this General Plan. These themes, representing the Town’s core values, are developed through the chapters of this General Plan.

Theme 1

To be a Town that provides its residents with quality jobs and services and promotes an array of recreational, educational, and special event opportunities to serve residents and visitors.

The Town of Parker realizes that its prosperity depends upon its residents, their skills and a healthy environment where people chose to live, work and visit. That healthy environment is sustained by the equitable provision of public services, infrastructure and opportunities for recreation and education. The Town of Parker seeks to coordinate policies for new growth and redevelopment in a manner that maintains and improves upon the quality of life in the Town.

Theme 2

To be a Town that supports redevelopment efforts that build upon the assets of the Town, while pursuing new opportunities for investment to expand the Town’s asset base.

The Town of Parker promotes an entrepreneurial spirit that fosters investment in local existing and new business. The Town is committed to generate revenues sufficient for sustaining quality services and public facilities. This helps to ensure a good quality of life for workers and residents that in turn sustains a healthy employment base and business development. The

CHAPTER 2 VISION & THEMES

Town also realizes the importance of regional factors on its economy and strives to develop collaborative regional approaches to support its local economy, services and facilities.

Theme 3

To be a Town that provides opportunities for a variety of housing choices in well-maintained and attractive residential neighborhoods.

Each neighborhood in Parker must be designed with respect to individuality and character and with elements that make the neighborhoods safe and attractive, with good access to public facilities and services and with convenient transportation options. Citizens must feel safe walking between and among neighborhoods and their children should feel safe playing in them.

Theme 4

To be a Town that adequately maintains a safe and efficient circulation system with special attention paid to the aesthetics of major corridors.

The Town's transportation network connects commercial and public activity centers with residential neighborhoods through a network of major east-west and north-south arterials and local roads. This transportation network also includes connection to commercial railway, which helps to economically link Parker to the larger region.

Developing policies focused on the connection between land uses and the provision of multiple modes of transportation will improve mobility and increase safety within the existing transportation network.

Theme 5

To be a Town that preserves and enhances the small-town atmosphere through the redevelopment of the Downtown Parker area as an aesthetically pleasing and enjoyable place to walk, shop and participate in events.

New development in Downtown Parker should continue in a manner that respects the character, scale and historical value of the Town. This approach limits any negative physical or social effects from a disjointed Downtown and enhances the harmony between new redevelopment and existing features. Encouraging a future in the Downtown area that is shaped positively by aspects of its past will enhance the community image, protect cultural and historical resources, and revitalize adjacent residential neighborhoods and Downtown commercial areas.

CHAPTER 2 VISION & THEMES

Implementing the Vision and Themes

The Town of Parker’s General Plan Vision and Themes reflect the desire of the Town to preserve and enhance Parker’s identity, while improving the community and meeting the Town’s current and projected obligations. Our envisioned Town offers safe and attractive neighborhoods, a healthy and vibrant business environment and opportunities for personal and career development for our residents.

To achieve this desired outcome, the 2016 General Plan Land Use Element establishes policy directions for new development, redevelopment and community enhancement throughout Parker Central and Parker South. Equally important, the Transportation Element provides healthy and sustainable policies that encourage multi-modal links between these existing, revitalized and proposed land uses. The following table further clarifies how each Community Theme is addressed within this General Plan.

Table 2-1: Community Theme

	Land Use Element	Transportation Element	Implementation
Theme 1 - To be a Town that provides its residents with quality jobs and services and promotes an array of recreational, educational, and special event opportunities to serve residents and visitors.	X		X
Theme 2 - To be a Town that supports redevelopment efforts that build upon the assets of the Town, while pursuing new opportunities for investment to expand the Town’s asset base.	X		X
Theme 3 - To be a Town that provides opportunities for a variety of housing choices in well-maintained and attractive residential neighborhoods.	X		X
Theme 4 - To be a Town that adequately maintains a safe and efficient circulation system with special attention paid to the aesthetics of major corridors.		X	X
Theme 5 - To be a Town that preserves and enhances the small-town atmosphere through the redevelopment of the Downtown Parker area as an aesthetically pleasing and enjoyable place to walk, shop and participate in events.	X		X

CHAPTER 3 EXISTING CONDITIONS

3. EXISTING CONDITIONS

To plan effectively for the future, the Town of Parker must have a clear understanding of where the community is today. The Existing Conditions Element presents the current situation of the community from a regional, socio-economic, land-use and community facility context. In addition, this section explores the history of the Parker area, which is essential in understanding the Town's current condition.

Regional Setting

The Town of Parker is located in western La Paz County on the eastern bank of the Colorado River approximately 32 miles south of Lake Havasu City, Arizona, 100 miles north of Yuma, Arizona and 136 miles west of Phoenix, Arizona. The Town consists of two separate Planning Areas which are not contiguous: Parker Central and Parker South. Parker Central is located within the northern corner of the Colorado River Indian Tribes (CRIT) Reservation on a mesa overlooking the Colorado River at an elevation of approximately 423 feet above sea level. Parker South is situated approximately 12 miles to the southeast of Parker Central at the intersection of State Route 95 and State Route 72. Together, Parker Central and Parker South encompass 21 square miles. Please refer to Map 3-1, *Regional Location Map*.

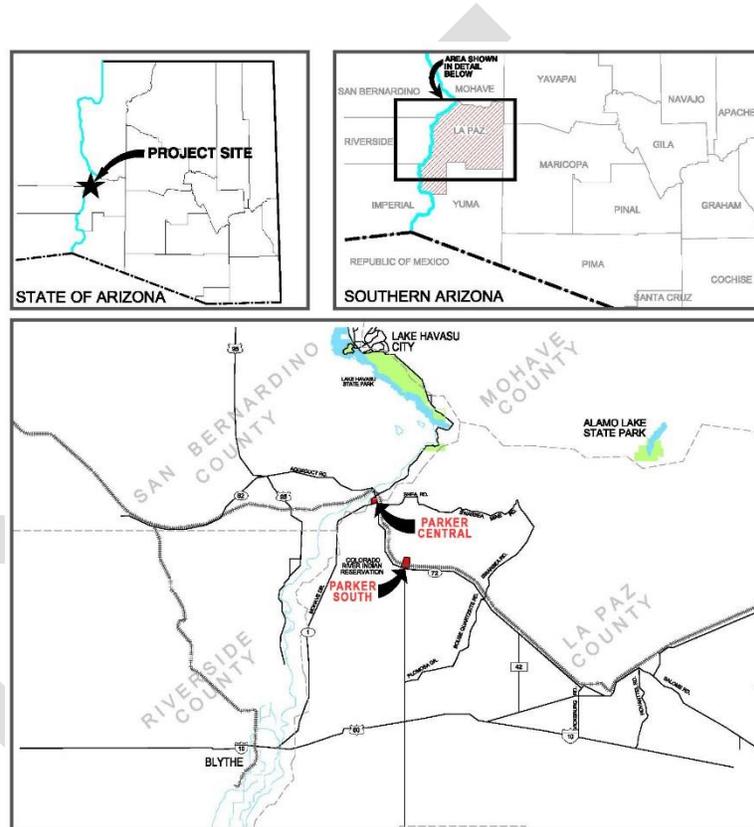


Figure 3-1: Regional Location Map

Together, Parker Central and Parker South encompass 21 square miles. Please refer to Map 3-1, *Regional Location Map*.

Parker's climate is dry and its average annual rainfall is approximately 5 inches. Average temperatures in Parker range from 52°F in December and January to 92°F in July; however, daily highs can exceed 120°F in the summer months. Parker is generally defined by desert characteristics with low-lying rugged mountains. The Gibraltar Mountains lie east of the community while the Whipple and Riverside Mountains lie to the northwest and southwest respectively.

CHAPTER 3 EXISTING CONDITIONS

History

The 1800s were a time of significant western expansion for the U.S. government. By the 1850s, five major surveys looking for suitable routes to finish the transcontinental railroad had been completed. In 1875, and again in 1899, Congress granted to railroads the right of way through public lands and Indian reservations of the United States. Nearing the end of the 19th Century, the railway lines were almost completed.

Simultaneously several explorations and surveys of the Colorado River and its tributaries were occurring to evaluate the navigability of the waterway. The first such exploration was accomplished from 1857 to 1858, under the direction of First Lieutenant Joseph Christmas Ives as ordered by the Secretary of War, John B. Floyd. The Ives exploration began at the mouth of the Colorado River and came to completion at the end of Black Canyon. Ives' expedition from the south was followed by the more notable expeditions of Major John Wesley Powell during the years of 1869, 1870, 1871, and 1872. Powell began from the north, exploring 1000-miles of the Colorado River, making his expedition, the first recorded trip through the Grand Canyon.

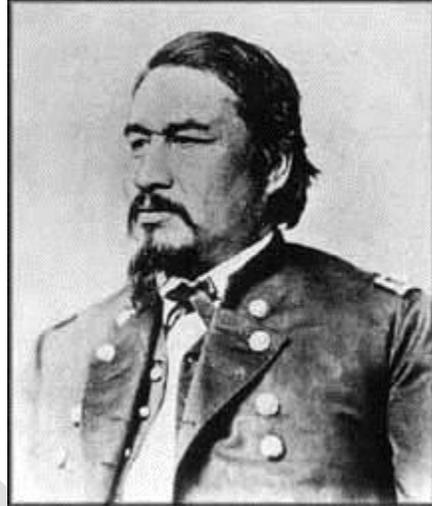
Around the same time a mountain man, trapper and scout by the name of Pauline Weaver who was prospecting along the Colorado River in 1861 and 1862, made the discovery of gold which would set off a gold rush into the area near the river settlement of La Paz. The American Civil War (1861 – 1865), created a situation where both the North and South were in desperate need to fund their respective causes. It became advantageous for both to seek control over lands rich in gold ore. This was all brought to an end in 1863 by an Act of Congress. Authorization was given to provide a temporary government for the Territory of Arizona. Another Act of Congress in 1863 was the authorization for federal townsite reservations.

By 1864, Charles D. Poston, Superintendent of Indian Affairs in Arizona Territory called the confederated tribes of the Colorado River in council together at La Paz. The purpose of the meeting was to negotiate an agreement for these tribes to locate on a reservation. By September 1864, Poston was seeking support from the 1st Legislative Assembly of the Territorial government to request appropriations to place various tribes on the Colorado River Valley. In December 1864, Poston presented the Arizona Territory Memorial to the U.S. Congress. Congress responded by authorizing the dedication of public lands for an Indian Reservation for the Indians of the Colorado River and its tributaries, establishing the Colorado River Indian Reservation on March 3, 1865.

The CRIT Reservation straddles the Colorado River from a point five miles north of Parker Central to a point 50 miles to the south and contains approximately 270,000 acres of land. On March 2, 1867, approximately two years after the CRIT Reservation was formed, Congress appropriated \$50,000 for the construction of an irrigation system for the CRIT Reservation. Construction began on the Grant-Dent Canal in 1867 and agricultural activity in the Parker Valley began to develop.

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On January 6, 1871, a post office was established on the CRIT Reservation to serve the agency. The small community and post office became known as Parker; in honor of General Eli Samuel Parker, a Seneca Chief and former US Commissioner of Indian Affairs. A student of law and proficient in engineering, Parker became a captain of engineers in the New York State Militia. During the Civil War, Parker served on the staff of General Ulysses S. Grant and wrote in duplicate the terms of General Robert E. Lee's surrender. Parker remained Grant's secretary after the War and served on Grant's staff until 1869, when President Grant appointed Parker as the Commissioner of Indian Affairs, thus becoming the first Native American to hold a federal office.



In 1907, the Parker post office was moved upstream four miles to the site of the recently constructed Atchison, Topeka and Santa Fe Railroad crossing. The construction of the railroad, new post office and the establishment of the settlement as a center of local commerce encouraged local residents to move to the current location of the Town of Parker.

At the beginning of the 20th Century, the U.S. government recognized the usefulness of controlling the Colorado River. This resulted in the Reclamation Acts of 1902 and 1904, with the subsequent withdrawal of lands for reclamation purposes.

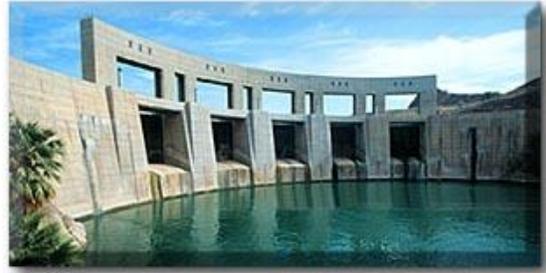
By March 1908, having been granted *right of way* by the U.S. Congress, the Arizona and California Railway Company was ceded additional land for railroad station grounds and terminal facilities. Railroad surveyor, Earl H. Parker helped in surveying the railroad line, which was needed for connecting Phoenix to the main line west. Within less than two months, on April 30, 1908, the U.S. Congress authorized the Townsite of Parker to be reserved and set apart. The Secretary of the Interior issued the Order dated June 10, 1908, establishing the Townsite of Parker, stating "the land is not needed by the Mohave Indians or any other Indians for the reason that there is lack of water for irrigation purposes." This was followed by the Order of Reservation for the Townsite, dated June 18, 1908. The original Townsite of Parker was surveyed between January 7 and March 31, 1909, by Capt. William Strover, Examiner of Surveys under the instructions from the Hon. Commissioner Fred Dennett, of the General Land Office (GLO), dated December 12, 1908.

The townsite encompasses 973.38 acres, which was laid out with all regular Blocks 320 x 300 foot with 20 foot alleys; Blocks # 6, 15, 24, 39, 46, 63, 72, 90, 106, 120, 135, 151, 164 are 400 x 300 foot with 25 foot alleys; California Avenue is 112 foot wide; Arizona Avenue is 124 foot wide; Blocks # 101, 111, 238 are reserved for Schools; Blocks # 140 and 146 are reserved for Public Buildings, Blocks # 125, 130, 240, 253 are reserved for Public Parks; all lots in Regular blocks are 50' x 150' = 7500 sq. feet; Irregular tracts, blocks, and lots are dimensioned in detail on the plat. Tract "A" 33.16 acres and Tract "B" 7.31 acres reserved to Arizona & California Railroad; Tract "C" situated in the southeastern part of the townsite reserved as a Cemetery containing 6.58 acres; "A" Street N.E. is 70 foot wide (today "A" Street N.E. is recognized as

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Hopi Avenue); and all other streets are 100 foot wide. The Plat Map of the Townsite of Parker was recorded in Yuma County, Arizona on October 27, 1910, in Plats-Book 1, Page 50. The Parker Town Council has made one revision to the Plat Map by Ordinance # 45, dated March 16, 1956, this was to revise the names of the streets.

By 1935, when the Hoover Dam (originally named Boulder Dam) was completed, the results of the earlier Reclamation Acts were now being recognized. Several years earlier, thirteen cities in California seeking a source of water collectively became the Metropolitan Water District of Southern California. Parker businesswoman and Arizona State Legislator Nellie Bush became aware of California's



effort to build a dam twenty miles upriver from Parker which would need to encroach into Arizona lands. Nellie Bush immediately sought the support from the State of Arizona to have the Dam project halted. The State of Arizona successfully challenged the effort in the U.S. Supreme Court (295 U.S. 174). Congress would eventually authorize the construction of Parker Dam and Headgate Rock Dam, which were completed in 1938 and 1941, respectively. Both dams ensured a controllable river water level for the residents and farmers of the Parker Valley and led to agricultural expansion. Construction of the Parker Dam also resulted in the creation of Lake Havasu (meaning "blue water"), a lake approximately 45 miles in length and a storage capacity of 648,000 acre feet of water. With the completion of Headgate Rock Dam another lake 700 feet wide and 16 miles in length was also created and named Lake Moovalya. The ease of access to both lakes altered the character of the Town of Parker. The Town which began as a service center for the railroad, agricultural, and mining workers began providing supplies and services to tourists, fisherman, hunters, and boat enthusiasts.

March 8, 1937, Secretary of the Interior, Harold L. Ickes, issued an Order of Restoration for the undisposed lands within the Colorado River Indian Reservation, which included any vacant Townsite lots. The Order of Restoration was modified by an Act of Congress on August 5, 1939. The legislation provided for the sale, at public auction, of vacant unsold town lots within the Townsite of Parker provided that written consent was first obtained from the Tribal Council of the Colorado River Indian Tribes. The Secretary of the Interior was authorized to prescribe such rules and regulations as may be necessary to carry out the provisions of this Act.

The boundaries of the Townsite are located within the interior of the Colorado River Indian Reservation and as such, the Town of Parker strives to maintain a good neighbor relationship with the Colorado River Indian Tribes. The Town of Parker has always maintained a strong sense of community which is demonstrated by the services of the all-volunteer Parker Fire Department established in 1944, the many civic organizations, churches, and schools which contribute to the Town of Parker's overall quality of life. The federal government initially intended the townsite to create housing for employees of the Arizona & California Railroad Company. Two auctions were held by the General Land Office (GLO), one in 1910 and the other in 1918. By 1918, funds raised from the sale of town lots were needed for the construction of a pumping plant and irrigation project on the Reservation.

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The enticement to prospective land buyers to buy lots within the townsite came primarily from the news outlets who emphasized the possibilities derived from rich ore resources in the surrounding mining districts and the business potential once the Reservation lands were opened for agricultural use.

On June 7, 1948, with the approval of the Yuma County Board of Supervisors, the Townsite of Parker, incorporated, becoming the Town of Parker. Recognizing there was no room for expansion in the Town of Parker, the U.S. Department of the Interior proposed a twenty-one section townsite area at a site four miles east of the original townsite when the Department issued The Lower Colorado River Land Use Plan in January 1964. Even with this recognition, no further attempts were initiated to address land expansion, until 1980. Parker annexed roughly 13,000 acres of non-contiguous land 12 miles to the southeast forming Parker South.

In May 1982, by initiative petition, voters formed La Paz County from the northern portion of Yuma County and on January 1, 1983, Parker became the county seat for the newly formed La Paz County.

Planning Area

The planning area for the 2016 Parker General Plan Update includes the currently incorporated boundaries of the Town of Parker, including Parker Central and Parker South. Central Parker is approximately 1 square mile and is surrounded by the CRIT Reservation. In 1980, the Arizona State Legislature amended ARS 9-471 in order to allow the Town of Parker to annex 13,000 acres approximately 12 miles southeast of the existing town site. The boundaries of this annexed area are known as Parker South (or Parker Annex). The annexed 13,000 acres consisted of approximately 8,800 acres of federally owned BLM land and 4,200 acres of State Trust land.

