CITY OF BULLHEAD CITY
ARIZONA

2026 GENERAL PLAN UPDATE

PUBLICITY PAMPHLET

To be submitted to the qualified electors of the City of Bullhead City at the

GENERAL ELECTION
NOVEMBER 3, 2026

Compiled and Issued by
City of Bullhead City
Debie Ogden, MMC, CPM
City Clerk

To the voters of the City of Bullhead City,

The purpose of this publicity pamphlet is to provide you with information on the 2026 General Plan Update which will appear on the November 3, 2026 General Election ballot. Preparation of this pamphlet is required by State law.

I urge you to carefully read the plan to understand the effect a "yes" or "no" vote will have so you will be prepared to fully exercise your right to vote on November 3, 2026.

Sincerely,

Debie Ogden, MMC, CPM
City Clerk

Bullhead City has 1 Precinct with 4 poll site locations to choose from when casting your ballot

Precinct # & Name	Facility	Location	City
211 - Bullhead City (with 5 poll site options to vote at)	Desert Shores Community Baptist Church	2625 Landon Dr	Bullhead City
	Spirit Life Church	2850 Silver Creek Rd	Bullhead City
	Hope United Methodist Church	1325 Ramar Rd	Bullhead City
	St. John Evangelical Lutheran Church	1664 Central Ave	Bullhead City
	Community Lutheran Church	2275 Ricca Rd	Bullhead City

RESOLUTION NO. 2026R-20

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF BULLHEAD CITY, ARIZONA, REGARDING ADOPTION OF THE BULLHEAD CITY GENERAL PLAN UPDATE LAUGHLIN RANCH AMENDMENT 06/11/2026.

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

WHEREAS, due to growth of Bullhead City and legislative requirements, updates to the General Plan were prepared, updated, and adopted in January, 1991 May, 1996 May, 2002 and April, 2014, and was last ratified by the voters in 2016; and

WHEREAS, on March 17, 2026, the City Council adopted a Public Participation Program and followed it during the update process; and

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

WHEREAS, the 2026 General Plan Update ("Plan") was routed to appropriate state and county agencies during the required review period; and

WHEREAS, the Plan update included two options which consisted of a "Base Plan" version which carries over the land use plan from 2016 with the only changes to land use designations being those authorized by Council as Minor General Plan Amendments during the preceding 10-year period, and a "Laughlin Ranch Amendment" version that includes changes to the land use designations for an area that covers approximately 4,400 acres of the southerly underdeveloped portion of Laughlin Ranch and increases the acreage of areas designated as light industrial by 2,666 acres, while decreasing areas designated for residential uses; and

WHEREAS, the Planning and Zoning Commission recommended approval and adoption of the "Laughlin Ranch Amendment" version of the plan at its June 4, 2026 meeting.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Bullhead City that the City of Bullhead 2026 General Plan Update Laughlin Ranch Amendment 06/11/2026, is hereby adopted and replaces the previously adopted General Plan Update and will become the General Plan for the City of Bullhead City upon ratification by the voters at the November 3, 2026 general election.

PASSED AND ADOPTED by the City Council of the City of Bullhead City, Arizona, this 16th day of June, 2026.

/s/ Karen Dallman
Karen Dallman, Mayor

ATTEST:
/s/ Debie Ogden
Debie Ogden, City Clerk

Date: _____

APPROVED AS TO FORM:
/s/ Garnet K. Emery
Garnet K. Emery, City Attorney

What is a General Plan?

A General Plan is a series of documents that shows future growth and development of a community. A General Plan shows land uses, roads, and parks in very general terms. The Plan contains goals, objectives and policies that are used to coordinate and implement land use decisions with other decisions about infrastructure, parks, recreation and open space, city services, housing supply and affordability and environmental resources.

What a General Plan Does Not Do

The General Plan is not a plan to guide the operation or management of a city. The General Plan will not rezone property, increase tax rates, create improvement districts, implement development projects, affect the rates charged by private or public utility companies, or impact medical costs. More importantly, the General Plan will not automatically solve all of a community's problems or correct its past mistakes. The General Plan by itself does not initiate, fund, or activate projects. There are many steps to go through before an improvement or project shown in the General Plan can become a reality. These steps include a very open process with public hearings before various appointed and elected boards and commissions.

Why did Bullhead City have to update its 2016 General Plan?

In 1998 and 2000 the Arizona State legislature enacted several new regulations regarding municipal General Plans. These regulations are referred to as "Growing Smarter" and require most Arizona cities, including Bullhead City, to prepare and/or update its General Plan every ten years.

What is the purpose of the Bullhead City General Plan?

The General Plan is a road map for Bullhead City's future growth and a long-term benefit to the community. The Plan provides a clear vision for City decision-makers, residents and others working with the City. It includes separate elements that, taken together, provide a blueprint for future growth, development and infrastructure that will enhance the quality of life of Bullhead City residents and businesses. The goals, objectives and policies of the Plan will be carried forward as time, circumstances and resources allow.

How was the public involved in the development of the General Plan?

Public meeting dates were announced throughout the process and a total of five meetings were held in 2026. Bullhead City promoted and actively involved residents, business owners and other stakeholders, including minority stakeholder groups, in the planning of the community. The City adopted goals and strategies to promote effective, early and continuous public participation in the development of the Plan and future Plan updates. To keep residents informed about the plan development process, the City hosted a website. The website included information on the General Plan schedule, Public Participation Plan, Arizona statutory requirements, and public meetings, and a comprehensive survey. A video describing the purpose and content of the General Plan was produced and aired on the city's public information media pages throughout the General Plan update process. Meeting dates were also announced throughout the process.

Who was involved in the development of the General Plan?

Staff from City Administration, Public Works, Human Services, Utilities and Development Services guided the development of the plan, and public meetings were conducted as working sessions, where residents had an opportunity to discuss the issues important to them and how the city should address them. In addition, briefings on the plan were provided to the City Council, Bullhead Area Transit System Commission, Parks and Recreation Commission, and Planning and Zoning Commission. Additional feedback was received from Mohave County, the Arizona State Land Department, Western Arizona Council of Governments, and other state and local agencies.

Can the General Plan ever change?

The "Growing Smarter" statutes require a General Plan to cover a period of ten years. As such, the Plan must address each of the elements as they relate to land use issues today and for the next ten years. The Plan is a living document and not cast in stone and can be amended on an annual basis. The amendment process includes notification of the property owners affected by the change, as well as public hearings before the Planning and Zoning Commission and City Council.

I am a property owner. How does the General Plan affect me?

The 2026 Bullhead City General Plan shows land uses, roads, and parks in very general terms. The Plan is a road map for Bullhead City's future growth and a long-term benefit to the community. Voter approval of the General Plan will not rezone your property, increase tax rates, create improvement districts, implement development projects, affect the rates charged by the private or public utility companies, or impact medical costs. Before an improvement or project shown in the General Plan can become a reality, there are many steps that must be completed. These steps include a process with public hearings before various appointed and elected boards and commissions. During those steps you, as a property owner and resident of Bullhead City, will have the opportunity to voice your opinions.

How can I look at the General Plan for myself?

Copies of the General Plan are available at the Bullhead City Administration Building – Planning and Zoning Division. If you would like to review a copy of the 2016 or 2026 General Plan or schedule a General Plan presentation for your group, please contact the Planning and Zoning Division at 928-763-0123. The General Plan can also be viewed at www.bullheadcityaz.gov/generalplanupdate

What happens if voters do not approve this Plan in November?

Bullhead City is required by state law to have its General Plan approved by the voters. If the voters fail to approve the plan at the November 3, 2026 election, the plan will continue to be scheduled for election until voters approve the new plan. If the plan is not approved at the November 3, 2026 election, the existing 2016 General Plan would remain in effect until a new Plan could be approved.

If approved, when would the General Plan take effect?

The Plan would become effective after the official certification of the votes.

What do the colors and lines on the Land Use Map mean?

The colors on the Land Use Map stand for the different types of land uses. Yellow, orange, and brown represent various densities of residential uses. The darker the color the more homes per acre. Shades of red represent commercial uses and purple represent industrial uses. Blue represents government or public purpose uses. Green areas represent open space and/or parks and black lines identify roads. The thickness of the line depicts the amount of traffic using the roadway. A thick line represents heavily traveled roadways and a thin line means less traffic. Dashed lines represent roads that will be built overtime by developers with their projects.

How is the General Plan organized?

The General Plan is organized into seven elements, which contain specific goals, objectives and policies that will be used to guide the City's future growth and development. Goals are defined as desired results and are broad in definition. An objective is a level of achievement or benchmark toward achieving a goal. Policies are defined as measures that the City can take to reach the objectives and attain the goals. All parts of the General Plan are related and should be collectively applied. A general description of the Plan and its elements are included below. To review the full Plan please go to https://www.bullheadcityaz.gov/generalplanupdate

General Plan Elements Summary

The summaries below are provided for informational use only and are not intended to replace the full text of the General Plan document. They may omit important details, or context. Any decisions or actions should be based on a review of the complete document.

Land Use Element: The purpose of the land use element is to identify the types and general locations of future land uses to meet the needs of Bullhead City residents over the next decade. The element contains a land use map, description of the land use categories shown on the General Plan map, explanation of the General Plan amendment process, and a definition of major and minor General Plan amendments.

Circulation Element: The Circulation Element examines the current situation and future trends for Bullhead City related to roadways and public transportation, along with goals, objectives and policies focused on improving the transportation system and providing more options for residents and visitors.

Open Space & Recreation Element: The Open Space and Recreation Element addresses the conservation of the city's open space and recreation resources in a manner that is in concert with its future development patterns and economic potential. This element contains an inventory of existing open space within the city, projections of future open space needs and goals, policies, and objectives to provide for the conservation of open space in a manner that is beneficial to Bullhead City and its residents.

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

Environmental Element: The Environmental Element addresses planning issues and sets forth goals, objectives, and policies for the protection of the natural environment, including the Colorado River and larger ephemeral washes, their associated riparian habitats, and upland desertscrub areas.

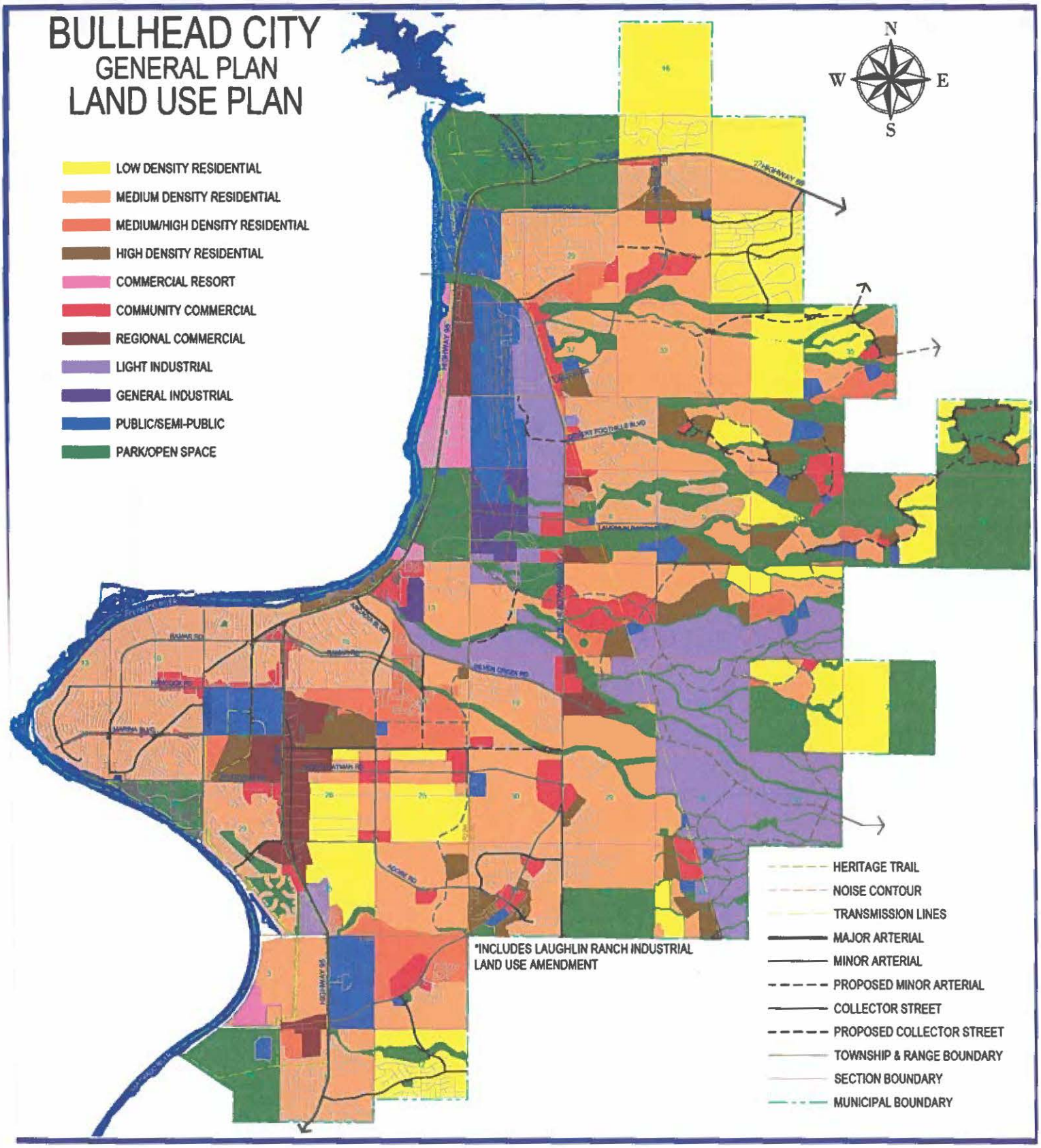
Growth Area Element: The purpose of the Growth Area Element is to direct new development into certain areas of the community based on the availability of existing or planned infrastructure, transportation, and other improvements.