In 1985, the Town of Parker filed an application with the Arizona State Land Department to classify the 4,200 acres of State Trust land as suitable for planning under the Urban Lands Act (ARS 37-331 et. seq.). On August 15, 1985, the State Land Commission classified the State Trust land as suitable for planning. Planning approximately 860 acres of the 4,200 acres was initiated in 1986. A few years later, Phase 1 - Core Area properties were auctioned off in accordance with Arizona State Land Department guidelines and zoned in accordance with the Town of Parker Zoning Regulations.

In 2016, the Town of Parker encompasses approximately 21 square miles of land area including the one square mile adjacent to the Colorado River and 20 additional square miles located at the intersection of State Routes 95 and 72. As the Town of Parker continues to grow, the community strives to balance development of attractive neighborhoods and sound local businesses while protecting Parker's historic heritage and downtown district. This General Plan provides the constitution for achieving a healthy balance of land uses, based on the sense of community and small town values upon which Parker was founded.

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Population

The Town of Parker's population was on a moderate, but steady, increase between 1980 through 2000, showing an average 1.2% population growth rate over that period. However, the most recent 2010 decennial census indicated a slight decline in Parker's population from 3,140 residents in 2000 to 3,083 residents in 2010. According to the latest 2014 ACS data, this trend in the slight decline of Parker's population has continued with the Town's current population listed at 3,057 residents.

In comparison, from 1990 to 2010, the populations of La Paz County as well as the state of Arizona have constantly increased, translating to much higher growth rates of 3.2% and 7.4% respectively. Although, similar to Parker, the 2014 ACS data does show that La Paz County's population slightly declined at an approximate rate of -0.07% from 20,489 residents in 2010 to 20,348 residents in 2014. These figures do not include seasonal residents who increase the local and countywide population in the winter months. Per the La Paz Focus Future II Strategic Plan, it is estimated that 500,000 to 1.5 million visitors come to the La Paz region annually. It is also important to note that all of Parker's current population is concentrated within the landlocked area of Parker Central.

While many social, economic, and environmental factors can contribute to the fluctuations in a city or regions population, the fact that Parker has experienced a relatively flat growth rate during a period of dramatic growth for La Paz County and the State as a whole, suggests the unique geographic constraints of Parker Central have played a significant factor in limiting the overall population growth of the Town.

	Town of Parker	La Paz County	State of Arizona
1980	2,542	N/A	2,716,546
1990	2,897	13,844	3,665,228
1994	2,920	16,075	4,071,650
2000	3,140	19,715	5,130,632
2010	3,083	20,489	6,392,017
2014	3,057	20,348	6,561,516

Source: 2000 U.S. Census, 2010 U.S. Census, 2010-2014 American Community Survey

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Race

According to the 2000 Census, 62% of the population in Parker identified themselves as White, 23.1% as American Indian or an Alaska Native, 7.5% as Some other Race, 4.5% as Two or More Races, 1.9% as Black or African American, and the remaining 1% of the population identifying themselves as either Asian or Native Hawaiian. The 2010 Census data showed a large change in the composition of the Parker community with only 44.4% of residents identifying themselves as white and 20.6% as American Indian or Alaska Native, while more than 26% of residents identified as Some Other Race (up 18.9% from the 2000 Census).

Initial review of the Census data indicates the Town of Parker is becoming more diverse, however, further analysis of the data confirmed there were some changes in the wording and format of the questions on Hispanic origin and race since the 2000 Census, which most likely influenced reporting patterns (particularly the “Some other Race” category) in the 2010 Census. Therefore, the change in diversity exhibited within the Parker community since the 2000 Census is presumed to be most likely based on a change in self-reporting habits rather than a result of more traditional racial diversity changes in a community such as births, deaths, or population migration.

	2000 Census	2010 Census
White	62%	44.4%
American Indian or an Alaska Native	23.1%	20.6%
Some Other Race	7.5%	26.4%
Two or More Races	4.5%	6.3%
Black or African American	1.9%	1.4%
Asian or Native Hawaiian	1%	0.9%

Source: 2000 U.S. Census, 2010 U.S. Census

Age

Based on the 2010 Census, the Parker community is relatively young, with a majority of the population being under 34 years (53.2%) of age. The median age in Parker is 32.8 years, which is over 31.3 years younger than the median age in the Parker Strip (64.1) and 21 years younger than the median age in La Paz County overall (53.9 years). In fact, only 10.3% of the population in Parker is 65 years of age or older. Whereas, in the Parker Strip over 46% of the population is 65 years of age or older and across La Paz County over 32% of the population is of retirement age.

While it is widely recognized that La Paz County is the 3rd oldest county in the nation, based on the percent of its population that is 65 years or older, the Town of Parker exhibits an age distribution that is much younger than the surrounding communities. This factor may be an

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important consideration as Parker defines its long-term policy recommendations regarding age-specific services, such as housing, employment, and community/recreation facilities. It is also important to recognize that given the large share of Tribal owned land within Parker, a portion of this age distribution gap (in comparison to the County) may also be attributed to the composition of Colorado River Indian Tribal members that live within the community.

	Town of Parker		Parker Strip		La Paz County	
	Count	Percent	Count	Percent	Count	Percent
Under 19 Years	938	30.40%	36	5.40%	4,049	19.80%
20 to 34 Years	703	22.80%	40	6.10%	2,383	11.60%
35 to 49 Years	533	17.30%	58	8.80%	2,773	13.50%
50 to 64 Years	594	19.30%	219	33.20%	4,601	22.50%
65 to 79 Years	273	8.90%	63	39.70%	5,580	27.20%
80 Years and Over	42	1.40%	46	6.90%	1,103	5.40%
Median Age (2010)	32.8		64.1		53.9	

Source: 2010 U.S. Census

Education

Since 2000, educational attainment within Parker has experienced varied improvements. The 2014 ACS indicates the level of attainment amongst Parker residents with a high school diploma (32.1%), some college (25.9%), or an associate degree (7.2%) all increased along with those with high school attainment and no diploma decreased (9.2%). However, residents with less than a 9th grade education level (13.7%) or a Bachelor's degree (7.4%) showed an increase and decrease respectively when compared to 2000 Census data.

	Town of Parker		La Paz County		State of Arizona	
	2000	2014	2000	2014	2000	2014
Less than 9th grade	10.40%	13.70%	9.90%	9.80%	7.80%	6.30%
9th-12th no diploma	19.20%	9.20%	20.80%	13.30%	11.20%	7.80%
High school graduate	27.30%	32.10%	33.90%	35.70%	24.30%	24.50%
Some college no degree	21.20%	25.90%	22.30%	24.00%	26.40%	25.90%
Associate degree	6.40%	7.20%	4.40%	7.10%	6.70%	8.40%
Bachelor's degree	10.00%	7.40%	5.50%	6.60%	15.20%	17.10%

Source: 2000 U.S. Census, 2010-2014 American Community Survey

When comparing Parker residents to La Paz County, the distribution of education attainment is fairly similar across all levels, but is visibly lower when compared to the State as a whole. The reason for this variation in educational attainment can be due to a variety of factors, one being the availability and type of employment opportunities within a community or region. Consequently, the significant difference in the percentage of Parker residents with a Bachelor's degree (7.4%) compared to the State (17.1%) can be viewed as one indicator for the need to create more higher-paying job opportunities within the Parker community that can help to attract and/or retain more college graduates.

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Household Income

Since 2000, the median household income in Parker rose by 29% to \$44,797, which is well above the County median income of \$37,009. However, when inflation is factored in, the Town actually experienced a decrease in median household income by 9.8% while La Paz County actually experienced a slight increase by 0.8% from 2000 to 2014. This decline, in absolute terms, in household income is a trend seen nationwide and is (in many cases) due to the economic downturn that started in 2007 and has only recently started to level off. Moreover, income levels are also strongly associated with educational attainment, so efforts that focus on investing in education within the Parker community can foster the development of higher level employment opportunities, which in-turn offer higher wages.

	Town of Parker		La Paz County		State of Arizona	
	2000	2014	2000	2014	2000	2014
Median household income	\$34,625	\$44,797	\$25,839	\$37,009	\$45,558	\$49,928
Per Capita Income	\$15,016	\$20,275	\$14,916	\$21,722	\$20,275	\$25,537

Source: 2000 U.S. Census (in 1999 dollars), 2010-2014 American Community Survey

Housing Trends

Housing Units & Types

According to the 2014 ACS, there are approximately 1,279 housing units in Parker. Of this total, 1,003 units (78.0%) are single-family detached units and another 47 units (3.7%) are classified as single-family attached units (or commonly referred to as townhouses). Structures with 2 to 4 apartments consist of 107 units (8.4%) of the total inventory, while 56 units (4.4%) are located in structures with 5 to 19 apartments. Parker only has 1 larger apartment structure, which accounts for 25 of the total units (2.0%) in the community. In addition, a total of 26 units (2.0%) are mobile homes and 15 units (1.2%) are Recreational Vehicles.

While Parker's population is distributed throughout the community primarily in detached single-family housing units, the lower median age level of the community along with the high percentage of the 65-plus population cohort in La Paz County, suggests there may be a market for development of non-single-family detached dwelling units (i.e. multi-family units or senior housing), that are easier to take care of and closer to activities and services.

Housing Units	Town of Parker		La Paz County		Arizona	
	Units	Percent of Total	Units	Percent of Total	Units	Percent of Total
	1,279		16,113		2,874,548	
Single Family (Detached)	1,003	78.00%	7,720	47.90%	1,826,015	63.50%
Single Family (Attached)	47	3.70%	251	1.60%	140,446	4.90%
2-4 Units	107	8.40%	288	1.80%	139,005	4.80%
5-19 Units	56	4.40%	212	1.90%	268,244	9.30%
20+ Units	25	2.00%	108	0.70%	186,263	6.40%
Mobile Homes	26	2.00%	6,253	38.80%	303,983	10.60%
Recreational Vehicles	15	1.20%	1281	8.00%	10,592	0.40%

Source: 2010-2014 American Community Survey

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Housing Age

Between the 2000 Census and 2014 ACS, the housing stock in Parker grew by 11% from 1,157 units to 1,279 units respectively. The 2014 ACS actually shows that no housing units were built in Parker from 2010 to 2014 and identifies that the majority (56%) of Parker's housing stock was constructed prior to 1980. In comparison, La Paz County's housing stock grew by 6.5% between 2000 and 2014 and a total of 266 housing units were developed from 2010 and 2014. In addition, over half (61%) of the County's total housing units were built after 1980. The lack of growth in housing units since 2010 coupled with the fact that the majority of the Town's housing units were developed prior to 1980, shows that Parker's housing stock is aging in relation to the County as a whole.

	Town of Parker		La Paz County		Arizona	
Housing Units	1,279		16,113		2,874,548	
2010-2014	0	0.00%	266	1.70%	27,103	1.00%
2000-2009	127	9.90%	3,005	18.60%	747,623	26.00%
1990-1999	263	20.60%	3,153	19.60%	590,854	20.60%
1980-1989	170	13.30%	3,358	20.80%	532,789	18.50%
Before 1980	719	56.20%	6,331	39.30%	976,179	33.90%

Source: 2010-2014 American Community Survey

Employment Trends

From 2000 to 2014, there was a decrease - 1,434 to 1,343 - in the number of jobs within Parker. The "education, health, and social services" industry experienced some of the most significant job loss (-62) over this period, but still remains as one of the top employment sectors within the Town accounting for roughly 22% of all jobs. Other industries that saw a noticeable decline in employment between 2000 and 2014 included; arts, entertainment, recreation, accommodation and food services; finance, insurance, real estate, and leasing; construction; and manufacturing.

While several industries within Parker suffered negative job growth over the recent past, many industries flourished during this period. Most notably, the public administration industry grew by 121 jobs to become the largest employment sector in Parker constituting over 24% of all jobs. From 2000 to 2014 the transportation, warehousing and utilities industry along with agriculture, forestry, fishing and hunting, and mining industry also experienced positive job growth.

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Table 3-8: Distribution of Employment by Industry

	Town of Parker				La Paz County				State of Arizona			
	2000		2014		2000		2014		2000		2014	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Agriculture, forestry, fishing and hunting, and mining	59	4.10%	80	6.00%	575	8.80%	846	13.20%	32,676	1.50%	42703	1.60%
Construction	54	3.80%	10	0.70%	387	5.90%	248	3.90%	193,464	8.70%	180,682	6.60%
Manufacturing	58	4.00%	25	1.90%	314	4.80%	181	2.80%	228,590	10.20%	201,880	7.30%
Wholesale trade	12	0.80%	17	1.30%	81	1.20%	148	2.3%	73,441	3.30%	66,199	2.40%
Retail trade	146	10.20%	151	11.20%	834	12.70%	739	11.50%	273,864	12.30%	338,202	12.30%
Transportation, warehousing, and utilities	87	6.10%	107	8.00%	324	4.90%	355	5.50%	111,186	5%	135,687	4.90%
Information	23	1.60%	7	0.50%	114	1.70%	29	0.50%	62,577	2.80%	49,470	1.80%
Finance, insurance, real estate, and leasing	73	5.10%	30	2.20%	236	3.60%	437	6.80%	175,311	7.90%	219,465	8.00%
Professional, scientific, management, administrative, and waste management services	40	2.80%	36	2.70%	309	4.70%	300	4.70%	229,660	10.30%	321,626	11.70%
Educational, health, and social services	362	25.20%	300	22.30%	1,069	16.30%	1,029	16.00%	402,183	18%	613,582	22.30%
Arts, entertainment, recreation, accommodation and food services	254	17.70%	186	13.80%	1229	18.70%	835	13.00%	225,129	10.10%	297,000	10.80%
Other services (except public administration)	63	4.40%	70	5.20%	265	4.00%	246	3.80%	103,305	4.60%	132,469	4.80%
Public administration	203	14.20%	324	24.10%	830	12.60%	1,033	16.10%	121,618	5.40%	156,017	5.70%

Source: 2000 U.S. Census, 2010-2014 American Community Survey

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Water Facilities

Water System

The Parker Central Water System is currently comprised of three active wells, two groundwater storage tanks, a booster pump system and approximately twenty-nine miles of water lines, including main trunk lines and laterals. The Town currently has 1,222 connections to the Parker Central Water System serving approximately 3,000 residents. There are also a small number of personal wells located within Parker Central that are utilized for irrigation.

The Town of Parker currently pumps groundwater from three active wells situated at the following locations:

Well #6	17 th Street and the Railroad
Well #7	11 th Street and Mohave Avenue
Well #8	7 th Street and Desert Avenue

Depth to groundwater from the surface is typically 75 feet near the center of Town, and 90 feet at the well in the northeast corner of Town, which is located on higher ground. The pumps are set at approximate depths of 180 to 230 feet. In 2015, approximately 281,195,000 gallons of water were pumped by the Town of Parker, averaging 770,397 gallons per day. The usage of the wells fluctuates with the seasons and Parker pumps approximately twice as much water in the summer from its wells than it does in the winter months. Well #7 acts as the Town's primary well and in 2015 produced a total of 249,085,000 gallons of water which is equal to 88.6 percent of the total amount of water pumped in that year. In 2015, wells #8 and #6 produced 31,841,000 and 269,000 gallons of water, respectively. Water from well #7 is pumped into the Town's two 900,000 gallon steel storage tanks and then delivered to the Town's water distribution system via booster pumps. Water from wells #8 and #6 are pumped directly into the distribution system. In 2008, the Town started continually chlorinating the water supply.

The existing water system at Parker South currently consists of one well, treatment, a booster pump station and a water pipeline distribution system. The current water distribution system consists of 8-inch water lines. As development occurs (especially residential construction) in Parker South, additional improvements to the water distribution system will be necessary to ensure adequate fire protection.

Wastewater System

The Town of Parker's wastewater treatment system in Parker Central is a joint venture between the Town of Parker and the CRIT (Colorado River Sewage System Joint Venture). This joint venture, which is the only one of its kind in the United States, allows for additional aid and grants for the system. The joint venture has a Board of Directors which consists of two Town of Parker Council members, two tribal members and one local community member.

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The Town's wastewater system currently consists of a wastewater treatment facility and approximately seventeen miles of sewer lines including main trunk lines and laterals. The system is connected to approximately 1,300 residential dwelling units and businesses, serving approximately 5,000 people. The Wastewater Treatment Facility was constructed in 1972 and is physically located on the CRIT Reservation, approximately one-half mile from the Town of Parker. The design capacity of the Facility is 1.2 million (M) gallons per day (GPD), but currently operates at 0.8 M GPD. The Facility utilizes an activated sludge process and discharges the effluent into an agricultural drain that travels approximately ten miles to the Colorado River. Disinfection is accomplished with an ultra-violet (UV) system.

Existing development in Parker South is currently serviced by private septic systems. As future development is proposed in Parker South, the Town will evaluate alternative wastewater treatment facility options.

Community Facilities

The Parker area's community facilities include two libraries, one operated by the CRIT and one by the Town, and the Colorado River Indian Tribal Museum. The recreational facilities include six area parks (two state parks, a county park, and three Town parks) that include; a senior center; a splash park; two lighted tennis courts; several basketball, handball, and volleyball courts; three lighted softball fields, and one lighted baseball field. Additionally, the town has access too, an indoor theater, an arcade, a rodeo arena, a motocross track, and an 18-hole miniature golf course. The rodeo arena has a 1,500 person capacity. Although budget constraints often prohibit scheduled maintenance and operation of some of these facilities, Parker residents have many recreational facilities available to them for a town of its size.

The Colorado River and its dams and lakes offer Parker visitors a variety of water recreation activities including excellent fishing for bass, crappie, bluegill, catfish, trout, and frogging during season. Speed boat racing, golf, tubing, camping and swimming are also available regionally. Parker Dam, the deepest dam in the world, generates hydroelectric power and maintains the Lake Havasu reservoir water level between 440 and 450 feet.

There are two state parks and one county park in the Parker region. Buckskin State Park, eleven miles north of Parker, has acres of green grass and shade trees available for users. River Island State Park has twenty-six campsites, day-use areas, and boat launches. La Paz County Park, eight miles north of Parker, has campgrounds, showers, a launching ramp, a baseball diamond, tennis courts, and 1,000 feet of waterfront, hook-ups, and a dump station.