Water Resources Element: The Water Resources Element documents the capability of Bullhead City to meet its water needs for the growth anticipated through the 2035 planning horizon. Water resources are vital to sustain existing and future residential, commercial, and industrial needs anticipated within this General Plan Update.

Scan the QR code to review the Digital Edition of the 2026 General Plan, which includes additional high quality photographs that are missing from the Print edition.

Alternatively, you can find the General Plan online at:

https://www.bullheadcityaz.gov/generalplanupdate


BULLHEAD CITY
GENERAL PLAN
LAND USE PLAN
N
W
E
S
LOW DENSITY RESIDENTIAL
MEDIUM DENSITY RESIDENTIAL
MEDIUM/HIGH DENSITY RESIDENTIAL
HIGH DENSITY RESIDENTIAL
COMMERCIAL RESORT
COMMUNITY COMMERCIAL
REGIONAL COMMERCIAL
LIGHT INDUSTRIAL
GENERAL INDUSTRIAL
PUBLIC/SEMI-PUBLIC
PARK/OPEN SPACE
*INCLUDES LAUGHLIN RANCH INDUSTRIAL LAND USE AMENDMENT
HERITAGE TRAIL
NOISE CONTOUR
TRANSMISSION LINES
MAJOR ARTERIAL
MINOR ARTERIAL
PROPOSED MINOR ARTERIAL
COLLECTOR STREET
PROPOSED COLLECTOR STREET
TOWNSHIP & RANGE BOUNDARY
SECTION BOUNDARY
MUNICIPAL BOUNDARY

FORM OF BALLOT

PROPOSITION 419

PROPOSAL SUBMITTED BY THE CITY COUNCIL OF THE CITY OF BULLHEAD CITY

OFFICIAL TITLE

PROPOSED RATIFICATION OF THE CITY OF BULLHEAD CITY 2026 GENERAL PLAN UPDATE

A "YES" vote shall have the effect of approving the "City of Bullhead City 2026 General Plan Update" as adopted by the Mayor and City Council of the City of Bullhead City, Arizona and shall become effective as provided by law.

A "NO" vote shall have the effect of keeping the current 2016 General Plan in effect until a new General Plan is presented and approved by the Mayor and City Council and the voters of the City of Bullhead City, Arizona as provided by law.

YES

NO

IMPORTANT VOTING INFORMATION

Date of election:..... Tuesday, November 3, 2026
Polling places will be open from 6:00 a.m. to 7:00 p.m.

CHECK THE MAILING LABEL OF THIS PAMPHLET FOR YOUR ELECTION DAY POLLING PLACE

ELECTORS WHO VOTE AT THE POLLING PLACE ARE REQUIRED TO PRESENT IDENTIFICATION BEFORE RECEIVING A BALLOT

LIST 1 - Acceptable forms of ID with voter's photograph, name, and address. The address must reasonably match the precinct register (1 required):

- Valid Arizona driver license
- Valid Arizona non-operating identification license
- Tribal enrollment card or other form of tribal identification
- Valid United States federal, state, or local government issued identification

An identification is "valid" unless it can be determined on its face that it has expired.

LIST 2 - Acceptable forms of ID (no photo) with voter's name and address. The address must reasonably match the precinct register (2 required):

- Utility bill of the elector dated within 90 days of the date of the election (may be electric, gas, water, solid waste, sewer, telephone, cellular phone or cable TV)
- Bank or credit union statement dated within 90 days of the date of the election
- Valid Arizona Vehicle Registration
- Indian census card
- Property tax statement of the elector's residence
- Tribal enrollment card or other form of tribal identification
- Vehicle insurance card
- Recorder's Certificate
- Valid United States federal, state, or local government issued identification, including a voter registration card issued by the county recorder
- Any mailing to the elector marked "Official Election Material"

LIST 3 - Acceptable forms of ID, one with photo, one without (2 required):

- Any valid photo identification from List 1 in which the address does not match the precinct register accompanied by one valid item from List 2
- U.S. Passport without address and one valid item from List 2
- U.S. Military identification without address and one valid item from List 2

Other forms of identification not on this list must be deemed acceptable by the county election official in charge of elections and must establish the identity of the elector.
If the elector does not provide identification as described, the elector shall be issued a provisional ballot. The elector must provide identification to the county recorder or to an official deemed acceptable by the county recorder per the instructions provided at the polling place in order for the provisional ballot to be processed and counted as follows:

Last day to provide Identification: by 5:00 p.m. Sunday, November 8, 2026
Any registered voter may, at the voter's option, be accompanied by a minor who is permitted in the voting booth pursuant to Section 16-515, subsection E, be accompanied and assisted by a person of the voter's own choice or be assisted by two election officials, one from each major political party in a partisan election, during any process relating to voting or during the actual process of voting on a paper ballot, machine or electronic voting system. A person who is a candidate for an office in that election other than the office of precinct committeeman in a partisan primary election is not eligible to assist any voter. (A.R.S. §16-580.G)
Any qualified elector who, at 7:00 p.m., is in the line of waiting voters, shall be allowed to prepare and cast a ballot provided the elector has acceptable Identification.
Last day to register to vote:..... Monday, October 5, 2026
Mail-in ballots will be mailed:..... Wednesday, October 7, 2026

To Vote Early in Person

Appear at an Office Designated for Early Voting no later than the close of business on the last day to vote in person. Early Voting will be permitted Monday through Friday.
Last day to vote early in person:.....Friday, October 30, 2026
Last day for emergency voting:.....Monday, November 2, 2026

To Vote Using the Mail Ballot Method

Written or verbal requests must be received in an Office Designated for Early Voting before the close of business on the last day to request. Specify where to mail the ballot. Include: name, residence address, birth date, election for which the ballot is being requested, address where ballot is to be mailed if other than residence address, signature of requester.
Last day to request a ballot be mailed to you:.....Friday, October 23, 2026
Last day to return a ballot that was mailed to you:..... 7:00 p.m., Tuesday, November 3, 2026
In order to be valid and counted, the ballot and affidavit must be delivered to an Office Designated for Early Voting, or, on election day, may be deposited at any polling place designated for this election from 6:00 a.m. to 7:00 p.m.

To Vote Using Assistance

Written or verbal requests must be received in an Office Designated for Early Voting before the close of business on the last day to request a ballot. Include: name, residence address, birth date, election for which the ballot is being requested, place of confinement, signature of requester. The officer in charge of the election may appoint boards for the purpose of making it possible for qualified electors who are ill or disabled to vote.
Last day to request assistance:..... Friday, October 23, 2026

Office Designated for Early Voting:

Mohave County Library
1170 E. Hancock Road
Bullhead City, AZ 86442

Mail written requests to the Main Office ONLY.

Mohave County Recorder's Office
Voter Registration Division
P.O. Box 7000
Kingman, AZ 86402

Telephone: (928) 753-0767

If you do not know if you are qualified to vote in this election, please call the County Recorder's Office

Section 1
How to Use this Plan
Purpose of the Bullhead City General Plan

The Bullhead City General Plan provides a clear vision for city decision-makers, residents, and others working with the city. It includes separate elements that, taken together, provide a blueprint for growth and development that will enhance the life of Bullhead City residents and businesses. The goals, objectives, and policies of this plan constitute the implementation strategy, and they will be carried forward as time, circumstances and resources allow, when practical and possible. All parts of this plan are related and should be collectively applied. This plan meets the requirements of Arizona Revised Statutes (ARS) for General Plans, ARS §9-461 .05

What is a General Plan and Who Uses It?

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

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

Public Involvement in the Development of this Plan

Residents were provided information about the plan at presentations made by city staff during public meetings. Staff from City Administration, Public Works, Human Services, Utilities and Development Services guided the development of the plan, and public meetings were conducted as working sessions, where residents had an opportunity to discuss the issues important to them and how the city should address them. In addition, briefings on the plan were provided to the City Council, Bullhead Area Transit System Commission, Parks and Recreation Commission, and Planning and Zoning Commission.

The city hosted a website in an effort to keep residents informed about the plan development process. The website included information on the General Plan schedule, Public Participation Plan, Arizona Statutory requirements, and public meetings, as well as copies of the elements and maps included in the plan, and a comprehensive survey. A video describing the purpose and content of the General Plan was produced and aired on the city's public information channel throughout the General Plan update process. Meeting dates were also announced throughout the process.

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

How this Plan is Organized

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

Regional Context

Bullhead City was incorporated as the City of Bullhead City on August 28, 1984. The current incorporated area of the city is 59.7 square miles.

Bullhead City is located in west central Mohave County, along the Colorado River. The city has an estimated resident base population of 43,266 people, and a seasonal population of an additional approximately 20,000 people, for a total population of 63,266.

Bullhead City elevation ranges from about 500 feet above mean sea level at the Colorado River, to over 1,400 feet in the eastern portion of the planning area. Topographically, the area consists of alluvial fans and fan terraces emanating from the