The La Paz Regional Hospital is a 25-bed critical access hospital located on Mohave Road just south of AZ 95-72 (California Avenue). The La Paz Regional Hospital is a District hospital and operates under a governing board of local residents from the area. The Hospital employs approximately 200 people in addition to 40 board certified physicians. Ambulance service is provided by River Medical with three vehicles. The Hospital also has a helicopter pad and air ambulance services are provided by Tri-State Care Flight. The Parker area is also served by the Parker PHS Indian Hospital which is an accredited hospital with a total of 20 beds and five full-time physicians and one physician assistant. The Indian Hospital staffs a total of 38 persons, including 9 full-time nurses.

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The Parker Unified School District currently consists of the Blake Primary School, the LePera and Wallace Elementary Schools, Wallace Jr. High School and Parker High School. The LePera Elementary School is located twenty miles south of Parker on the CRIT reservation. In addition, Parker has three preschools, an active Head-Start program and NAU Extension courses. Arizona Western College, a fully accredited two-year community college established in Yuma in 1961, has two facilities within Town, the Parker Learning Center and the recently completed Parker Community Center. The College offers more than 70 courses each semester. In addition to degree and vocational programs, courses can be designed to meet specific needs of the community or local businesses.

DRAFT

4. LAND USE ELEMENT

Arizona State planning law requires Arizona cities and towns to adopt specific elements in their general plans. One of the most critical elements is the Land Use Element, which acts as the Town's blueprint for growth and development through the year 2035. The Land Use Element is designed to be utilized in conjunction with the Transportation Element to emphasize the important link between land use designations, intensity of development, and mobility. The Land Use Element includes a description of the current land use conditions within the Town and establishes plans and policies for future growth. In addition, the Land Use Map displays graphically the location and distribution of housing, businesses, industry, open space (including parks), education facilities, and public buildings. Standards for population density and building intensity within each land use classification are also provided.

The Land Use Element acts as a guide for decision-making and implementation through various mechanisms including regulatory ordinances and guidelines. It is through these regulatory tools that the Town legally implements the community's vision and desires for future development. The Land Use Element will provide guidance to the Parker Town staff, Planning and Zoning Commission, and Town Council in reviewing development proposals and rezoning requests. The Element also provides guidelines to citizens and developers regarding the future development plans of the Town.

Current Land Use

Land Ownership

Land ownership has influenced land development within Parker Central. In addition to all the land surrounding the town site, the Colorado River Indian Tribes (CRIT) own a considerable amount of land within the Town boundaries. This land reverted back to the Indian Tribe due to a lack of buyers at the original Town site auction and also because of the failure of some buyers to complete their sales agreement.

Overall, only a slight majority (64.53%) of the total land area in Parker Central is held by private (60.08%) or public/quasi-public (4.45%) entities (e.g. Town of Parker, La Paz County or School District lands). The remaining 35.47% of the total land area is owned by the CRIT, creating a checkerboard pattern of land ownership within Parker Central as indicated in Map 4-3, *Town of Parker Land Ownership Map*.

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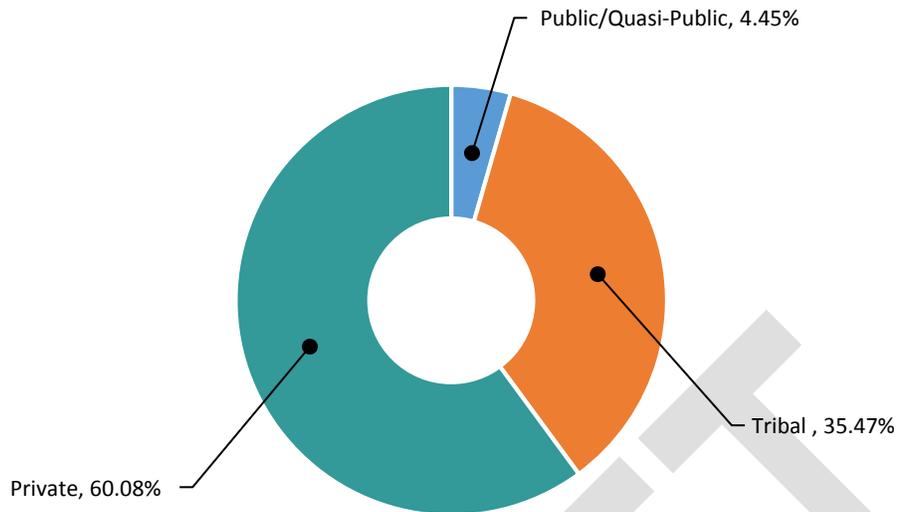


Figure 4-1: Parker Central Land Ownership

In contrast, Parker South lies completely outside the CRIT reservation and is comprised of 486.09 acres of private land (3.67%), 3,649.32 acres of State Trust land (27.54%) and over 9,114.67 acres of Bureau of Land Management land (68.79%) as indicated in Map 4-3, *Town of Parker Land Ownership Map*. Beyond the existing water campus, there is no public/quasi-public owned land in Parker South, but the La Paz County Fairgrounds and Public Works Facility are located on leased BLM land.

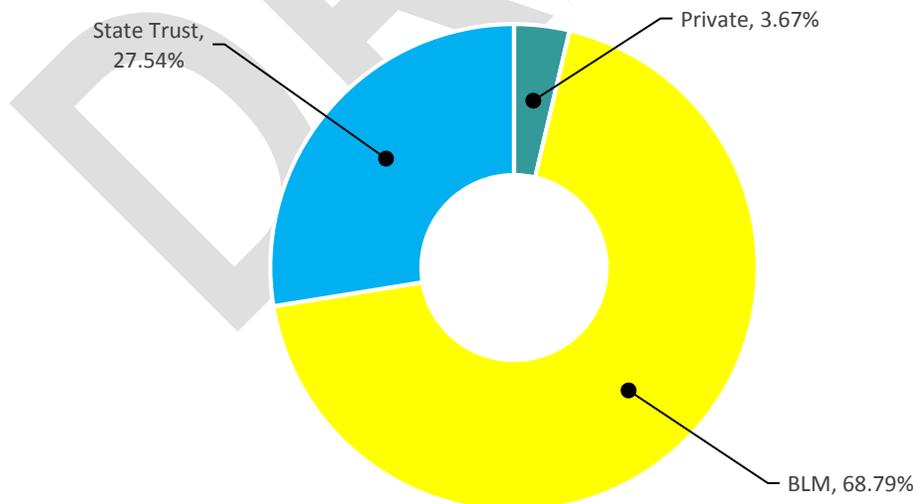


Figure 4-2: Parker South Land Ownership

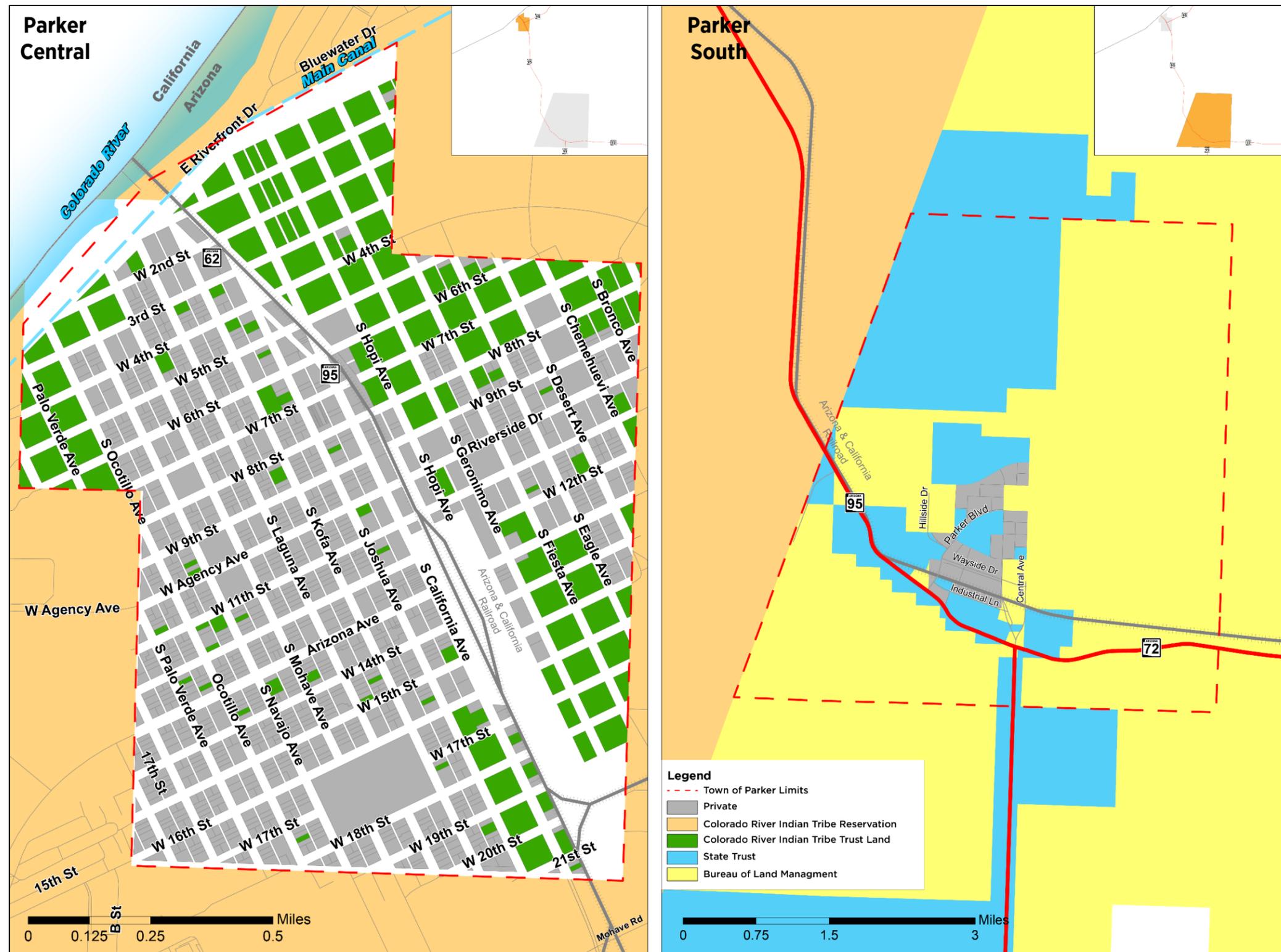


Figure 4-3: Town of Parker Land Ownership Map

Zoning Ordinance

The Town's Planning Area and incorporated limits are one in the same and, therefore, this land is subject to the Town of Parker Zoning Ordinance. The CRIT Reservation does have authority over a large percentage of land within the Planning Area in Parker Central. However, historically the CRIT has utilized guidelines in the Town of Parker Zoning Ordinance when developing these CRIT owned parcels. The Town of Parker amended its Zoning Ordinance Development Standards in June 2005 to address development in Parker South.

Existing Land Use and Urban Form

The vast majority of development within Parker, including all residential development, is concentrated within Parker Central. Most of Parker Central was originally platted into approximately 50-foot wide by 150-foot deep lots, which were then placed into rows of 6 lots and ultimately grouped into larger blocks of 12 lots. This created a development pattern that consisted of fairly deep, narrow lots that could largely only accommodate a linear single-family dwelling unit. While a large majority of these narrow, single-family lots still exist today, over time, many have also been combined to form larger parcels in order to accommodate multi-family residential and non-residential development projects.

Overall, the existing land use development pattern in Parker Central consists of low density, suburban development in which people are highly dependent on their automobiles. Typical of many smaller rural towns, the majority of commercial and industrial uses are located along the well-traveled primary transportation corridors (California Avenue, Riverside Drive, and Arizona Ave) and/or the Arizona & California rail line that traverse the community. The remaining development within Parker Central predominately consists of one- and two-story single family homes, intermixed with periodic multi-family, worship, government, educational and recreational uses. While a significant portion of the private land located within Parker Central is built-out, much of the tribal owned property is largely undeveloped. This dynamic creates common misconceptions amongst residents and visitors as to the extent (or lack) of growth in Parker Central as well as confusion as to the location of private owned fee lands that are available for development within Parker Central.

Privately owned fee-simple lands that are vacant or otherwise undeveloped consist of just over 20.02 acres of land in Parker Central. As Figure 4-4 *Undeveloped Land - Parker Central* shows, much of this vacant land is comprised of single stand-alone parcels as well as small clusters of individual parcels that are scattered throughout the planning area. This private, vacant land amounts to less than 4.16 % of the total land area of Parker Central.

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Figure 4-4: Undeveloped Land – Parker Central

Source: Aerial Visual Analysis, MBI

Development in Parker South has been slow to materialize. Since this area was annexed into the town in 1980, development has only consisted of a few industrial type uses along with the placement of the La Paz County Fairgrounds and Public Works Facility. Due in part to economic conditions and needed infrastructure improvements, the desired residential growth planned for this area has yet to emerge.

While this annexed land can bring in more revenue in terms of taxes for Parker, it is also a financial commitment for Parker in terms of the costs of providing and/or maintaining related necessary Town services and infrastructure. Therefore, land use planning techniques and policies are needed to both manage the added stress this growth area places on Parker as well as to ensure the existing neighborhoods and services within Parker Central are not negatively impacted, are preserved and/or are enhanced as a result of future development in this portion of Town. Furthermore, the urban form of Parker south should encourage a distinct land use arrangement, building and landscape design, and open space and transportation system to create a walkable, comprehensive pattern of development with a unique sense of place.

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Protection of Aggregate Resources

Arizona Revised Statute requires cities to identify current aggregate operations within the planning area and to develop measures to preserve currently identified aggregates for future development and policies to avoid incompatible land uses. Aggregate means cinder, crushed rock or stone, decomposed granite, gravel, pumice, pumicite and sand.

Following the review of available Arizona Mine Inspector, US Bureau of Mines, and the USGS Mineral Resources data, no existing aggregate sites were identified within Town limits. Based on review of the Arizona Geological Survey data, portions of Parker Central and Parker South do contain Quaternary Surficial deposits, which are the predominant source of aggregates in Arizona. See *Figure 4.5 Potential Sources of Aggregates*

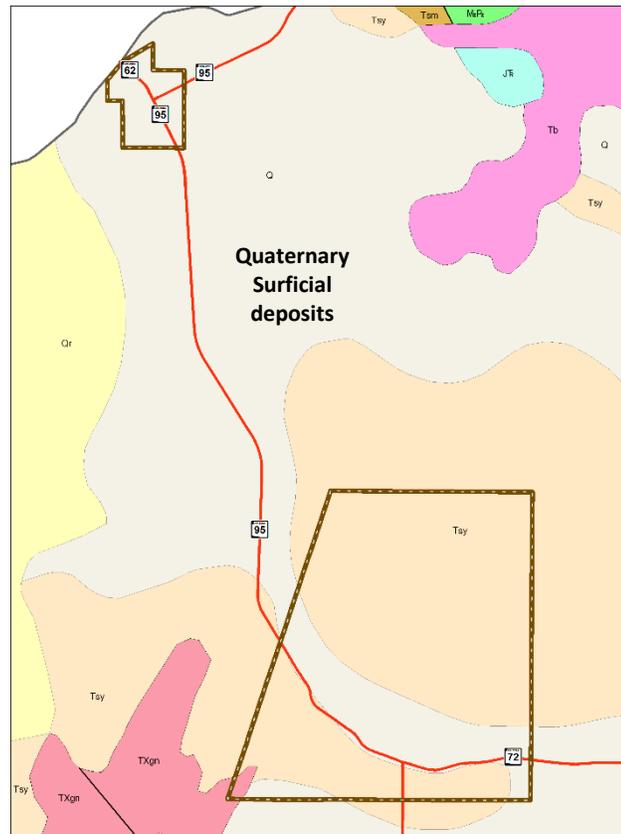


Figure 4-5: Potential Sources of Aggregates

The Town of Parker has provided the locations of potential future aggregate sites on Figure 4.5 as well as generally described these properties in this Land Use Element text. Every reasonable effort has been made to assure the accuracy of the maps and related information contained herein. However, these maps and information reflect limited data available through the Arizona State Mine Inspector, La Paz County Flood Control District, and Arizona Geological Survey at the time of this General Plan Update. Parker assumes no liability either for any errors, omissions, or inaccuracies in the information provided regardless of the cause of such.

Identification of these areas on this map does not mean that they may be developed as aggregate mining operations by right. The property must obtain the proper zoning, permits, and other required permissions. Not all sites within the Quaternary Surficial deposit area may be conducive to aggregate mining operations. If not otherwise permitted by the zoning district, the owners of parcels that contain aggregate resources may apply for rezoning as part of the standard development review process to establish an aggregate mining operation. There is no guarantee via this document that approval of aggregate mining facilities through the Town's rezoning or development review process will be granted. Standard procedures for review of a change of zoning and/or any related development plans will be enforced, including consideration of compatibility of uses, impacts on neighboring properties, adequacy of infrastructure and other typical standards to support the intent of ensuring rational, orderly and coherent growth and development in the Town of Parker.

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Land Use Issue Identification

The Parker General Plan must present clear planning goals that address the critical issues of the Town. Through a review of the existing conditions within the Town of Parker and the community engagement campaign conducted at the beginning of the General Plan Update process, several land use issues were identified that could be potentially critical to the future development and growth of Parker.

Availability of Land

Parker Central has very limited privately owned, fee-simple land that is undeveloped and available for new residential or commercial development. Taking advantage of these few undeveloped areas as well as identifying opportunities for revitalization and redevelopment of underutilized or underdeveloped properties, such as the recently redeveloped Alewine Property, will continue to be a vital long term effort within the constrained limits of Parker Central.

Advancing Parker South

The long-term vision of Parker is at risk if the current trend of limited growth in Parker Central continues. Consequently, a crucial relationship exists between landlocked Parker Central and the growth area of Parker South. Ultimately, Parker Central and Parker South should work together to focus and improve the quality of life of residents within the community as a whole. This includes developing a more detailed plan for Parker South that reaches beyond the parameters of this General Plan and definitively defines the strategies and desired targets for the sustainable progression of this community asset.

Life-Cycle Housing

The existing housing stock within Parker Central largely consists of single-family detached homes, which creates limited opportunity to meet the different lifestyle and life-cycle needs of existing and desired Parker residents, particularly single professionals, young couples, and retirees. Going forward, promoting infill residential development in Parker Central or new development in Parker South that caters to these different lifestyles, such as townhomes, duplexes, apartments, condominiums, assisted living facilities, and nursing homes could lead to an increase in the number of new housing units built in Parker.

Employment Growth

A major challenge facing Parker has been how to grow non-tourism related economic sectors in order to help stabilize the Town's seasonal business environment, increase year-round employment opportunities, and provide higher-wage skilled jobs. Based on total land availability, the limited market area and surrounding competition, this has been a persistent issue for the community. However, by focusing business attraction, retention, and expansion efforts on established successful business sectors like healthcare, evolving industries that have

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fewer locational constraints, and key demographic trends like the Town's younger workforce can help to induce this desired change.