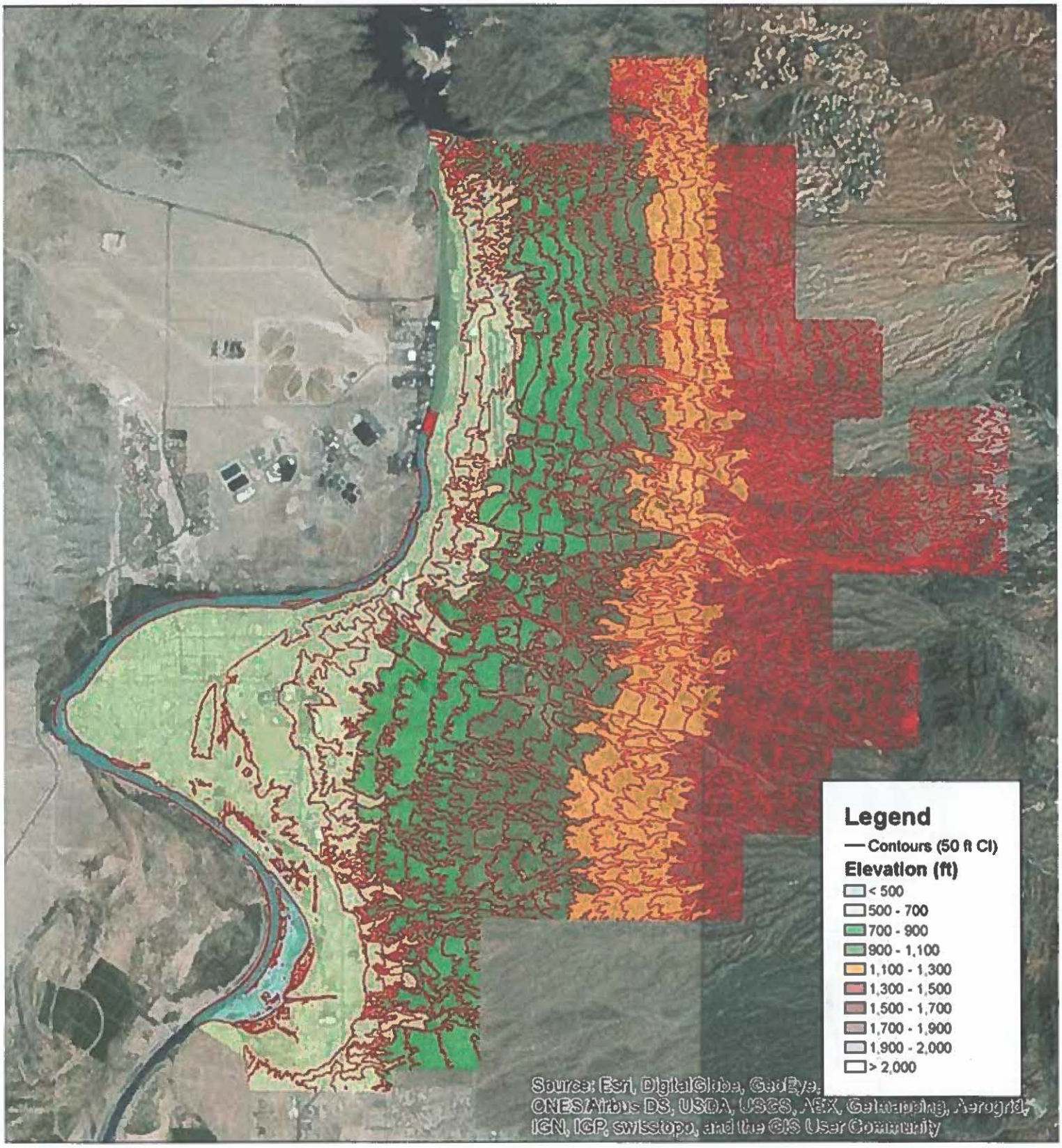

Legend
Contours (50 ft CI)
Elevation (ft)
< 500
500 - 700
700 - 900
900 - 1,100
1,100 - 1,300
1,300 - 1,500
1,500 - 1,700
1,700 - 1,900
1,900 - 2,000
> 2,000
Source: Esri, DigitalGlobe, GeoEye, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Figure 1


Bullhead City
GENERAL PLAN UPDATE
CONTEXT MAP
UTAH
NEVADA
LAS VEGAS
LAKE MEAD NATIONAL RECREATION CENTER
GRAND CANYON NATIONAL PARK
COLORADO RIVER
ARIZONA
COLORADO RIVER
COCONINO COUN
MOHAVE COUNTY
LAKE MOHAVE
LAUGHLIN
BULLHEAD CITY
KINGMAN
COLORADO RIVER
MOJAVE NATIONAL PARK
NEEDLES
CALIFORNIA
LAKE HAVASU CITY
YAVAPAI COUNTY
LAKE HAVASU
ARIZONA STATE MAP
PHOENIX
NORTH

Figure 2

Black Mountains to the east, and the Colorado River channel and associated floodplain areas. The alluvial fans are dissected by ephemeral drainages or washes that carry runoff from the Black Mountains to the Colorado River (see Figure 1).

These washes are flanked by steep side slopes (up to 50% slope), although the majority of the planning area is gently sloped (1 to 7%). Washes typically support runoff during the monsoon season (July, August, and September) and may result in localized flooding. The Colorado River is perennial and its flows are regulated through the operation of upstream dams (Davis Dam).

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

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

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

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

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

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

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

Section 2
History of Bullhead City
Early Settlement of Bullhead City

The early settlement of Bullhead City began with the native inhabitants of the area, the Mojave Indians. The Mojave believe life began on nearby Spirit Mountain, the highest mountain in the region, located on the Nevada side of Davis Dam. The Mojave Indian Reservation contains nearly 42,000 acres along the Colorado River, in Arizona, Nevada, and California. Bullhead City (originally "Bull's Head City") was named after a huge rock in the middle of the Colorado River, shaped like a bull, with its head above water. The rock was an important navigation aid for Colorado River travelers in the early 1800s, and it still is partially visible in Lake Mohave. From 1863 through the 1930s, gold mining occurred throughout the Bullhead City area.

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

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

from 1867 to 1873.

Hardyville had the largest mercantile store in the territory and was the forerunner of Bullhead City. Until the railroad came in 1883, Hardyville was a thriving community. Consisting of mostly adobe buildings, the only existing remnant of Hardyville is the cemetery that is located on the east side of Highway 95 between Colina and Verano Drives. In 1999, the Arizona State Daughters of the American Revolution (DAR) presented a historical monument, flagpole, and light to the cemetery. In August of 2001, Hardyville Cemetery was listed on the National Register of Historic Places. In 2015, DAR members added eight names to the monument, and the Colorado River Historical Society later contributed a historical anchor that was found in the Colorado River. Bullhead City is committed to the preservation of this site, and takes pride in its heritage.

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

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

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

Section 3
Land Use Element

The purpose of the land use element is to identify the types and general locations of future land uses to meet the needs of Bullhead City residents over the next decade. The element is prepared in conformance with Arizona Revised Statutes §9-461.05 and §9-461.06 and contains a land use map, description of the land use categories shown on the General Plan map, explanation of the General Plan amendment process, and a definition of major and minor General Plan amendments.

Current Situation and Future Trends

As of 2026, the city covers 59.7 square miles. The amount of undeveloped land is holding steady at approximately 60%, just as in the 2016 General Plan. According to the Arizona Department of Administration, Office of Employment and Population Statistics, Bullhead City's population is projected to grow to 48,563 by the year 2035. Planning for future land uses will help guide development decisions over the next decade.

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

Zoning

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

Residential: Single Family Limited (R1L) is the largest zoning category with 37% of the zoned land. R1L permitted uses include single family detached dwellings (except manufactured or factory-built buildings), churches, residential care homes, fire and police stations, home occupations, public schools and temporary mining operations. This category allows up to seven dwelling units per acre.

Public Lands (PL) is the second largest zoning category with 29% of the zoned land. PL zoning includes parks, public open space, government owned buildings, facilities, land, and schools and school grounds (note: lands held in private ownership cannot be designated Public Lands).

Another 11% of the city is zoned Residential: Single Family Manufactured Home (R1MH). This zoning category encompasses approximately 4,100 acres. The actual percentage of manufactured homes continues to decrease

as it has over the past several years. This category allows up to seven dwelling units per acre.

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

Land Administration

State and federal agencies administer approximately 22% of the incorporated area of Bullhead City. The major landowners in Bullhead City are described in Table 2, Major Land Owners. The Bullhead City Land Use Plan reflects the most recently approved development plans on record for these parcels. The distribution of land administered by governmental agencies in Bullhead City is shown in Figure 3, Public Land & State Trust Land.

Arizona State Land Department

The Arizona State Land Department (ASLD) is the largest governmental landowner in Bullhead City and controls approximately 10% of the incorporated area of the city. The State Trust lands are held in trust for designated beneficiaries that derive operating funds from these lands. As such they are more similar to lands held in private ownership. Similar to private land, State Trust Land could be sold or leased for future development.

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

Bureau of Land Management

Within Bullhead City, the Bureau of Land Management (BLM) manages over 3,000 acres, or approximately 8% of the city. While the BLM is authorized to sell land when it is specifically identified for disposal in their Resource Management Plan, they currently lease land to various local agencies, organizations, districts, and governments for recreation and public purposes. The city leases approximately 675 acres of land for various public and recreational facilities. These leases include Community Park, the Colorado River Nature Center, and City Hall complex.

Table 1

Summary of Zoning by Category

Zoning	Category	Acres	Percent
Residential: Single Family Limited	R1L	14271	37.365
Residential: Single Family Suburban	R1S	320	0.838
Residential: Single Family Factory Built	R1FB	0	0
Residential: Single Family Manufactured Home	R1MH	4100	10.735
Residential Park	RP	442	1.157
Residential Services	RS	38	0.099
Residential: Multiple Family	R2MF	1970	5.158
Commercial: Neighborhood Sales & Services	C1	89	0.233
General Commercial	C2	1667	4.365
Commercial & Minor Industrial	C3	184	0.482
Industrial: General Limited	M1	1097	2.872
Industrial: Heavy	M2	181	0.474
Golf Course	GC	569	1.490
Parks/Open Space	P/OS	1122	2.938
Public Lands	PL	11165	29.233
Total		**37215**	**100%**

*Areas where calculated from digitized zoning polygons are approximate. Parcels may include or exclude streets and other easements, thus total area does not equal incorporated area of Bullhead City.

Source: Bullhead City Planning and Zoning

Bureau of Reclamation

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

The BOR's land management responsibilities are limited to the areas surrounding Davis Dam. The BOR primarily sees its role in land management as facilitating the recreational use of the land it administers. The operation of these sites normally

Table 2

Major Land Owners

Owner	Acres	Percent
Private	29718	77.845
Arizona State Land Department	3843	10.067
Bureau of Land Management	3078	8.063
National Park Service	1537	4.026
Total	38176	100%
Source: Planning & Zoning		

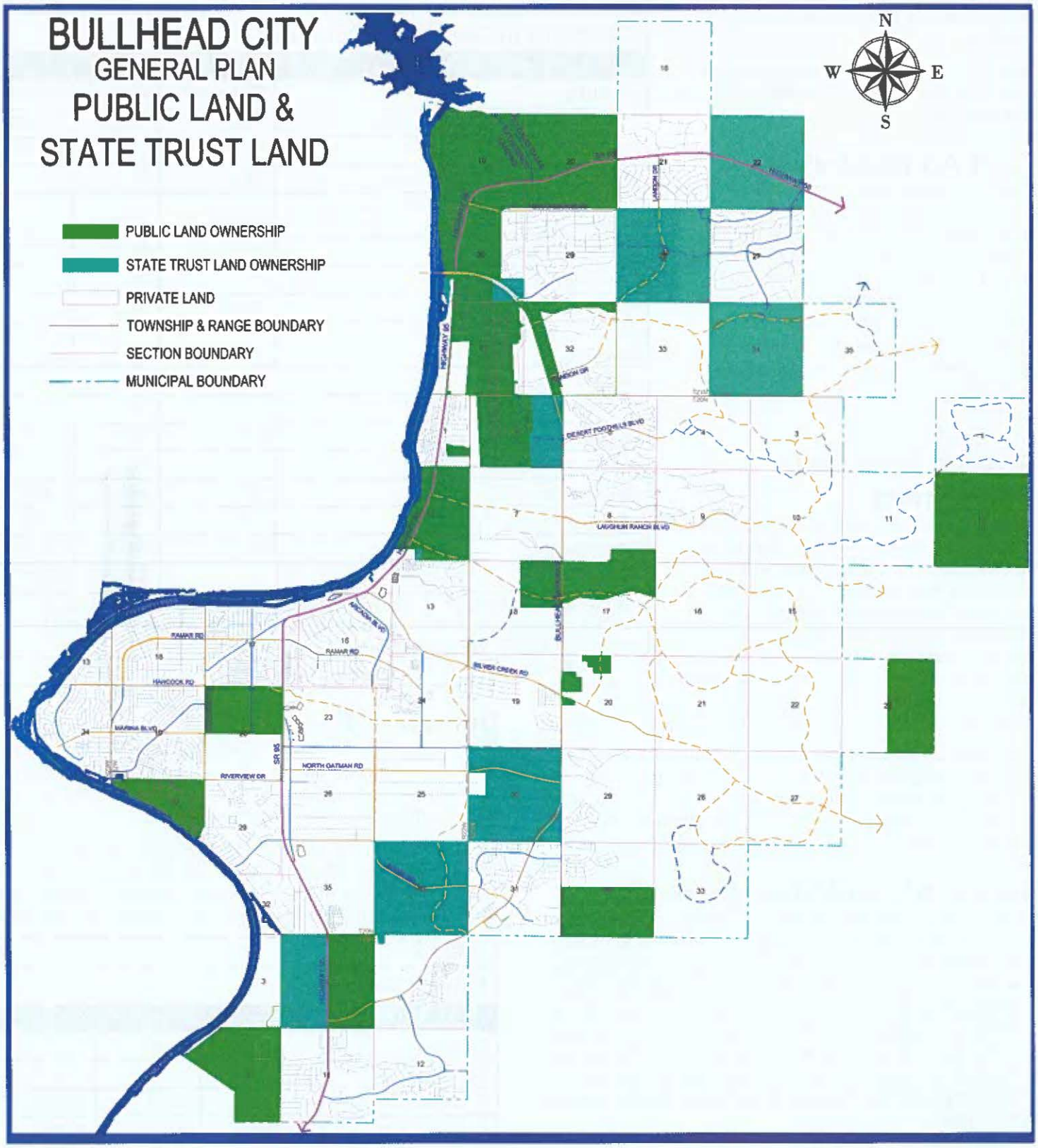

BULLHEAD CITY
GENERAL PLAN
PUBLIC LAND &
STATE TRUST LAND
PUBLIC LAND OWNERSHIP
STATE TRUST LAND OWNERSHIP
PRIVATE LAND
TOWNSHIP & RANGE BOUNDARY
SECTION BOUNDARY
MUNICIPAL BOUNDARY
N
W
E
S
HIGHWAY 95
DESERT FOOTHILLS BLVD
LAUGHLIN RANCH BLVD
ARIZONA BLVD
RAMAR RD
HANCOCK RD
MARINA BLVD
RIVERVIEW DR
NORTH OATMAN RD
SILVER CREEK RD
SR 95

Figure 3

becomes the responsibility of other federal, state and local agencies.