Economic Development

Parker continues to lose substantial potential sales tax revenue to other locations, especially Lake Havasu City and neighboring commercial developments located outside the municipal limits of Parker Central. Increased economic development will result in an expanding tax base, reducing the extent of retail "leakage" as well as help to increase jobs for Parker residents.

Neighborhood Stabilization

The existing land use patterns in Parker are indiscriminate, often resulting in the placement of traditionally incompatible land uses within the same block or area. This can negatively impact property values and projects an unplanned image. It is important as Parker Central moves forward, that the Town balances the desire for revitalization and redevelopment, with the needs of existing development and residents by promoting more intense uses near higher activity areas and, where conflicts are unavoidable, develop quality design standards to help mitigate negative impacts.

Parker South has the opportunity to develop through a more thoughtful long term vision. This long-term land use planning approach should be further defined to ensure that current land use development will continue to be compatible with community goals for this critical growth area.

Tribal Coordination

The Colorado River Indian Tribes (CRIT) own approximately 35% of the land area located within Parker Central. Much of this land area is interspersed within Parker's incorporated limits. Due to this checkerboard pattern of land ownership, many present land use issues cannot be adequately addressed if only one party undertakes the effort. It is therefore important for Town staff to work cooperatively with CRIT in order to identify common interests and jointly address areas of concern.

Community Image and Character

Parker's community image is the impression that resonates with its residents and visitors. Such impressions are formed by the Town's natural environment and by built features such as streetscapes, neighborhoods, buildings, signs and outdoor public spaces. Parker's community character is derived from its historical landmarks, older built-up commercial areas and residential neighborhoods, as well as more contemporary development. While most residents of Parker agree that new residential and commercial development will be necessary to accommodate any future growth of the Town, they also note the benefit of redevelopment and revitalization in older parts of the Town.

As redevelopment and revitalization occurs, it will be necessary for the Town and its residents to keep in mind their desired community character. Acknowledging the existing character and scale of the Town when new development occurs will be vital in achieving the desired balance

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between the older existing buildings and newly constructed businesses and residential neighborhoods. Careful consideration must be given to how neighborhoods relate to and interact with new development. This will protect and enhance the Town's cultural and historical features.

The following Community Image and Character topics discuss some of the factors that contribute to the physical form and in turn visual impression of the Parker community. Focusing community attention on these important aspects of the built environment can help to maintain and improve the desired image and character of the community.

Gateways and Corridors

Gateways and corridors are the linear main streets of a town that provide both connectivity and identity to the community at its primary access points. Their appearance can be a leading indicator as to how well the community is functioning and also speaks to the sense of pride that residents have about their community. Likewise, a visitor's first impression of a community is most often determined by their view from these gateways and corridors. Simply put, the decision for visitors to stay and shop or dine in Parker is heavily influenced by their perception of the Town as they travel along these gateways and corridors.

A positive impression of the Town can be further enhanced by making the key gateways and corridors through Town (i.e. California Avenue, Riverside Drive, and Arizona Avenue) more attractive, directions to key places of interest better displayed, and screening of unattractive areas more prevalent.

Downtown Parker Central

In many cities, and particularly in smaller communities, the downtown has traditionally served as the retail and service center of the community. It creates jobs, incubates small businesses, protects property values and increases the community's options for goods and services.

Almost all of historic Downtown Parker Central is located along a three-block stretch of Arizona Avenue between California Avenue and Laguna Avenue. The Downtown area is centered around the Town's original train station and includes in its proximity retail and grocery stores, eating and drinking establishments, financial, business and personal services, social services and governmental offices. With these uses, Downtown Parker is currently a functioning and valuable economic area of the Town, although it is also generally recognized as needing greater support and improvement.

The revitalization of the downtown core of the community is one of the paramount economic activities a community can undertake. Downtown Parker has a number of constraints that affect its economic development potential. Some of these constraints are beyond the ability of the Town to control, such as the geographic setting of Parker within the larger regional market or the emergence of retail development on adjacent Tribal land. However, implementing economic development policies and programs can help to mitigate some of the negative impacts these existing constraints have on Downtown Parker.

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In order to attract investment and activity to Downtown Parker, a concentrated and focused revitalization strategy or plan is needed that will address the physical and (equally important) programmatic initiatives that are necessary to induce positive economic growth and redevelopment. Initiatives that enhance the public realm, promote existing businesses, bring together downtown merchants, and recruit complimentary new businesses can contribute to allowing the Downtown District achieve its full potential.

Arts and Culture

When properly integrated, art and culture can enhance the vitality of a Town by creating opportunities that express a community's values and identity. Making art and culture accessible can also bring people together to find solutions to a community's challenges. Through comments received during the public engagement campaign enacted for this plan, community members recognized the contribution art and culture can provide to Parker and expressed a desire to foster a more artistic and culturally rich community.

By letting both visitors and locals alike encounter art in parks, the downtown district, the library, the senior center — as well as on roadways and other public venues, Parker can establish its standing as the hub for the “creative class” within the region. Beyond simply displaying artistic or cultural items, this effort should embrace an environment where a multitude of art forms are created, performed, and taught.

Historic Preservation

The National Registry of Historic Places lists two existing historical buildings in Parker: the Old Presbyterian Church on 2nd Avenue and the Parker Jail on Agency Road. The most effective way to protect the resources that represent the history of a community is through the adoption of a local historic preservation ordinance. The Town may elect to develop a historic preservation program based upon the standards established by the Arizona State Historic Preservation Office (SHPO) and pursue funds and technical assistance from the federal government. The State Historic Preservation Heritage Fund Grant Program was terminated in 2010, but SHPO and other local agencies such as the Arizona Preservation Foundation should be consulted to determine the status of alternative state and local preservation funding sources. The Town may also obtain Certified Local Governments (CLGs) status to qualify for matching financial assistance through SHPO for survey and planning projects.

Land Use Plan

Future Growth

Future growth in Parker can be accommodated in three ways: through new development, by infill development, and from redevelopment. Infill development and redevelopment are best suited for Parker Central to efficiently utilize existing infrastructure, increase residential densities, and revitalize existing commercial areas.

Due to the limited amount of existing development and varied private ownership pattern, near term development in Parker South will require the completion of a detailed master plan to provide more suitable guidance on the desired growth plan for this area. As additional Arizona

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State Trust Land is made available in the future, it is envisioned development of this land will occur in more traditional master planned communities. Regardless of the growth process, development in Parker South is anticipated to be specifically designed to support regional transit service, provide neighborhood and regional commercial areas, and offer a variety of housing opportunities. This development will also require extensive road, utility, infrastructure and park improvements and new development may include the costs associated with the extension of these services.

Density/Intensity

The measure of the desired population or residential development capacity of the land is referred to in a land use context as “density.” Residential density is described in terms of dwelling units per gross acre. For example, the density of a residential development consisting of 50 dwelling units occupying 10 gross acres is equal to 5.0 gross dwelling units per acre. A dwelling unit is a building or a portion of a building used for human habitation and may vary considerably in square footage size. For purposes of this plan, gross acres is defined as the area of a lot or parcel including to the centerline of all adjacent dedicated local streets and alleys. For purposes of calculating population, Parker’s average household size of 2.93 persons (2010 U.S. Census) should be utilized.

The term “intensity” is used to refer to the degree of non-residential development based on building characteristics like height, floor area ratio, and percentage of lot coverage. Floor Area Ratio (FAR) is the common expression of non-residential land use intensity. It results from the division of total gross floor area of all buildings on a lot by the total area of that lot. For example, a building with 5,000 square feet of gross floor area on a 10,000 square foot lot would have a FAR of 0.5. Higher FARs generally indicate larger buildings and/or more stories. There are many factors that may limit, or affect, a development achieving maximum density or FAR on a specific parcel, resulting from a parcel’s physical limitations, the town’s zoning requirements, and how a developer addresses the function and design of the development. These factors include, but are not limited to: parcel size, height limits, and allowable lot coverage, requirements for setbacks and landscaping, provision of amenities, development standards and design guidelines.

Land Use Designations

General Plan land use designations serve as a description of land uses that reflect different General Plan policies related to the type, location, density and intensity of development. Current property owners will retain the ability to develop in accordance with the land use designations in effect at the time they obtained legal ownership of their property prior to the adoption of this General Plan Update. Map 4-6, *Town of Parker Land Use Map*, on the following pages illustrate the general pattern and relationship of the various land uses to be adopted along with this General Plan. The Land Use Map is a graphic expression of the General Plan’s land use objectives. The Map is not intended to be a precise map of the Town, but a generalized expression of patterns of land use, circulation and public services. In particular, the Map should not be relied upon to resolve issues of exact scale and distance.

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Table 4-1, *General Plan Land Use Designations*, summarizes the land use categories, along with their allowable ranges of density and intensity. Typical uses associated with each broad category are also summarized in the following pages. The land use categories are adopted to provide general policy direction in terms of future use of land within the community and are therefore intentionally broad in nature. Whereas the Town's Zoning Ordinance provides more specific and direct regulations that control the current use of land within the community. Consequently, more than one zoning district may be consistent with a single General Plan land use category and/or revisions to the current zoning regulations may be necessary to implement desired policies of this General Plan.

Table 4-1: General Plan Land Use Designations

Land Use Designation	Density/ Intensity (DU/AC or FAR)	Land Area Parker Central (Acres)	% of Total Parker Central Acreage	Land Area Parker South (Acres)	% of Total Parker South Acreage
R-R (Rural Residential)	0-2 DU/AC	0	0	49.70 AC	0.38%
R-L (Low Density Residential)	2.01-4 DU/AC	0	0	325.05 AC	2.45%
R-M-L (Medium/Low Density Residential)	4.01-6 DU/AC	92.84 AC	19.31%	52.61 AC	0.40%
R-M (Medium Density Residential)	6.01-12 DU/AC	93.24 AC	19.40%	26.94 AC	0.20%
R-H (High Density Residential)	12.01-23 DU/AC	17.64 AC	3.67%	71.33 AC	0.54%
R-T (Residential Transitional)	-	86.42 AC	17.98%	104.50 AC	0.79%
C-N (Neighborhood Commercial)	0.5 FAR	0	0.00%	9.96 AC	0.08%
C-G (General Commercial)	0.5 - 1.0 FAR	102.17 AC	21.26%	68.34 AC	0.52%
P (Public/Quasi Public)	-	34.87 AC	7.25%	199.81 AC	1.51%
I-L (Light Industrial)	0.5	44.32 AC	9.22%	268.03 AC	2.02%
I-G (General Industrial)	0.5	9.17 AC	1.91%	94.49 AC	0.71%
OS (Open Space)	0-1 DU/AC	0	0	11,980.28 AC	90.41%

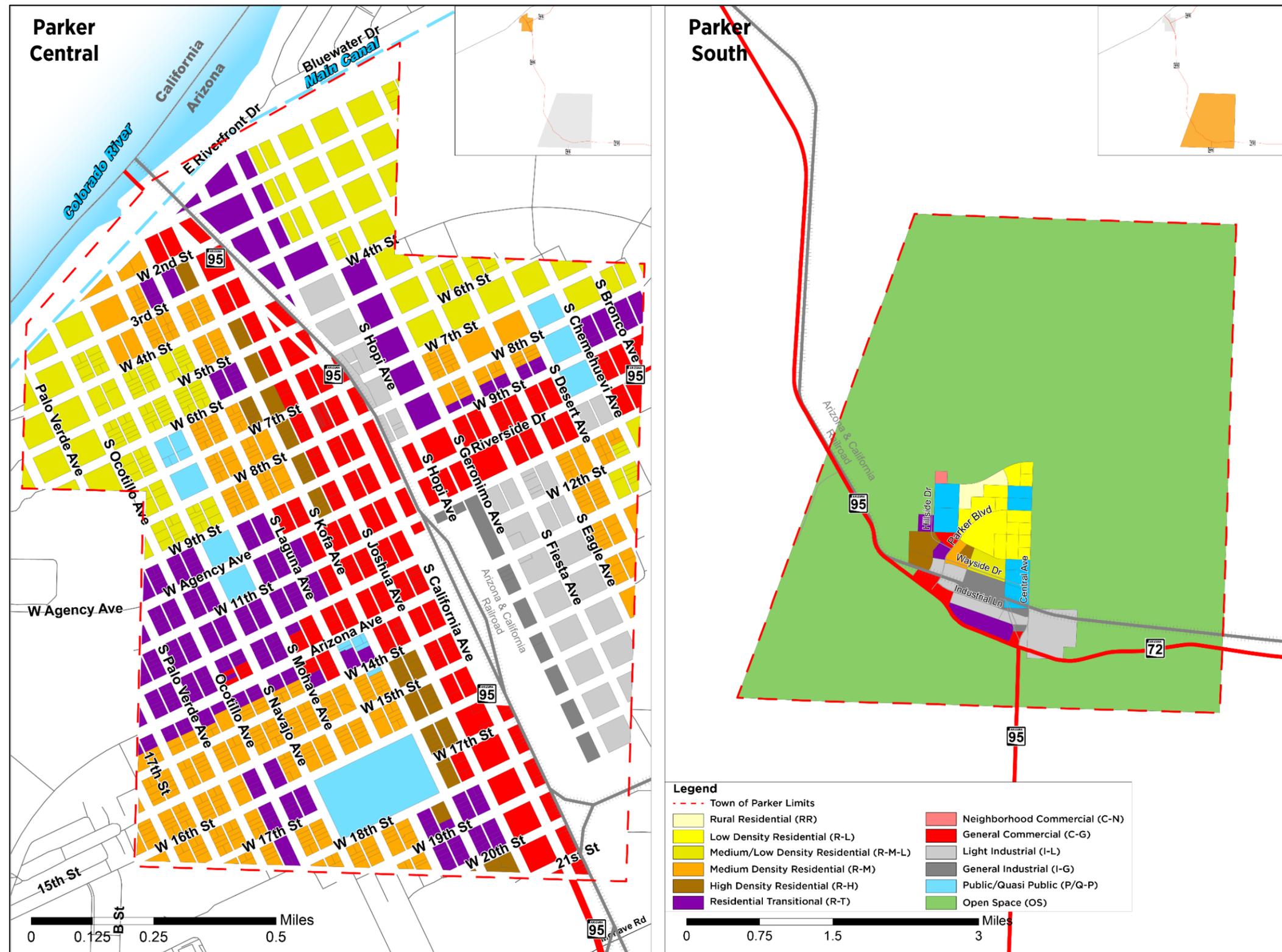


Figure 4-6: Town of Parker Land Use Map

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Residential Designations

Six (6) residential land use classifications are established to provide for development of a full range of housing types. Densities are stated as a number of housing units per gross acre of land.

RURAL RESIDENTIAL (RR)

The Rural Residential designation allows for 0 to 2 dwelling units per gross acre and is intended to allow for large-lot single-family detached development around the periphery of the community and as a transition between open spaces/agricultural uses and more intensive urban uses.

LOW DENSITY RESIDENTIAL (R-L)

The Low Density Residential designation is intended for single-family detached dwellings on large, rural, estate-type lots with densities ranging from 2.01 to 4 dwelling units per gross acre.

LOW-MEDIUM DENSITY RESIDENTIAL (R-M-L)

The Low-Medium Density Residential designation includes single-family detached dwelling units on medium-sized lots, which are generally found in Parker Central's existing single-family areas west of Laguna Avenue. Densities in this designation range from 4.01 to 6 dwelling units per acre.

MEDIUM DENSITY RESIDENTIAL (R-M)

The intent of the Medium Density Residential designation is to allow for single-family detached homes on smaller lots; zero-lot-line homes; patio homes; and attached units, such as duplexes and townhomes. Densities in this designation range from 6.01 to 12 dwelling units per acre. The medium density residential land use category is intended to serve as a buffer between high intensity uses, such as commercial or high density residential, and lower density residential neighborhoods.

HIGH DENSITY RESIDENTIAL (R-H)

High Density Residential designation is intended for multi-family units, such as apartment and condominium-type dwellings in multiple-story buildings, with densities ranging from 12.01 to 24 units per gross acre. This category also includes manufactured home parks. The high density residential land use designation is intended to accommodate more intense residential concentrations in major activity areas with a good transportation network.

RESIDENTIAL TRANSITIONAL (R-T)

The intent of the Residential Transitional designation is to provide a compatible transition from residential to commercial uses by limiting the noise, odor and traffic impacts of new nonresidential development on adjacent residential areas. As the Town continues to complete infill development and redevelopment of existing parcels, it should ensure future land use impacts to existing residential neighborhoods are mitigated. This includes, but is not limited to, effective use of development design guidelines, buffers, screening, and landscaping. This

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land use is also intended to promote compatible economic development and provide opportunities for new joint living and working quarters. Residential densities in this designation should be compatible with surrounding residential development patterns.

Commercial Designations

The following two commercial designations allow for a variety of retail and professional uses. The intensity of development is measured in Floor Area Ratio (FAR). FAR is defined in the *Density/Intensity* section of this Element. Higher FARs usually indicate larger buildings and/or more stories.

NEIGHBORHOOD COMMERCIAL (C-N)

This designation provides for the development of neighborhood convenience and retail stores. The neighborhood commercial center typically ranges from 1 to 3 acres and is located at sites convenient for local residents. The maximum Floor Area Ratio is 0.5. In some locations, upper-story residential uses may be appropriate within this category, subject to a Conditional Use Permit.

GENERAL COMMERCIAL (C-G)

The General Commercial Land Use Designation is intended to provide for the development of community-scale commercial centers with local and regional customers. The General Commercial land use category will provide a wider variety of goods and services than the neighborhood commercial centers. The maximum non-residential Floor Area Ratio is 0.5. FAR's up to 1.0 are allowed if the site is within 500 feet of a Town designated public parking area.

Industrial Designations

LIGHT INDUSTRIAL (I-L)

The Light Industrial designation is intended for light manufacturing, warehousing, auto repair, auto salvage yards and flexible-use projects that combine these uses with office space. The uses allowed within the Light Industrial designation should not cause a nuisance in the way of odor, noise and light pollution, negative traffic impacts, and/or glare on adjacent properties. The maximum FAR for this category is 0.5.

GENERAL INDUSTRIAL (I-G)

The General Industrial designation is intended to allow all uses identified in the Light Industrial designation, plus heavier manufacturing, large-scale warehousing, transportation centers, public utilities, and potential aggregate mining use (subject to zoning and local/state permitting requirements). The maximum FAR for this category is 0.5.