U.S. Army Corps of Engineers

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

Pattern of Development

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

In the past, in order to develop the land, ridges have historically been leveled and terraced to provide unobstructed views for residential subdivisions and developable parcels for employment uses. Developments along the many washes that traverse the community have failed to provide access to the washes, resulting in the loss of opportunities for using them as an open space amenity. Today, residential developers are more willing to integrate the washes into their projects and take advantage of the open space amenity. The washes also offer opportunities to develop pedestrian and non-motorized connections throughout the city.

Build Out Population and Land Use Discussion

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

Table 3, Calculations of Land Use Areas and Population, summarizes the maximum population and employment that could result if the entire incorporated area were developed in accordance with the Land Use Plan. The residential densities utilized in Table 3 are the maximum allowable densities for each land use category. In the event that every acre of Bullhead City was built out at the maximum allowable density under the land use map, the population would be 282,297. The lower population figure of 133,387 represents the population based on build out at the low end of the allowable densities. With approximately 40% of Bullhead City now built out and a 2025 population of 43,266, it is unlikely that Bullhead City will even obtain the low population build out projection, given current development patterns, where physical constraints, such as the city's steep topography and numerous washes, make it unlikely that Bullhead City will achieve maximum build out as shown on the Land Use Map (see Figure 4, Land Use Plan). Many existing developments are built out below densities. Based on existing development patterns, densities, and water availability, a more reasonable build out projection is 100,000.

Planning Considerations

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

- Administration of approximately 22% of Bullhead City by federal and state agencies requires collaborative planning with them.
- The topography of the region, specifically the east-west washes that traverse Bullhead City, present significant constraints to development and the provision of infrastructure.
- Some parcels are planned for densities that are not likely to be achieved due to topography.
- Natural washes offer design opportunities that have been largely ignored.
- The City has substantial commercial zoning and commercial land use designated.
- Most new development will occur in the southern portion of Bullhead City or to the east along the Bullhead Parkway.
- As new development occurs, older areas must be maintained and infill encouraged.

Goals, objectives, and policies are the backbone of the General Plan and are defined as noted below.

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

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

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

Table 3

Calculations of Land Use Areas and Population

Land Use Description			Dwelling Units/Acre				Residential Units1		Population8	
			Low	High	Acres	Percent	Low	High	Low	High
Residential										
Low Density Residential			0	3	5071	13.618	1014.2	15213	2048.684	30730.26
Medium Density Residential			3	6	12865	34.548	38595	77190	77961.9	155923.8
Medium High Density Residential			6	12	1654	4.442	9924	19848	20046.48	40092.96
High Density Residential			12	20	1375	3.692	16500	27500	33330	55550
		Sub Totals			20965		66033.2	139751	133387.064	282297.02
					Acres	Percent	Floor Area Ratio	Employment		
Commercial										
Community Commercial2					1682	4.517	0.25	33732.928		
Regional Commercial3					917	2.463	0.25	19972.26		
Commercial Resort4					447	1.200	0.15	5841.396		
		Sub Totals			3046			59546.584		
Industrial										
Light Industrial5					3764	10.108	0.22	59133.057		
General Industrial6					360	0.967	0.22	5655.659		
		SubTotals			4124			64788.716		
Other										
Public/Semi Public7					1966	5.280	0.15	51383.376		
Park/Open Space					7137	19.166				
		SubTotals			9103			51383.376		
			Total Acres		37238			175718.676		

Notes to Table

1 - 0.2 du/ac used for calculation	5 - Based on 610 square feet per employee
2 - Based on 543 square feet per employee	6 - Based on 610 square feet per employee
3 - Based on 500 square feet per employee	7 - Based on 250 square feet per employee
4 - Based on 500 square feet per employee	8 - Based on an average household size of 2.02