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Public and Open Space

PUBLIC/QUASI-PUBLIC (P/Q-P)

The Public/Quasi-Public land use designation denotes areas dedicated for public or semi-public uses such as libraries, schools, and government facilities.

OPEN SPACE (OS)

The Open Space land use category denotes areas that are designated for current or future public recreational facilities and nature preserves. This category also identifies areas of the community that are reserved for future unspecified development that exceeds the demand projections of this plan. However, this classification may allow a maximum of one dwelling unit per acre, subject to necessary zoning code requirements. A General Plan amendment will be required before urban uses and/or development beyond that specified above is permitted on land classified OS.

Land Use Policies and Recommendations

Goal 1: Preserve and enhance the quality of life within Parker to promote a community atmosphere where people can live, work and play.

- Objective 1.1: The Zoning Ordinance and Subdivision regulations are crucial to ensure implementation of the General Plan. The Town of Parker shall regularly review and update these documents to be in conformance with the General Plan.
- Objective 1.2: Keep informed of the needs of citizens through ongoing community “Town Hall” meetings and/or annual community-wide direct mail or online surveys. This information can be used to help supplement the annual WACOG Community Needs Assessment Survey.
- Objective 1.3: Advocate and support cross-agency coordination among fire, police, and emergency medical service providers to ensure adequate and efficient public safety levels.
- Objective 1.4: Continue exploring new recreational and social opportunities for all age groups, especially for elderly and younger age groups within the community.
- Objective 1.5: Effectively work with Parker schools to formulate business and community partnerships that develop technical innovation and workplace readiness skills.
- Objective 1.6: Routinely coordinate with the Arizona State Historical Preservation Office to review opportunities that may support the protection and preservation of the area’s valuable historical and archaeological sites, structures and resources.

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- Goal 2: Promote the beautification of the community.**
- Objective 2.1: Organize an annual cleanup day for individual neighborhoods.
- Objective 2.2: Develop, adopt and enforce ordinances for the maintenance of buildings and properties.
- Objective 2.3: Implement a community-wide public education campaign to raise community awareness on the importance of community clean-up, building maintenance, and related regulations.
- Objective 2.4: Establish a strong code compliance program and regularly enforce building and zoning codes.
- Objective 2.5: Through the development entitlement process, ensure that all new residential subdivisions are complete and well-structured such that the physical layout and land use mix strengthen the desired community identity.
- Objective 2.6: Foster the display of Parker's cultural identity through the development of a public art program aimed at promoting a sense of community identity. Utilize various forms of art, such as iconic sculptures, wayfinding signage, and temporary installations to enhance the visual quality of the public realm.
- Objective 2.7: Coordinate with the Arizona Department of Forestry and Fire Management - Community Forestry Program to identify resources and grant opportunities that can help establish an urban forestry program. Trees should be utilized to beautify the streetscape, provide a comfortable canopy of shade for pedestrians, and be a distinguishing feature at major intersections and within the Downtown area.
- Goal 3: Support diverse housing and residential neighborhoods to meet the needs of varying life stages and income levels.**
- Objective 3.1: The last detailed housing assessment of the region (Yuma County, La Paz County, and Mohave County) was completed by WACOG in 2005. Coordinate with La Paz County to develop a county specific housing study that can help to more closely examine the regional housing stock, problems, gaps, resources, and action items.
- Objective 3.2: Coordinate with La Paz County, Western Arizona Council of Governments, and Arizona Department of Housing to expand current programs that promote housing rehabilitation throughout the community. This program should include existing and new homeowner support as well as rental housing support through grants and low interest loans for qualifying low-income residents.

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- Objective 3.3: Promote a mix of market rate housing types in all neighborhoods and ensure that no one area is unduly burdened by higher-density residences.
- Objective 3.4: Encourage the CRIT to develop residential lots within the Parker Central area.
- Objective 3.5: Consider incentives, such as waiving or reducing fees, for development projects that include desired housing types.
- Goal 4: Coordinate land use and economic development efforts to support the retention and attraction of skilled jobs that provide sustainable wages.**
- Objective 4.1: Frequently review and champion the promotion of initiatives outlined in the La Paz Focused Future II Strategic Plan that respond to the economic needs of Parker.
- Objective 4.2: Identify industries whose employee needs correspond to the educational and job skills profile of Parker, and develop strategies to attract such employers.
- Objective 4.3: To assist in the retention of existing business, solicit input from local business owners/managers via regular “Business Forums” that review topics, such as recent development activities in the region, current economic trends, labor market information, and/or possible Town procedural improvements. Also, encourage collaboration with foundations like Local First Arizona to raise public awareness of local businesses.
- Objective 4.4: Coordinate with La Paz Economic Development Corporation to facilitate annual one-on-one meetings with large employers/landowners, like La Paz Regional Hospital and The Arizona & California Railroad Company to identify expansion needs and possible areas of collaboration.
- Objective 4.5: Promote the establishment and expansion of workplace alternatives, including home occupations and telecommuting, by periodically meeting with broadband providers to stay abreast of infrastructure improvements. Also, direct market those advancements in high speed internet service capacity to desired industry groups.
- Objective 4.6: Collaborate with the Arizona Western College Small Business Development Center (SBDC) to identify ways to increase availability of business counseling services like the “Business Analyst” program to local Parker businesses.

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Objective 4.7: Continue to support the efforts of the Parker Area Chamber of Commerce to promote Parker as a place to visit and do business.

Goal 5: Promote and expand Parker’s future tourism based land use opportunities

Objective 5.1: Develop a Tourism Master Plan that identifies at minimum what Parker has, what Parker would like to promote, and who Parker wants to target. Also, assess effectiveness of current marketing strategies and identify how to improve materials and distribution.

Objective 5.2: Evaluate riverfront property south of the State Route 95/62 bridge and promote, where feasible, development of public access and recreational activities.

Objective 5.3: Continue to support Town and County-wide events and festivals, such as the Parker 425 - Downtown Experience, Parker Tube Float, and La Paz County Fair.

Objective 5.4: Continue to coordinate with local partner agencies, including Parker Area Chamber of Commerce and La Paz Economic Development Corporation, to support the growth of tourism based land uses like the development of new hotels and tourism based services like the Parker Tourist Information Center.

Objective 5.5: Promote the La Paz Focused Future II initiative of developing a hospitality and tourism program at Arizona Western College – Parker Learning Center.

Goal 6: Effectively transition between land uses

Objective 6.1: Investigate strengthening the zoning ordinance, through creation of development performance standards and site planning/design considerations, to minimize land use conflicts relative to the placement of multiple-family and non-residential uses within existing single-family neighborhoods. Require that new construction, additions, renovations, and infill developments be sensitive to the intent of the existing land use designations, incorporating neighborhood context, building form and scale, landscape buffers, or a combination thereof.

Objective 6.2: Explore incentives that make lot consolidation, where feasible, a desirable opportunity for local developers in order to accommodate better building and site design and enhanced landscaping buffers.

Goal 7: Encourage the development of a comprehensive park system and open space network that meets the needs of residents.

Objective 7.1: Consider updating Parker’s Parks and Recreation Master Plan (adopted 1999) following the adoption of the General Plan that would

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- set guidelines for park maintenance, improvements, and potential funding sources.
- Objective 7.2: In Parker South, identify locations for and, when population increases warrant, develop multi-use trails throughout the community that connect recreational areas, parks, schools, and/or major activity centers. Per Zoning and Subdivision Ordinance requirements, coordinate provision and maintenance of said improvements with development community.
- Goal 8: Improve the appearance and re-establish Downtown Parker as a viable commercial center.**
- Objective 8.1 The Town, working with the downtown merchants should develop, adopt and implement a Downtown Parker Area Plan that includes downtown design guidelines, market analysis and economic restructuring plan, marketing and promotion plan, and an implementation plan.
- Objective 8.2: Encourage business owners to improve their window displays, in-store displays and overall visual appearance of their business. Seek the assistance of small business support associations like SCORE.org to offer one-on-one visual merchandising assistance; create “phantom galleries” in empty storefronts to display merchandise from other Parker businesses; or develop a volunteer makeover program to make major improvements in the appearance of a property in one day.
- Objective 8.3: Provide incentives for infill development, intensification and reuse of currently underutilized sites in Downtown, such as reimbursing a percentage of the construction sales tax, expedited processing of plans, waiver of permit fees, or relief from development standards.
- Objective 8.4: Use the success of the redevelopment of the Alewine property, as a model to explore Town acquisition of available downtown properties to directly seed desired revitalization efforts. Also, consider the use of public/private partnerships as a means to directly improve selected parcels or buildings.
- Objective 8.5: With assistance from the Parker Area Chamber of Commerce and La Paz Economic Development Corporation establish a recruitment campaign targeting specific restaurant and retail business establishments that complement (rather than compete) with the existing retail mix in the downtown.
- Objective 8.6: Encourage unfamiliar visitors to explore downtown by improving wayfinding and signage that caters to both pedestrians and motorists by utilizing a scale appropriate for each.

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Goal 9: Pursue the development of Parker South.

Objective 9.1: The Town should continue to explore opportunities to acquire Town owned land in the core area of Parker South in order to establish the ability to guide/stimulate desired growth.

Objective 9.2: Prior to development, a detailed Specific Area Plan for Parker South should be developed to create an up-to-date action plan that ensures specific land uses are placed in the most suitable locations and a detailed implementation plan is defined.

Objective 9.3: The Town shall aggressively pursue grants and creative financing options to develop infrastructure in Parker South. The Town shall also implement financing mechanisms or joint agreements to ensure that development within Parker South pays its fair share of improvements needed to support the impacts of growth.

Objective 9.4: Encourage multi-use development within Parker South.

Goal 10: Operate all functions of local government in a professional, efficient, and effective manner that ensures good planning, fiscal responsibility and a pro-business attitude.

Objective 10.1: When feasible, develop and annually adopt a Capital Improvements Plan (CIP) that establishes priorities for infrastructure improvements, identifies financing options, and outlines strategies for implementation.

Objective 10.2: Annually review the General Plan with each Town department to outline and discuss specific strategies being utilized to implement identified goals and objectives.

Objective 10.3: Direct the Planning and Zoning Commission to hold at least one annual public meeting to discuss the progress made toward implementation of the 2016 General Plan and make recommendations to the Town Council regarding the highest priority objectives that should be considered for action.

Objective 10.4: The Town should continue to seek training and education for the Town Council, Planning and Zoning Commission, and any other board or commission. This training and education will ensure that community leaders are kept up-to-date on issues impacting the Town, new laws, techniques, and financial assistance that might be available. Community leaders should be encouraged to attend the League of Arizona Cities and Towns Conference; Arizona Rural Development

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- Objective 10.5: Council Conference; the Arizona Planning Association Conference, Planning and Zoning Commissioner’s Workshops.
Coordinate the provision of local services with the CRIT and work together on projects of mutual interest and concern. Potential areas of collaboration include elderly care services and/or facilities, infill development, youth focused programs, and/or higher education services.
- Objective 10.6: Foster a collaborative exchange of ideas and information sharing with communities that maintain similar jurisdictional, growth and economic conditions. Potential “twin towns” include Polson, Montana and Mt. Pleasant, Michigan.
- Objective 10.7: Consider pursuing, or partnering with La Paz County to solicit, the assistance of a professional grant writer that can aid in identifying, preparing, and submitting applications for additional grant funding resources.
- Objective 10.8: To better manage community governance and land use planning initiatives, as well as convey revitalization prospects and economic development opportunities, conduct a detailed Geographic Information System (GIS) land inventory analysis of Parker Central that identifies current parcel boundaries, location of Tribal Trust land, and location of undeveloped/vacant parcels.
- Objective 10.9: The Town should continue to work with La Paz County Planning Staff to maintain their Geographic Information System (GIS) database to assist in on-going planning efforts.

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Land use and transportation are interdependent; any new land development will increase the pressure on an area's existing transportation network; and conversely, the provision of new transportation infrastructure in a particular area, will increase the attractiveness of land development in that area. Consequently, an essential element to protecting and improving the health, safety and overall quality-of-life in Parker is understanding and managing the relationship between its land use and transportation systems.

Today, Parker is both defined and constrained by its network of highways, roads, railroads, and bike and pedestrian paths, which determine how people and goods can move into, out of, within, and through the community as well as the larger La Paz region. This Transportation (or Circulation) Element discusses this existing transportation/circulation system and identifies critical issues and presents long range implementation strategies that long range planning policies should address. It is also closely coordinated with the Land Use Element to ensure the following:

- Desired land use patterns are maintained
- Sustainable economic growth is promoted
- Trip-lengths are kept to a minimum; and
- Alternatives to automobile travel are encouraged

Existing Conditions and Trends

Street System Inventory

Parker Central's street system follows the street patterns originally platted, which comprise of a grid system of 100-foot-wide street right-of-ways (typically with a minimum 30-foot wide pavement section) that generally run parallel and perpendicular to the railroad right-of-way, exceptions being California and Arizona Avenues, which measure 112 feet and 124 feet right-of-ways respectively. The street network is also dense; the standard block is 300 feet by 320 feet with a 20-foot alley. Due to the oversized widths of the rights-of-way, and the limited amount of developable land in Parker Central, off-street parking requirements are often met through on-street parking provisions. This includes diagonal parking in commercial areas south of California Avenue and some center parking on Arizona Avenue.

State Route (SR) 95 travels from the Mexican Border at San Luis to Bullhead City and runs through the heart of the Town of Parker. SR 95 is the community's link to the Interstate Route system intersecting I-40 just north of Lake Havasu City, I-10 westbound at Quartzite, I-10 eastbound via SR 72 near Vicksburg, and I-8 at Yuma. This places Parker within a six hour drive or less from Mexico and the metropolitan areas of Phoenix, Tucson, Las Vegas, San Diego, and Los Angeles. The recent placement of a traffic signal at the intersection of SR 95 and SR 72 has helped to improve the safety of travel along this heavily traveled corridor.

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The street system in Parker South is less defined than Parker Central and more closely follows the varied topography of the terrain in this area. This results in the circulation system to deviate from the Town's traditional grid pattern and reflects a more curvilinear alignment. The extent of paved roads in Parker South are generally limited to those portions of the planning area that maintain existing development.

This grid system of roads in Parker Central provide greater connectivity and allow motorists, bicyclists, and pedestrians to travel in multiple directions from any intersection, which disperses concentrations of traffic as well as helps to reduce trip lengths. For this reason, maintaining the grid of public streets in Parker Central should be continued. In Parker South, the current pattern of curvilinear streets increases the potential for reduced connectivity and increased trip lengths. More detailed planning is needed in this area to provide necessary access to future growth opportunities as well as ensure proposed roadways can support projected traffic levels.

Alternative Modes of Transportation

The residents of Parker have access to the Avi Suquilla Airport, which is owned and operated by the CRIT. In 2009, a new hard surface lighted runway measuring 6,250 feet was completed that can accommodate many different types of aircrafts. The airport does not have large carrier service at this time, but it does have general aviation aircraft on the field as well as two medical flight companies. The fixed base operator (FBO) on the field takes care of fuel, unicom, parking, and other necessities.

Parker is general headquarters for the Arizona and California Railroad, a regional railroad operating in Arizona and California. The Arizona and California Railroad provides service to the industrial park in Parker South, as well as to industries in Parker Central. The reliable, low cost bulk transportation (which predominately consists of petroleum gas, steel and lumber commodities) offered by the Arizona and California Railroad and its aggressive policy of seeking new business partnerships is an advantage to Parker in attracting potential employers and jobs.

Pedestrian facilities in Parker Central are fairly extensive given the size of the planning area. The existing facilities generally consist of attached, 4-foot wide, paved sidewalks along both sides of major thoroughfares and most local streets. While pedestrian connectivity is good, several gaps within the system still remain in those areas that are yet to be developed within Parker Central. Pedestrian options for crossing ADOT controlled California Avenue and Riverside Drive are also limited, which creates a barrier to linking all destinations within Parker Central.

Parker South does not have existing on-street sidewalks. While the area's limited development does not necessitate pedestrian facilities at this time, the areas contemplated residential development, rolling topography, and extensive open space make it ideal for an extensive off-street trail system.

Parker's current street standards include no provisions for bike lanes within any street classification type. As a result, the current circulation system within Parker Central and Parker

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South have no defined bicycle facilities. While bicyclists are not accommodated within Parker's circulation system, the condensed grid pattern of Parker Central provides many opportunities for the development of shared bike lanes and the limited development in Parker South provides opportunities to introduce bike lanes as growth occurs.

Parker has no transit or bus services. The Parker Senior Center does operate paratransit services to elderly riders. The service provides them with access to medical appointments, shopping, social opportunities, social services and other needs. For the promotion of Parker's long term growth, maintaining and enhancing transit alternatives are especially important for youth, older adults, persons with disabilities, and low-income individuals within the community.

Issue Identification

There are several transportation issues facing the Town of Parker. It is important that these issues be addressed considering the importance of a safe, reliable, and efficient transportation system to the growth and development of Parker.

Oversized Right-of-Way

In Parker Central, the combined paved street and attached sidewalk cross section of most roads is 60-feet wide, leaving a minimum 20-foot wide strip of undeveloped area on either side of the road within a standard 100-foot wide right-of-way. This 20-foot, and at times 30-foot, wide section of land creates many challenges within Parker Central. It requires excessive maintenance, is often used for storage of vehicles, and when left unimproved it can deter from the visual quality of the community as a whole.

Infrastructure to Support Development in Parker South

The relationship between land use and transportation within Parker South has not been thoroughly analyzed to ensure the capacity of the transportation system accommodates expected traffic generated by the planned development of the community. While a limited street system has been constructed within Parker South to enable commercial and residential development within the area, a formal traffic analysis of this planning area is needed to estimate how much traffic will be generated by development and what roadway and multi-modal improvements should (or should not) be made to not only support near term growth, but service anticipated build-out conditions.

Through Traffic

A substantial amount of regional traffic runs through Parker Central via SR 95 and the SR 95 Spur. During busy weekends, significant traffic delays can occur at the intersection of California Avenue (SR 95 Spur) and Riverside Drive (SR 95). This condition makes Parker greatly dependent on the functionality of these ADOT controlled highways.

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Limited Connectivity

The traffic congestion most often caused by regional traffic passing through Parker is further exacerbated by the alignment/easements of the Arizona and California Railroad, which runs parallel to California Avenue. The extent and position of the Railroad alignment/easements within Town greatly restrict the number and location of alternative connection points from the west side to the east side of Parker Central. These limited connection points force local trips to then utilize the same transportation routes as regional trips, even during periods of heavy traffic.

Parking Management

Parker Central includes a large number of offices and shops serving the population of the surrounding area, highway traffic, seasonal visitors, and tourists, as well as residences. Because of the limited developable area within Parker Central, off-street parking requirements have frequently been accommodated and/or supplemented through on street parking spaces located within the existing oversized right-of-ways. Continued assessment and appropriate application of this parking management approach is important to ensure the limited developable land within Parker Central is utilized efficiently, confirm adequate parking is provided to meet the needs of land uses within Parker Central, and infill and revitalization efforts are further promoted by allowing greater portions of properties to be dedicated to building footprints.

Roadway Maintenance and Improvement

There are many miles of improved roads in Parker Central maintained by the Town. Many of these have been chip sealed or overlaid only. As the roads age, they crack and disintegrate at the edges, and the asphalt evaporates into the sun. This creates a routine need for the ongoing maintenance, and in some locations improvement, of these roadways. The roadway maintenance and improvement needs of the Town must also be balanced with the Town's current approach to not utilize bonds to pay for such work.

Alternative Modes of Transportation

Today the transportation system in Parker is dominated by vehicular traffic. A key component of an integrated circulation system is to provide alternative modes of transportation (i.e. pedestrian and bicycle facilities, trails, and public transit) that provide safe and convenient travel for all users—including children, seniors, and persons with disabilities.

Over the next twenty years, the Town of Parker will have to address the needs of the community with regard to alternative modes of transportation. As Parker Central continues infill and revitalization efforts and Parker South develops, there will be an increasing need to connect various land uses, like neighborhoods, schools, shopping, employment, community services, and recreation through the placement of sidewalks, crosswalks, bike lanes, off-street trails, and public transit.

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Planning Guidelines

A critical component of efficient transportation planning is ensuring that new developments do not negatively influence existing traffic patterns. To ensure safe and efficient circulation, the Town of Parker should adopt a policy requiring a Traffic Impact Analysis on all new developments and reconstruction projects, as deemed necessary by the Town Engineer. These reports shall be stamped by an Arizona registered professional engineer that is specialized in traffic engineering. The analysis should address how costs of capital improvements associated with the development and/or projects shall be paid for.

The Traffic Impact Analysis should incorporate graphics illustrating the site development plan, physical roadway and driveway features and traffic volume data. The Analysis should include, but should not be limited to, a description, analysis, and recommendations regarding the following features as set forth by the Town policy:

- Physical roadway features;
- Existing traffic volumes and speeds;
- Traffic generation and distribution of proposed development;
- Analysis of traffic operations within proposed development and identification of deficiencies;
- Identification of mitigation; and
- Proposed mitigation implementation plan.

The Town of Parker should require the developer to implement the necessary approved mitigation at no expense to the Town, or by some other equitable proportioning of project costs, as approved by the Town. Developments taking access off State Route 95 and the 95 Spur will require submittal of the Traffic Impact Analysis to the Arizona Department of Transportation (ADOT) as well.

Street Design Guidelines

Within Parker, the design of roadway facilities identified as principal arterials (i.e. SR 95 and SR 95 Spur) are managed and controlled by ADOT. For all other roads (i.e. minor arterial, collector, and local streets) that are located in Parker and controlled by the Town, their design should be consistent with the latest version of *A Policy on Geometric Design of Highways and Streets*, by the American Association of State Highway and Transportation Officials. It must be recognized that these standards have been developed for application on a national basis, and do not always take into consideration the special circumstances that may be encountered in a community such as Parker. Based on the Town Engineer's recommendations, final approval of any deviations from the guidelines will be made by the Town Council.

Considering the traffic requirements of the roadway and nature of the area in which it is located, the Town Engineer shall decide the specific design criteria of the various types of arterial, collector, and local roadways. Specific roadway design criteria may include, but is not limited to, the right-of-way width, roadway width, the use of a curb, sight distances, and maximum grade. Upon terrain and development density, the engineer shall also decide on the use of sidewalks, bike lanes, and equestrian facilities. Street name signs shall be a component of all new street construction. At every junction with another public street, the sign shall

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indicate the correct name of each street. For safety reasons, street lighting may also be required at major intersections.

Driveways

The design features and locations of driveways that provide access to a property shall be in accordance with the Institute of Transportation Engineers Recommended Practice entitled, *Guidelines for Driveway Location and Design*, or as approved by the Town Council, based on Planning and Zoning Commission recommendations. Driveways shall be located so as not to inhibit the flow of traffic on the public streets and not present a safety hazard by location or operation.

Minimizing the number of driveways along an arterial or collector roadway is desirable. The use of joint-access drives serving more than one property, as well as the interconnection of property access and parking areas is desirable, thus reducing the number of driveways with access to the roadways.

Parking

Existing land constraints in Parker Central merit the utilization of on-street parking. Conversely, within Parker South where extensive new development has yet to occur, off-street parking is more appropriate to promote an equitable and adequate parking supply for future developments. This parking should be designed consistent with the latest edition of *A Policy on Geometric Design of Highways and Streets*, by the American Association of State Highways and Transportation Officials or as approved by the Town Council, based on Planning and Zoning Commission recommendations.

Functional Classification System

The classification of streets and highways shall be functional and correspond with the character of services they are to provide. Some roadways have high speeds, high volumes and primarily serve traffic moving between widely separated origins and destinations. Other roads have low speeds, low volumes and serve only travelers to adjacent homes and business. Other roads combine these functions.

The development of a functional classification system involves the assignment of roads into categories according to the character of service they provide in relation to the total roadway network. The functional classification of a roadway depends on the types of trips that occur on it, the basic purpose for which it was designed, and the relative level of traffic it carries. Categorizing roadways by functional class also helps to determine appropriate regulatory controls and roadway design criteria (e.g., design speeds, driveway connections, traffic control devices, truck route restrictions) necessary for the facilities to operate as planned.

The following are the functional classifications for streets and roads in Parker:

- Principal Arterial
- Minor Arterial
- Collector
- Local

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Principal Arterial

In every urban environment, one system of streets and highways can be identified as unusually significant in terms of the nature and composition of travel it serves. In small urban areas, these facilities may be very limited in number and extent. The principal arterials carry most of the trips entering and leaving the urban area. In addition, significant intra-area travel, such as between Parker Central and Parker South or the Parker Strip, are carried on the principal arterials. Service to abutting land is subordinate to travel service to major traffic movements.

Minor Arterial

The minor arterial street system interconnects with and augments the principal arterial system. It accommodates trips of moderate length at a somewhat lower level of travel mobility than principal arterials do. This system distributes travel to geographic areas smaller than those identified with the higher system and places more emphasis on land access. In addition, this system includes urban connection to rural collector roads. Principal and minor arterials together typically include 15 to 25 percent mileage, and carry 65 to 80 percent of traffic volume.

Collector Streets

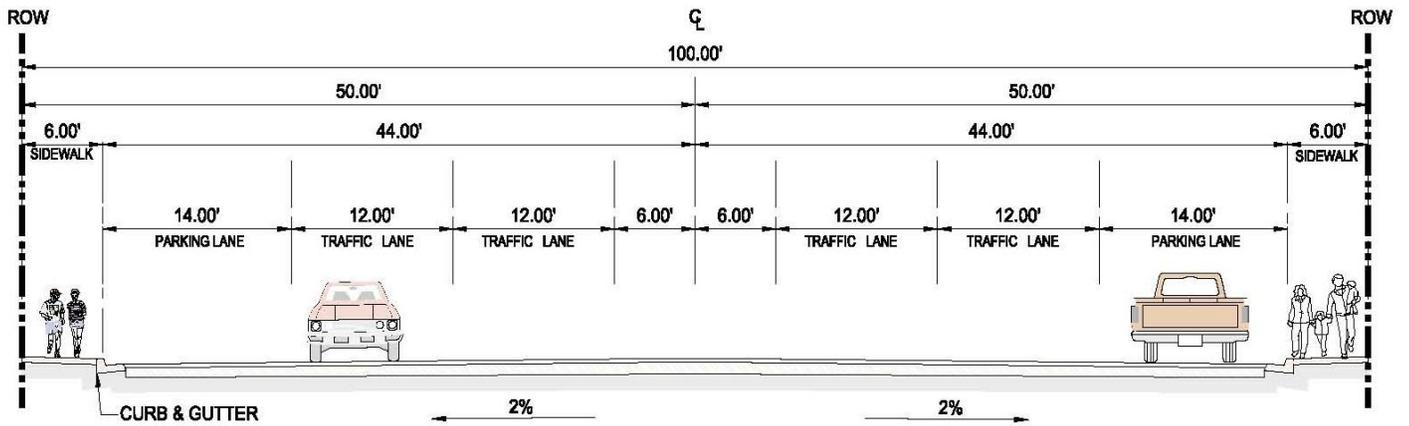
The collector street system provides both land access service and traffic circulation within residential neighborhoods and commercial and industrial areas. It differs from the arterial system in that it may penetrate residential neighborhoods, distributing trips to their final destinations, and collecting traffic from local streets to channel it to the arterials. Collectors typically comprise from 5 to 10 percent of mileage and traffic volume.

Local Streets

The local street system comprises all facilities not in one of the higher systems. It primarily permits direct access to abutting lands and connection to the higher order systems. It offers the lowest speeds. Service to through traffic movement is usually deliberately discouraged. From 65 to 80 percent of mileage is on the local street system, and it carries from 10 to 30 percent of traffic volume.

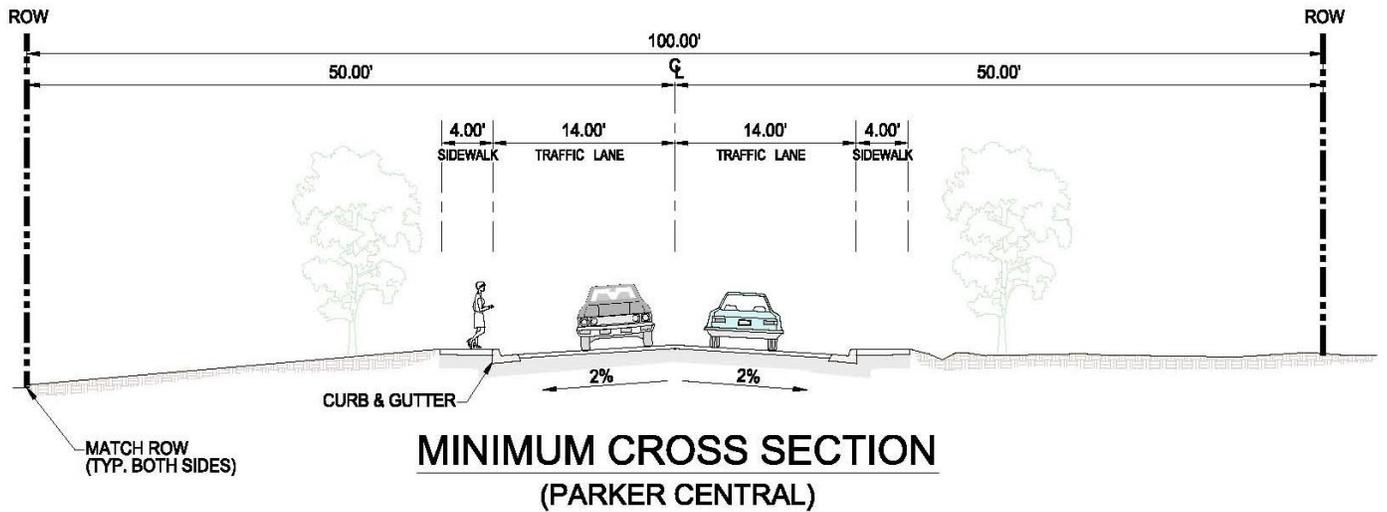
Cross sections for functional classifications are shown on the following pages. Local and collector streets in Parker Central may allow parking on the street or adjacent rights-of-way with adequate sight distance and low speed limits.

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PRINCIPAL ARTERIAL (PARKER CENTRAL)

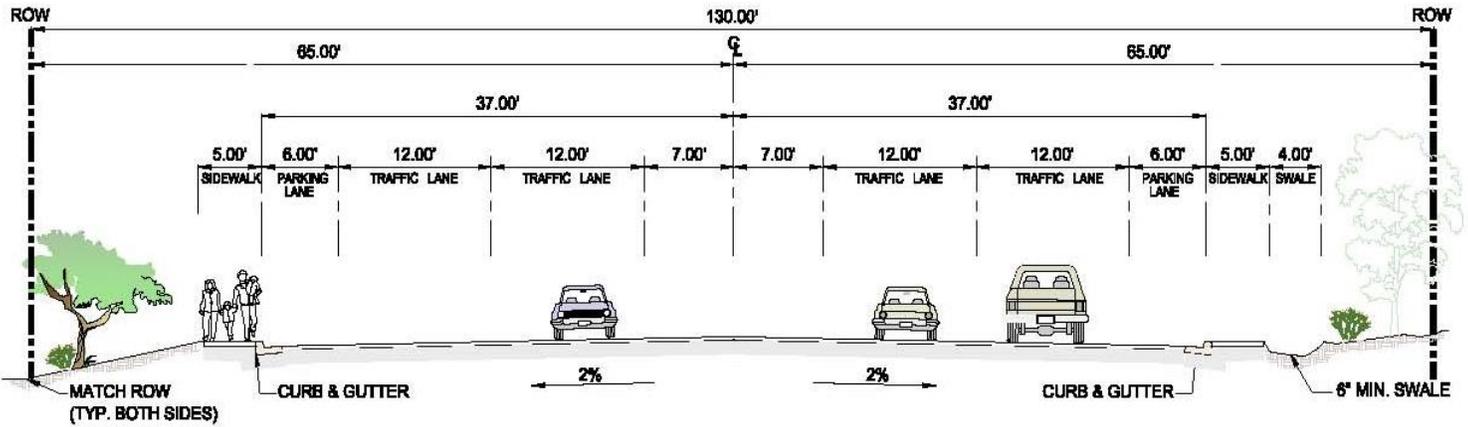
Figure 5-1: Principal Arterial – Parker Central



MINIMUM CROSS SECTION (PARKER CENTRAL)

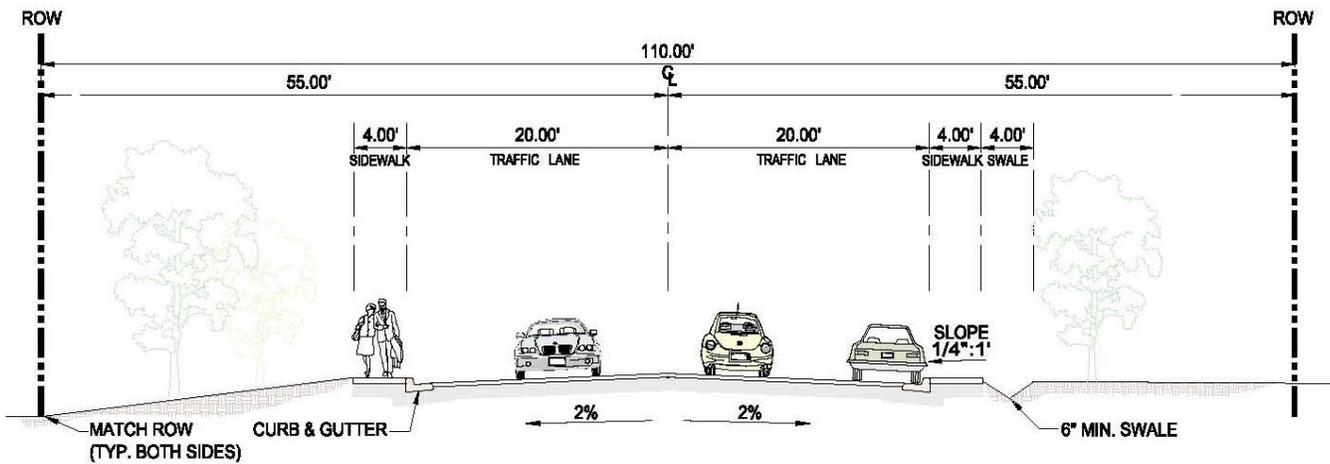
Figure 5-2: Minimum Cross Section – Parker Central

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MINOR ARTERIAL (PARKER ANNEX)

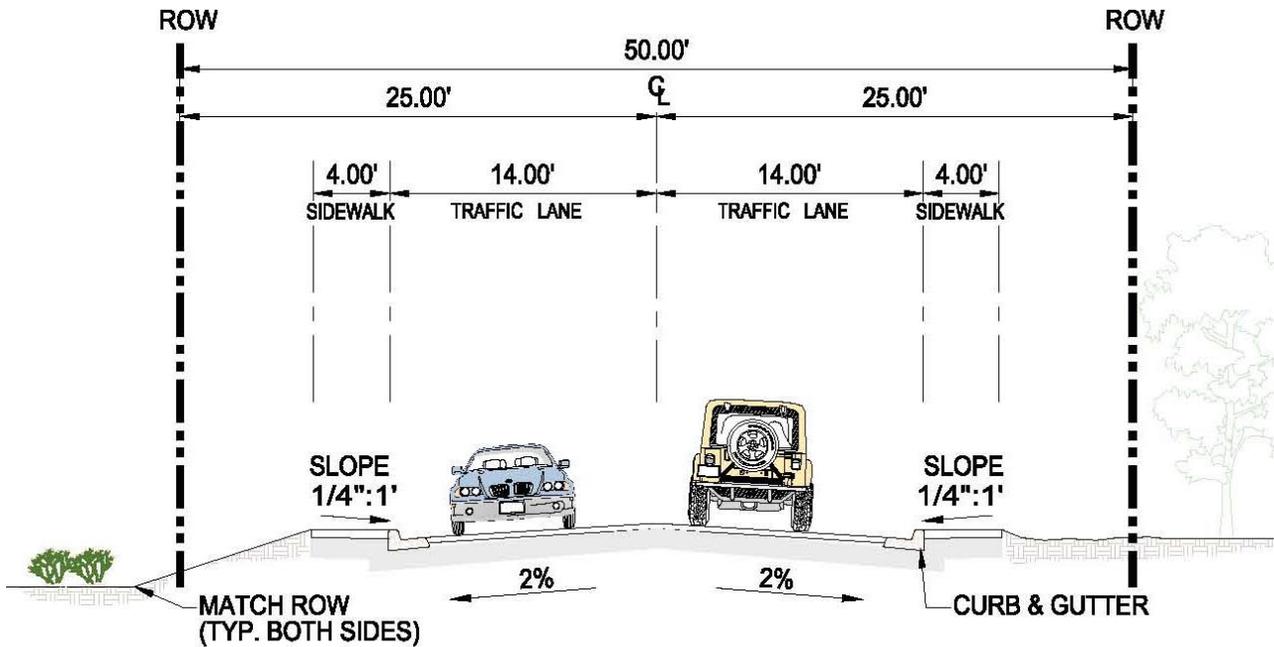
Figure 5-3: Minor Arterial – Parker South



COLLECTOR ROAD (PARKER ANNEX)

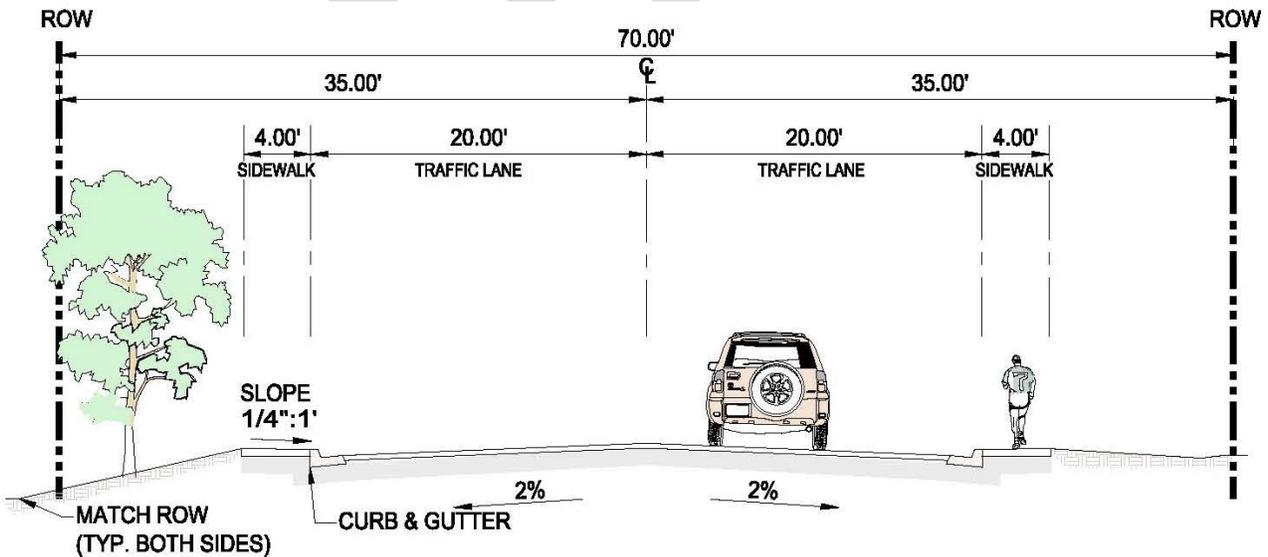
Figure 5-4: Collector Road – Parker South

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LOCAL ROAD (RESIDENTIAL) (PARKER ANNEX)

Figure 5-5: Local Road (Residential) – Parker South



LOCAL ROAD (INDUSTRIAL) (PARKER ANNEX)

Figure 5-6: Local Road (Industrial) – Parker South

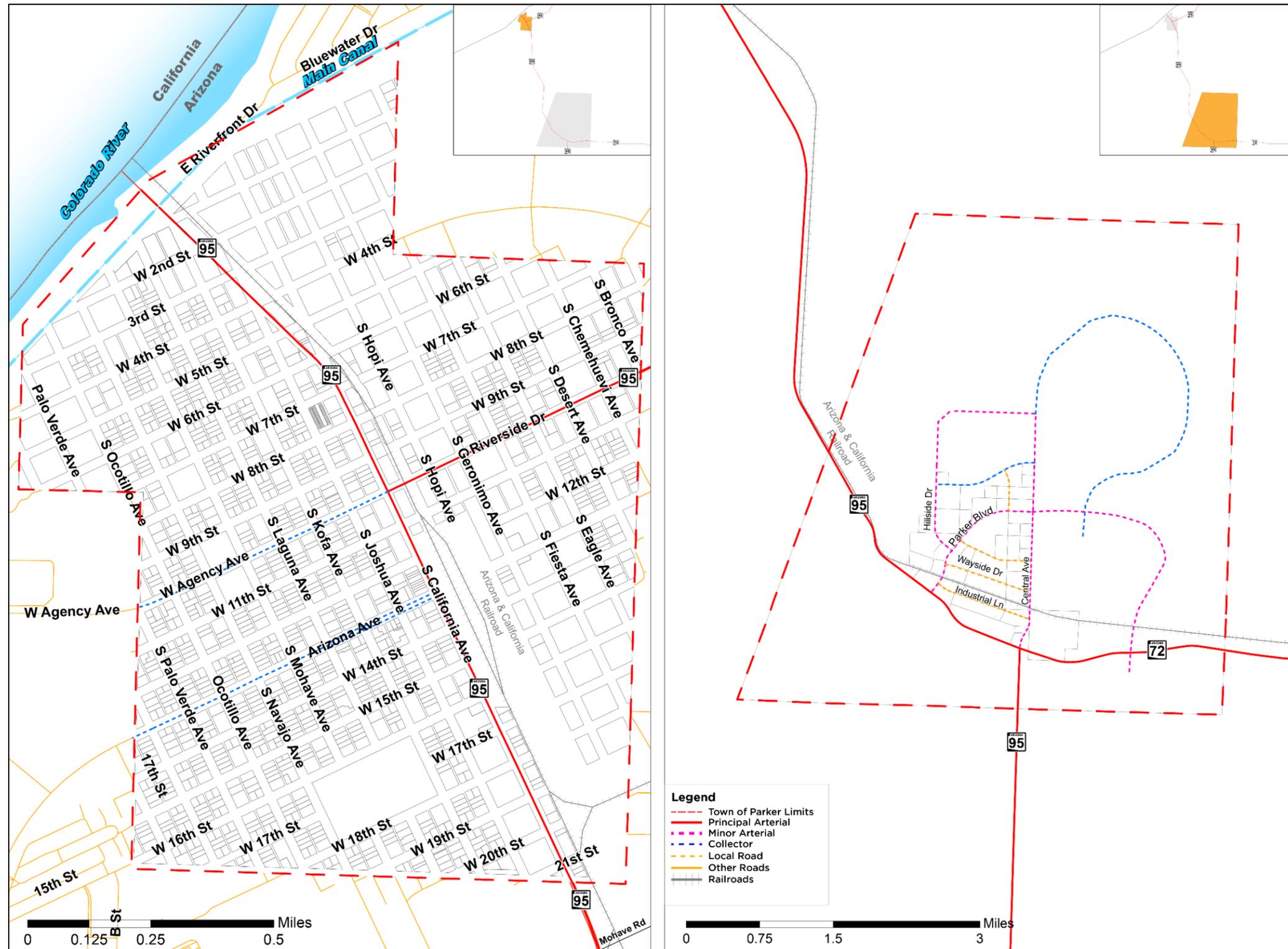


Figure 5-7: Town of Parker Circulation Map

CHAPTER 5 TRANSPORTATION

Transportation Policies and Recommendations

Goal 1: Provide a safe and efficient transportation system within the Town of Parker.

Objective 1.1: Encourage the development and implementation of a transportation system that is compatible with existing and future land uses.

Objective 1.2: The Town shall review, update and adopt roadway design, construction, and access management standards for all roadway functional classification types within Parker Central and Parker South. At minimum, design revisions shall include provisions for multi-modal facilities (particularly bike lanes) and appropriately match right-of-way requirements to their specific roadway type so as to avoid unnecessarily large landscape tracts (particularly Parker South - Minor Arterial and Collector Roadway types).

Objective 1.3: When appropriate conduct a traffic analysis for Parker South based on the guidelines presented in this General Plan to ensure the design of this future transportation system meets the needs of planned development or does not unnecessarily increase the cost of that development

Objective 1.4: Re-evaluate parking requirements in the Zoning Ordinance to ensure that they are adequate but not excessive, in order to ensure that they do not unnecessarily increase the cost of developments or promote a surplus of parking.

Objective 1.5: In tandem with Land Use Community Beautification Goals, the Town should emphasize planting and maintaining of native tree species within all right of ways to create the desired streetscape canopy, shade, and buffering from adjacent uses, and other desired streetscape characteristics.

Objective 1.6: Promote adequate circulation and off-street parking and loading facilities for trucks and facilitate intermodal goods delivery.

Objective 1.7: The Town should routinely coordinate with the Arizona and California Railroad to monitor and respond to changes, or proposed changes in freight rail traffic that may impact the safety and well-being of residents of the community including the transport of combustible materials

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Goal 2: Ensure for the proper and efficient maintenance and improvement of the Transportation System

Objective 2.1: Develop and adopt a street improvement policy which should address street standards, sidewalks, and maintenance related issues associated with future development projects. At minimum this policy should require the dedication of right-of-way and the installation of roadway and multi-modal improvements as part of the review and approval of development projects as well as include fair and equitable means for paying for said street improvements.

Objective 2.2: Institute a coordinated schedule of street improvements and a regular street maintenance program.

Objective 2.3: Utilize the Streets and Traffic Committee to assist in developing a Transportation Capital Improvement Plan (CIP) that establishes priorities for infrastructure improvements, identifies financing options, and outlines strategies for implementation.

Objective 2.4: The Town should review the CRIT 2014 Long Range Transportation Plan and coordinate, as needed, any roadway and sidewalk improvement plans.

Goal 3: Provide for and encourage the use of non-vehicular modes of circulation.

Objective 3.1: The Town should consider traffic calming measures, where safe, warranted, and appropriate to increase safety in downtown and residential areas by reducing vehicle speeds and volumes and encouraging walking and bicycling. Specific measures may include, but are not limited to; using 4-way stops; marked, textured, or raised crosswalks; curb extensions; median islands; and other geometric design features.

Objective 3.2: The Town should work to coordinate efforts that help to remove barriers, where feasible, to allow people of all abilities to move freely and efficiently throughout the Town, with the highest priority given to crossing SR 95 and 95 Spur. This could include working with ADOT to install medians at desired pedestrian crossings where roadway geometrics allow.

Objective 3.3: The Town should work with local schools to develop programs detailing the safest routes for children to walk and bicycle to school as well as pursue grant opportunities. This work should be done in coordination with the development of traffic calming measures.

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- Objective 3.4: Ensure that new developments will consider the provisions for pedestrian or bike paths.
- Objective 3.5: Establish and encourage pedestrian/bikeways which lead to and from all school sites, activity centers, or recreational sites.
- Objective 3.6: Determine within each new development where sidewalks should occur and if not, how pedestrians are accommodated within the planned area.
- Objective 3.7: Develop design standards for non-vehicular modes of circulation.
- Objective 3.8: Plan and design pedestrian facilities to meet the needs of disabled persons.
- Objective 3.9: The Town should work with ADOT, the County, WACOG, and Quartzsite to evaluate the feasibility of expanding the Camel Express general public transit service (effective July, 2016 and funded through FTA Section 5311 program) or developing a similar service which will provide the opportunity for workers living in other parts of La Paz County and Mohave County to travel to jobs in Parker, as well as for Parker workers to use public transit to commute to jobs outside the Town. Coordination should also consider CRIT's transit system plans currently underway under a separate Federal Transit Administration contract.
- Objective 3.10: The Town shall continue to support the Senior Center and paratransit service for seniors and persons with disabilities.

CHAPTER 6 IMPLEMENTATION PLAN

6. IMPLEMENTATION PLAN

The purpose of this Section is to outline specific strategies the Town of Parker should take toward implementation of the 2016 Parker General Plan. The General Plan provides the framework for community decision-making as it relates to growth and development. However, in order to implement the plan, the community must commit to it. The Implementation Strategies presented in this Section are intended to successfully achieve the Plan's goals, objectives, and policies.

General Plan Amendment Procedures

The Parker General Plan constitutes a policy statement for growth and development for the incorporated boundaries. This policy statement was developed by examining current needs, existing development, current zoning classification, current physical constraints (man-made or natural) and potential opportunities for future development. However, it is important to note that these issues are subject to change. Communities grow, evolve and change; the General Plan must respond to these changes. Therefore, the General Plan must be reviewed periodically and amended if it is to remain effective.

Amendments to the General Plan should not be allowed to occur without thorough study by the Town regarding the impact of the change and allowing the public to provide input. Public input went into the development of the General Plan and the public should have an opportunity to consider changes. The statutory requirements which guided the adoption of the General Plan must be followed for all amendments as they pertain to public hearings. The Town Council and the Planning and Zoning Commission shall hold public hearings prior to making any changes to the Plan.

When considering amendments to the Plan, the Town should make a determination of facts warranting the necessity for the amendment. The Town should examine the impact the proposed change will have on the community as a whole or on the community's service delivery system. A determination will need to be made to evaluate the amendment and ask whether it constitutes an overall improvement to the community or if it benefits a select few. Additionally, the amendment must be consistent with the Vision, goals, objectives, and policies of the Parker General Plan.

Amendment Guidelines

Amendments to the Parker General Plan must be initiated in accordance with the Arizona Revised Statutes (ARS §9-461.06) and the procedures set forth within:

- Major Amendments to the General Plan: A major amendment to the Parker 2016 General Plan shall include any proposal that would, in the aggregate, request changes in land use classifications described in the 2016 General Plan of 160 acres or more. A major amendment shall also include any proposed text modifications or eliminations of one or more of the stated policies contained in the 2016 General Plan that changes any policy or strategy regarding residential densities, non-residential intensities, or major roadway location that would have townwide implications.

CHAPTER 6 IMPLEMENTATION PLAN

- Major amendments will involve an expanded public review process. Local government agencies are limited by state law to one time per calendar year to review major amendments to the general plan. Contact the Town of Parker for details regarding the procedure, timing, and submittal requirements for major amendments.
- Minor Amendments to the General Plan: Minor amendments to the Parker 2016 General Plan are considered as minor text changes, minor land use adjustments, corrections/updates and Town sponsored changes that do not meet the criteria defined as a major amendment. Minor amendments will involve a standard public review period with adoption by the Town of Parker Council. This process involves public hearing by the Town of Parker Planning and Zoning Commission and one public hearing by the Town Council. Minor amendments can be requested and heard at any time during the calendar year.

General Plan Action Program

The following implementation matrix provides a framework for ensuring that the Parker General Plan is successful. This matrix provides a comprehensive list of the goals and objectives identified within the 2016 General Plan and outlines targeted timeframes for community action on each measure. Timeframes listed include:

- On-going (continuous)
- Short-Term (Year 0-3)
- Mid-Term (Year 3-8)
- Long-Term (Year 8+)

Table 6-1: General Plan Land Use Designations

Goal/ Objective	Actions	Implementation			
		On- Going	Short- Term	Mid- Term	Long- Term
Land Use Element					
1	Preserve and enhance the quality of life within Parker to promote a community atmosphere where people can live, work and play.				
1.1	The Zoning Ordinance and Subdivision regulations are crucial to ensure implementation of the General Plan. The Town of Parker shall regularly review and update these documents to be in conformance with the General Plan.		X		
1.2	Keep informed of the needs of citizens through ongoing community “Town Hall” meetings and/or annual community-wide direct mail or online surveys. This information can be used to help supplement the annual WACOG Community Needs Assessment Survey.	X			
1.3	Advocate and support cross-agency coordination among fire, police, and emergency medical service providers to ensure adequate and efficient public safety levels.	X			
1.4	Continue exploring new recreational and social opportunities for all age groups, especially for elderly and younger age groups within the community.	X			
1.5	Effectively work with Parker schools to formulate business and community partnerships that develop technical innovation and workplace readiness skills.			X	
1.6	Routinely coordinate with the Arizona State Historical Preservation Office to review opportunities that may support the protection and preservation of the area’s valuable historical and archaeological sites, structures and resources.	X			

CHAPTER 6 IMPLEMENTATION PLAN

Table 6-1: General Plan Land Use Designations

Goal/ Objective	Actions	Implementation			
		On- Going	Short- Term	Mid- Term	Long- Term
2	Promote the beautification of the community.				
2.1	Organize an annual cleanup day for individual neighborhoods.	X			
2.2	Develop, adopt and enforce ordinances for the maintenance of buildings and properties.		X		
2.3	Implement a community-wide public education campaign to raise community awareness on the importance of community clean-up, building maintenance, and related regulations.			X	
2.4	Establish a strong code compliance program and regularly enforce building and zoning codes.	X			
2.5	Through the development entitlement process, ensure that all new residential subdivisions are complete and well-structured such that the physical layout and land use mix strengthen the desired community identity.	X			
2.6	Foster the display of Parker's cultural identity through the development of a public art program aimed at promoting a sense of community identity. Utilize various forms of art, such as iconic sculptures, wayfinding signage, and temporary installations to enhance the visual quality of the public realm.			X	
2.7	Coordinate with the Arizona Department of Forestry and Fire Management - Community Forestry Program to identify resources and grant opportunities that can help establish an urban forestry program. Trees should be utilized to beautify the streetscape, provide a comfortable canopy of shade for pedestrians, and be a distinguishing feature at major intersections and within the Downtown area.			X	
3	Support diverse housing and residential neighborhoods to meet the needs of varying life stages and income levels.				
3.1	The last detailed housing assessment of the region (Yuma County, La Paz County, and Mohave County) was completed by WACOG in 2005. Coordinate with La Paz County to develop a county specific housing study that can help to more closely examine the regional housing stock, problems, gaps, resources, and action items.			X	
3.2	Coordinate with La Paz County, Western Arizona Council of Governments, and Arizona Department of Housing to expand current programs that promote housing rehabilitation throughout the community. This program should include existing and new homeowner support as well as rental housing support through grants and low interest loans for qualifying low-income residents.		X		
3.3	Promote a mix of market rate housing types in all neighborhoods and ensure that no one area is unduly burdened by higher-density residences.	X			
3.4	Encourage the CRIT to develop residential lots within the Parker Central area.	X			
3.5	Consider incentives, such as waiving or reducing fees, for development projects that include desired housing types.	X			
4	Coordinate land use and economic development efforts to support the retention and attraction of skilled jobs that provide sustainable wages.				
4.1	Frequently review and champion the promotion of initiatives outlined in the La Paz Focused Future II Strategic Plan that respond to the economic needs of Parker.	X			
4.2	Identify industries whose employee needs correspond to the educational and job skills profile of Parker, and develop strategies to attract such employers.	X			

CHAPTER 6 IMPLEMENTATION PLAN

Table 6-1: General Plan Land Use Designations

Goal/ Objective	Actions	Implementation			
		On- Going	Short- Term	Mid- Term	Long- Term
4.3	To assist in the retention of existing business, solicit input from local business owners/managers via regular “Business Forums” that review topics, such as recent development activities in the region, current economic trends, labor market information, and/or possible Town procedural improvements. Also, encourage collaboration with foundations like Local First Arizona to raise public awareness of local businesses.			X	
4.4	Coordinate with La Paz Economic Development Corporation to facilitate annual one-on-one meetings with large employers/landowners, like La Paz Regional Hospital and The Arizona & California Railroad Company to identify expansion needs and possible areas of collaboration.	X			
4.5	Promote the establishment and expansion of workplace alternatives, including home occupations and telecommuting, by periodically meeting with broadband providers to stay abreast of infrastructure improvements. Also, direct market those advancements in high speed internet service capacity to desired industry groups.	X			
4.6	Collaborate with the Arizona Western College Small Business Development Center (SBDC) to identify ways to increase availability of business counseling services like the “Business Analyst” program to local Parker businesses.		X		
4.7	Continue to support the efforts of the Parker Area Chamber of Commerce to promote Parker as a place to visit and do business.	X			
5	Promote and expand Parker’s future tourism based land use opportunities				
5.1	Develop a Tourism Master Plan that identifies at minimum what Parker has, what Parker would like to promote, and who Parker wants to target. Also, assess effectiveness of current marketing strategies and identify how to improve materials and distribution.			X	
5.2	Evaluate riverfront property south of the SR 95/62 bridge and promote, where feasible, development of public access and recreational activities.			X	
5.3	Continue to support Town and County-wide events and festivals, such as the Parker 425 - Downtown Experience, Parker Tube Float, and La Paz County Fair.	X			
5.4	Continue to coordinate with local partner agencies, including Parker Area Chamber of Commerce and La Paz Economic Development Corporation, to support the growth of tourism based land uses like the development of new hotels and tourism based services like the Parker Tourist Information Center.	X			
5.5	Promote the La Paz Focused Future II initiative of developing a hospitality and tourism program at Arizona Western College – Parker Learning Center.			X	
6	Effectively transition between land uses				
6.1	Investigate strengthening the zoning ordinance, through creation of development performance standards and site planning/design considerations, to minimize land use conflicts relative to the placement of multiple-family and non-residential uses within existing single-family neighborhoods. Require that new construction, additions, renovations, and infill developments be sensitive to the intent of the existing land use designations, incorporating neighborhood context, building form and scale, landscape buffers, or a combination thereof.		X		

CHAPTER 6 IMPLEMENTATION PLAN

Table 6-1: General Plan Land Use Designations

Goal/ Objective	Actions	Implementation			
		On- Going	Short- Term	Mid- Term	Long- Term
6.2	Explore incentives that make lot consolidation, where feasible, a desirable opportunity for local developers in order to accommodate better building and site design and enhanced landscaping buffers.		X		
7	Encourage the development of a comprehensive park system and open space network that meets the needs of residents.				
7.1	Consider updating Parker’s Parks and Recreation Master Plan (adopted 1999) following the adoption of the General Plan that would set guidelines for park maintenance, improvements, and potential funding sources.			X	
7.2	In Parker South, identify locations for and, when population increases warrant, develop multi-use trails throughout the community that connect recreational areas, parks, schools, and/or major activity centers. Per Zoning and Subdivision Ordinance requirements, coordinate provision and maintenance of said improvements with development community.				X
8	Improve the appearance and re-establish Downtown Parker as a viable commercial center.				
8.1	The Town, working with the downtown merchants should develop, adopt and implement a Downtown Parker Area Plan that includes downtown design guidelines, market analysis and economic restructuring plan, marketing and promotion plan, and an implementation plan.			X	
8.2	Encourage business owners to improve their window displays, in-store displays and overall visual appearance of their business. Seek the assistance of small business support associations like SCORE.org to offer one-on-one visual merchandising assistance; create “phantom galleries” in empty storefronts to display merchandise from other Parker businesses; or develop a volunteer makeover program to make major improvements in the appearance of a property in one day.		X		
8.3	Provide incentives for infill development, intensification and reuse of currently underutilized sites in Downtown, such as reimbursing a percentage of the construction sales tax, expedited processing of plans, waiver of permit fees, or relief from development standards.		X		
8.4	Use the success of the redevelopment of the Alewine property, as a model to explore Town acquisition of available downtown properties to directly seed desired revitalization efforts. Also, consider the use of public/private partnerships as a means to directly improve selected parcels or buildings.				X
8.5	With assistance from the Parker Area Chamber of Commerce and La Paz Economic Development Corporation establish a recruitment campaign targeting specific restaurant and retail business establishments that complement (rather than compete) with the existing retail mix in the downtown.			X	
8.6	Encourage unfamiliar visitors to explore downtown by improving wayfinding and signage that caters to both pedestrians and motorists by utilizing a scale appropriate for each.			X	
9	Pursue the development of Parker South.				
9.1	The Town should continue to explore opportunities to acquire Town owned land in the core area of Parker South in order to establish the ability to guide/stimulate desired growth.		X		
9.2	Prior to development, a detailed Specific Area Plan for Parker South should be developed to create an up-to-date action plan that ensures specific land uses are placed in the most suitable locations and a detailed implementation plan is defined.			X	

CHAPTER 6 IMPLEMENTATION PLAN

Table 6-1: General Plan Land Use Designations

Goal/ Objective	Actions	Implementation			
		On- Going	Short- Term	Mid- Term	Long- Term
9.3	The Town shall aggressively pursue grants and creative financing options to develop infrastructure in Parker South. The Town shall also implement financing mechanisms or joint agreements to ensure that development within Parker South pays its fair share of improvements needed to support the impacts of growth.		X		
9.4	Encourage multi-use development within Parker South.			X	
10	Operate all functions of local government in a professional, efficient, and effective manner that ensures good planning, fiscal responsibility and a pro-business attitude.				
10.1	When feasible, develop and annually adopt a Capital Improvements Plan (CIP) that establishes priorities for infrastructure improvements, identifies financing options, and outlines strategies for implementation.			X	
10.2	Annually review the General Plan with each Town department to outline and discuss specific strategies being utilized to implement identified goals and objectives.	X			
10.3	Direct the Planning and Zoning Commission to hold at least one annual public meeting to discuss the progress made toward implementation of the 2016 General Plan and make recommendations to the Town Council regarding the highest priority objectives that should be considered for action.	X			
10.4	The Town should continue to seek training and education for the Town Council, Planning and Zoning Commission, and any other board or commission. This training and education will ensure that community leaders are kept up-to-date on issues impacting the Town, new laws, techniques, and financial assistance that might be available. Community leaders should be encouraged to attend the League of Arizona Cities and Towns Conference; Arizona Rural Development Council Conference; the Arizona Planning Association Conference, Planning and Zoning Commissioner's Workshops.	X			
10.5	Coordinate the provision of local services with the CRIT and work together on projects of mutual interest and concern. Potential areas of collaboration include elderly care services and/or facilities, infill development, youth focused programs, and/or higher education services.	X			
10.6	Foster a collaborative exchange of ideas and information sharing with communities that maintain similar jurisdictional, growth and economic conditions. Potential "twin towns" include Polson, Montana and Mt. Pleasant, Michigan.		X		
10.7	Consider pursuing, or partnering with La Paz County to solicit, the assistance of a professional grant writer that can aid in identifying, preparing, and submitting applications for additional grant funding resources.		X		
10.8	To better manage community governance and land use planning initiatives, as well as convey revitalization prospects and economic development opportunities, conduct a detailed Geographic Information System (GIS) land inventory analysis of Parker Central that identifies current parcel boundaries, location of Tribal Trust land, and location of undeveloped/vacant parcels.		X		
10.9	The Town should continue to work with La Paz County Planning Staff to maintain their Geographic Information System (GIS) database to assist in on-going planning efforts.	X			

CHAPTER 6 IMPLEMENTATION PLAN

Table 6-1: General Plan Land Use Designations

Goal/ Objective	Actions	Implementation			
		On-Going	Short-Term	Mid-Term	Long-Term
Circulation Element					
1	Provide a safe and efficient transportation system within the Town of Parker.				
1.1	Encourage the development and implementation of a transportation system that is compatible with existing and future land uses.	X			
1.2	The Town shall review, update and adopt roadway design, construction, and access management standards for all roadway functional classification types within Parker Central and Parker South. At minimum, design revisions shall include provisions for multi-modal facilities (particularly bike lanes) and appropriately match right-of-way requirements to their specific roadway type so as to avoid unnecessarily large landscape tracts (particularly Parker South - Minor Arterial and Collector Roadway types).			X	
1.3	When appropriate conduct a traffic analysis for Parker South based on the guidelines presented in this General Plan to ensure the design of this future transportation system meets the needs of planned development or does not unnecessarily increase the cost of that development				X
1.4	Re-evaluate parking requirements in the Zoning Ordinance to ensure that they are adequate but not excessive, in order to ensure that they do not unnecessarily increase the cost of developments or promote a surplus of parking.		X		
1.5	In tandem with Land Use Community Beautification Goals, the Town should emphasize planting and maintaining of native tree species within all right of ways to create the desired streetscape canopy, shade, and buffering from adjacent uses, and other desired streetscape characteristics.			X	
1.6	Promote adequate circulation and off-street parking and loading facilities for trucks and facilitate intermodal goods delivery.	X			
1.7	The Town should routinely coordinate with the Arizona and California Railroad to monitor and respond to changes, or proposed changes in freight rail traffic that may impact the safety and well-being of residents of the community including the transport of combustible materials	X			
2	Ensure for the proper and efficient maintenance and improvement of the Transportation System				
2.1	Develop and adopt a street improvement policy which should address street standards, sidewalks, and maintenance related issues associated with future development projects. At minimum this policy should require the dedication of right-of-way and the installation of roadway and multi-modal improvements as part of the review and approval of development projects as well as include fair and equitable means for paying for said street improvements.			X	
2.2	Institute a coordinated schedule of street improvements and a regular street maintenance program.	X			
2.3	Utilize the Streets and Traffic Committee to assist in developing a Transportation Capital Improvement Plan (CIP) that establishes priorities for infrastructure improvements, identifies financing options, and outlines strategies for implementation.			X	
2.4	The Town should review the CRIT 2014 Long Range Transportation Plan and coordinate, as needed, any roadway and sidewalk improvement plans.			X	

CHAPTER 6 IMPLEMENTATION PLAN

Table 6-1: General Plan Land Use Designations

Goal/ Objective	Actions	Implementation			
		On-Going	Short-Term	Mid-Term	Long-Term
3	Provide for and encourage the use of non-vehicular modes of circulation.				
3.1	The Town should consider traffic calming measures, where safe, warranted, and appropriate to increase safety in downtown and residential areas by reducing vehicle speeds and volumes and encouraging walking and bicycling. Specific measures may include, but are not limited to; using 4-way stops; marked, textured, or raised crosswalks; curb extensions; median islands; and other geometric design features.			X	
3.2	The Town should work to coordinate efforts that help to remove barriers, where feasible, to allow people of all abilities to move freely and efficiently throughout the Town, with the highest priority given to crossing SR 95 and 95 Spur. This could include working with ADOT to install medians at desired pedestrian crossings where roadway geometrics allow.				X
3.3	The Town should work with local schools to develop programs detailing the safest routes for children to walk and bicycle to school as well as pursue grant opportunities. This work should be done in coordination with the development of traffic calming measures.		X		
3.4	Ensure that new developments will consider the provisions for pedestrian or bike paths.	X			
3.5	Establish and encourage pedestrian/bikeways which lead to and from all school sites, activity centers, or recreational sites.	X			
3.6	Determine within each new development where sidewalks should occur and if not, how pedestrians are accommodated within the planned area.	X			
3.7	Develop design standards for non-vehicular modes of circulation.			X	
3.8	Plan and design pedestrian facilities to meet the needs of disabled persons.	X			
3.9	The Town should work with ADOT, the County, WACOG, and Quartzsite to evaluate the feasibility of expanding the Camel Express general public transit service (effective July, 2016 and funded through FTA Section 5311 program) or developing a similar service which will provide the opportunity for workers living in other parts of La Paz County and Mohave County to travel to jobs in Parker, as well as for Parker workers to use public transit to commute to jobs outside the Town. Coordination should also consider CRIT's transit system plans currently underway under a separate Federal Transit Administration contract.		X		
3.10	The Town shall continue to support the Senior Center and paratransit service for seniors and persons with disabilities.	X			

7. GLOSSARY OF TERMS

Acre, Gross

Area of a site calculated to the centerline of bounding streets and other public rights-of-way.

Acre, Net

The portion of a site that can actually be built upon. Not included in the net acreage of a site are public or private road rights-of-way, public open space, and flood ways.

Agriculture

Use of land for the production of food and fiber, including the growing of crops and/or the grazing of animals on natural prime or improved pasture.

Arterial

Medium-speed (30-40 mph), medium capacity (10,000-35,000 average daily trips) roadway that provides intra-community travel and access to the county-wide highway system. Access to community arterials should be provided at collector roads and local streets, but direct access from parcels to existing arterials is common.

ADT

Average daily traffic. The weighted average of the number of vehicle trips or trip ends per unit being measured (occupied dwelling unit, employee, etc.).

Bicycle Lanes

These are on-street facilities, typically 5.5 ft wide, designed for bicycles, created by means of pavement striping.

Buffers

An area of land separating two distinct land uses that acts to soften or mitigate the effects of one land use on the other.

Collector Street

Relatively low speed (25-30 mph), relatively low-volume (5,000-20,000 average daily trips) street that provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.

Commercial

A land use classification that permits facilities for the buying and selling of commodities and services.

CHAPTER 7 GLOSSARY OF TERMS

Conservation

The management of natural resources to prevent waste, destruction, or degradation.

Dedication

The process of turning over private land for public use by an owner or developer and the acceptance of such land by a governmental agency having jurisdiction over the public function for which it will be used. A city or county often makes dedications for roads, parks, school sites, or other public uses a requirement for approval of a development.

Density

A measure of the number of dwelling units that are permitted per gross acre of land. Typically used for residential development planning, density ratios can range from very low to very high with any number of classifications in-between.

Development

The physical extension and/or construction of urban land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; grading; and clearing of vegetation. Development does not include the repair or maintenance activities involved in such a project.

Dwelling Unit

A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), which constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis for residential purposes.

Easement

Usually the right to use property owned by another for a specific purpose or to gain access to property through the use of property owned by another. For example, utility companies are often granted easements on the private property of individuals in order to install and maintain public facilities.

Environment

The physical conditions which exist within the area which will be affected by a proposed project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historical or aesthetic significance. The area involved shall be the area in which significant effects would occur either directly or indirectly as a result of the project. The “environment” includes both natural and man-made conditions.

Flood, 100-Year

The magnitude of a flood expected to occur on average every 100 years, based on historical data. The 100-year flood has a 1/100, or 1% chance of occurring in any given year.

CHAPTER 7 GLOSSARY OF TERMS

Flood Plain

The relatively level land area on either side of the banks of a stream or wash regularly subject to flooding. That part of the floodplain subject to a 1% chance of flooding in any given year is designated as an “area of special flood hazard” by the Federal Insurance Administration.

Floor Area, Gross

The total horizontal area in square feet of all floors within the exterior walls of a building, but not including the area of unroofed inner courts or shafts enclosures.

FAR

Floor Area Ratio – A broad measure of building bulk that controls both visual prominence and traffic generated and which is independent of the type of use occupying the building.

General Plan

A compendium of Town Goals, Objectives, and Policies regarding its long-term development in the form of text and accompanying maps.

Goal

A general, overall, and ultimate purpose, aim, or end toward which the Town will direct effort.

Historic/Historical

A historic building or site is one that is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

Infill

Development of vacant land (usually individual lots or left-over properties) within areas that are already largely developed.

Infrastructure

Public Services and facilities, such as sewage disposal systems, water supply systems, other utility systems, and roads.

Land Use

The purpose or activity for which a piece of land or its buildings is designed, arranged, or intended, or for which it is occupied or maintained.

Level of Service (LOS) Standard

A standard used by government agencies to measure the quality or effectiveness of a municipal service, such as police, fire, or library, or the performance of a facility, such as a street or highway.

CHAPTER 7 GLOSSARY OF TERMS

Level of Service (Traffic)

A scale that measures the amount of traffic that a roadway or intersection can accommodate, based on such factors as maneuverability, driver dissatisfaction, and delay.

Master (Subdivision) Plan

A plan for a large area that may address land use, landscaping, infrastructure, circulation, or services provision.

Mixed-use

Properties on which various uses, such as office, commercial, institutional, and residential are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A “single site” may include contiguous properties.

Open Space

Any parcel or area of land or water that is improved or unimproved, and devoted to an open space use of the purpose of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety. Open spaces include functional open space, agriculture, retention/detention areas, floodways, and floodplains. Open space may be publicly or privately owned and maintained.

Parks

Open space lands whose primary purpose is recreation or passive enjoyment by the public.

Paths and Trails

Paths and trails include on-street bicycle lanes; equestrian; multiple use paths and trails; pedestrian, equestrian and multiple use easements; and trailheads and staging areas. These facilities will continue to be publicly and privately owned and maintained. Trailheads may be privately or publicly owned and maintained and may be constructed privately and dedicated to the Town.

Planning Area

The area directly addressed by the General Plan. A town’s planning area typically encompasses the existing town limits and potentially annexable land that will ultimately form the town limits at build-out and for which the town will provide services.

Planning and Zoning Commission

A body, created by a city, town, or county, that requires the assignment of the planning functions of the city, town, or county to a planning department, planning commission, hearing officers, and/or the legislative body itself, as deemed appropriate by the legislative body.

CHAPTER 7 GLOSSARY OF TERMS

Retention/Detention Basins

Retention basins are principally designed to retain the runoff from a 100-year, two-hour storm. These areas may be landscaped and used during non-storm periods for passive or active recreation. Any facilities placed in these areas require special care in placement to ensure that they are not inundated, except during the infrequent storm events.

Rezoning

An amendment to the official map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

Right-of-way

A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

Subdivision

The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed.

Zoning

The division of a town, city or county by legislative regulations into areas, or zones, which specify allowable uses and required development standards for real property within these areas; a program that implements policies of the General Plan.

Zoning Ordinance

The Town Ordinance which divides Parker into districts and established regulations governing the use, placement, spacing, and size of parcels, open spaces, buildings, and other facilities.