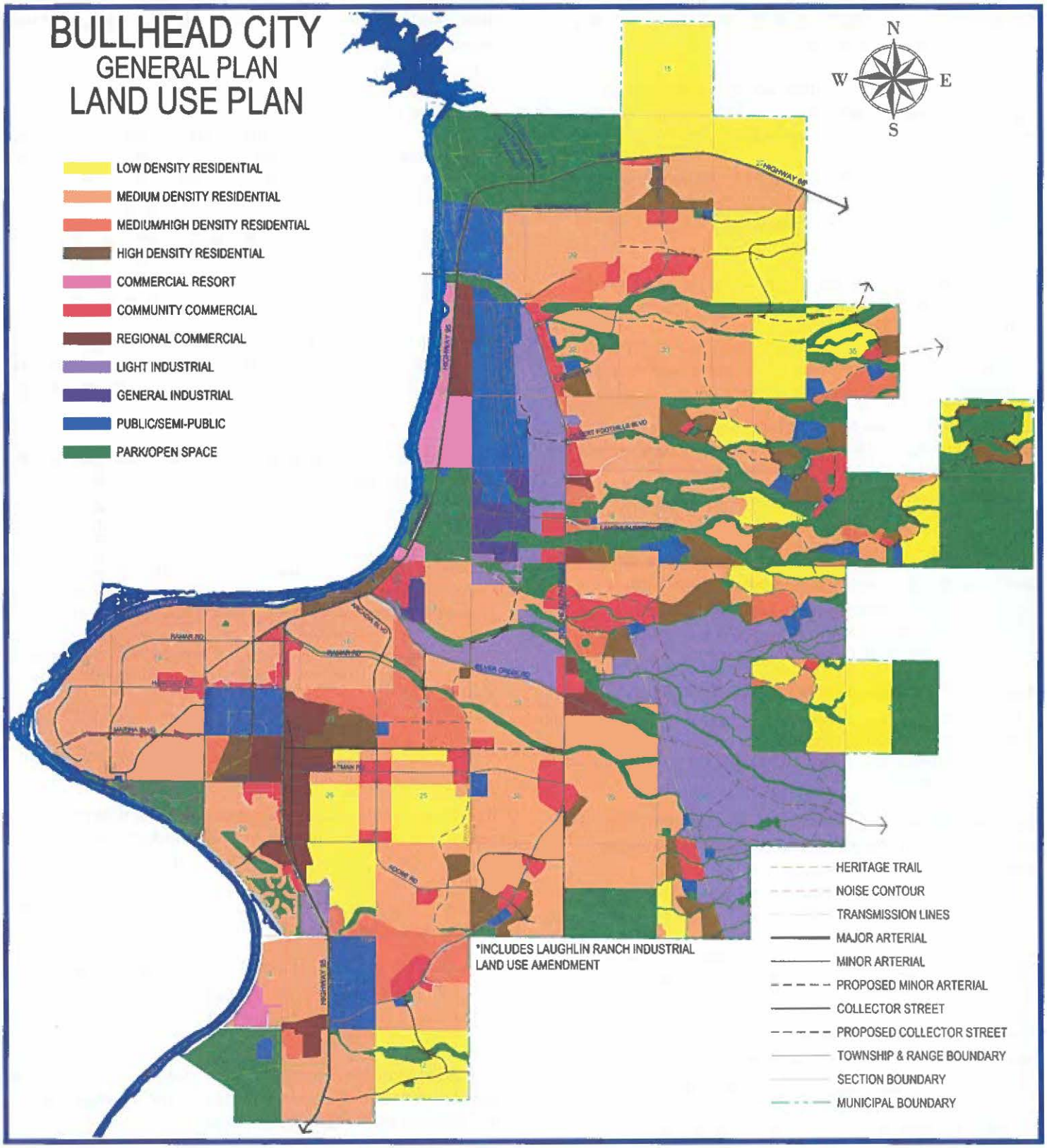

BULLHEAD CITY
GENERAL PLAN
LAND USE PLAN
N
W
E
S
LOW DENSITY RESIDENTIAL
MEDIUM DENSITY RESIDENTIAL
MEDIUM/HIGH DENSITY RESIDENTIAL
HIGH DENSITY RESIDENTIAL
COMMERCIAL RESORT
COMMUNITY COMMERCIAL
REGIONAL COMMERCIAL
LIGHT INDUSTRIAL
GENERAL INDUSTRIAL
PUBLIC/SEMI-PUBLIC
PARK/OPEN SPACE
*INCLUDES LAUGHLIN RANCH INDUSTRIAL LAND USE AMENDMENT
HERITAGE TRAIL
NOISE CONTOUR
TRANSMISSION LINES
MAJOR ARTERIAL
MINOR ARTERIAL
PROPOSED MINOR ARTERIAL
COLLECTOR STREET
PROPOSED COLLECTOR STREET
TOWNSHIP & RANGE BOUNDARY
SECTION BOUNDARY
MUNICIPAL BOUNDARY

Figure 4

GOAL: ENCOURAGE LAND USES THAT ARE COMPATIBLE AND RESULT IN A BALANCED AND EFFICIENT OVERALL CITY DEVELOPMENT PATTERN.

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

POLICY: ENCOURAGE COMMUNITY COMMERCIAL DEVELOPMENT AT THE INTERSECTIONS OF MAJOR ARTERIAL, MINOR ARTERIAL, AND/OR COLLECTOR STREETS.

- Policy: Encourage regional gateway style commercial, industrial and employment uses around the Laughlin/ Bullhead International Airport.
- Policy: Encourage regional gateway-style commercial development at the Bullhead Parkway at Highway 95 and the southern end of the city limits.

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

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

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

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

Objective: Minimize conflicts between land uses.

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

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

- Policy: Limit main vehicular access points to and from commercial centers to major arterial or minor arterial, and/ or collector streets.
- Policy: Require lighting, material loading, refuse storage, and delivery areas to be buffered from adjacent residential uses.

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

- Policy: Encourage industrial development around the Laughlin/Bullhead International Airport.
- Policy: Encourage industrial uses that do not negatively affect the quality of Bullhead City air, water and natural resources.

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

- Policy: Provide comments to Mohave County on proposed land use changes in the County within two miles of the Bullhead City limits.
- Policy: Continue to coordinate with the Arizona State Land Department (ASLD) and the Bureau of Land Management (BLM), regarding development plans for these lands as necessary and appropriate.
- Policy: Coordinate review of major development proposals with utility providers and/ or relevant agencies (government and regulatory agencies, etc.) to evaluate infrastructure, water, wastewater, energy, and service capacity necessary to support sustainable growth.

GOAL: ENCOURAGE LAND USE PATTERNS AND DEVELOPMENT THAT CONTRIBUTE TO A SAFE, HEALTHY ENVIRONMENT FOR BULLHEAD CITY RESIDENTS AND VISITORS.

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

- Policy: Discourage residential development in areas of 65 ldn or greater. Construction in these areas is to incorporate appropriate mitigation methods.
- Policy: Use natural features, landscaping, or other acceptable noise attenuation techniques to minimize the noise to residential development adjacent to major and minor arterial streets.
- Policy: Update as necessary the Airport Noise and Height Overlay (ANH) Zone with respect to existing and future land use.
- Policy: Evaluate the need for noise overlay districts, buffering requirements, or other land use tools near planned industrial developments to minimize impacts on adjacent residential neighborhoods.

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

- Policy: Allow development to occur in accordance with adopted floodplain regulations.
- Policy: Encourage the preservation of natural wash areas to the maximum extent possible.

Objective: Update the Bullhead City Zoning Ordinance.

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

Objective: Manage growth in a way that promotes economic development and efficient services, while maintaining the character of existing neighborhoods.

- Policy: Coordinate infrastructure and public service investments with anticipated growth to maintain service levels, preserve neighborhood character, support economic development, and ensure long-term fiscal

sustainability.

GOAL: ENHANCE THE VISUAL QUALITY OF THE CITY.

Objective: Enhance the appearance of city streets.

- Policy: Investigate implementation of a comprehensive streetscape program (e.g. landscaping, lighting, signs, street furniture) in public spaces and along major roadway corridors which will contribute to a more positive aesthetic image for the city.
- Policy: Provide gateway beautification enhancements (e.g. signs, lighting and landscaping) and key entry points in the city to denote a sense of arrival and enhance the city's image for tourists, residents and employers.
- Policy: Require utilities to be placed underground in accordance with adopted city codes.
- Policy: Evaluate and encourage updates to development standards and design guidelines for commercial development along major corridors to enhance community appearance while maintaining flexibility and reasonable development costs.

GOAL: ENSURE THAT AN ADEQUATE SUPPLY OF SAFE, DECENT AND AFFORDABLE HOUSING IS PROVIDED FOR ALL HOUSEHOLD INCOME LEVELS.

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

- Policy: Encourage, where appropriate, a variety of residential densities through the use of mixed-use developments.
- Policy: Encourage the diversity of housing types within the city, including apartments, manufactured homes, senior housing, townhomes and other types of units affordable to moderate-income households, in locations where infrastructure and transportation are available.

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

- Policy: Continue and expand existing housing rehabilitation programs using CDBG grants and the State Housing Trust Fund.
- Policy: Continue to identify funding sources to provide affordable housing opportunities.

GOAL: MAINTAIN AND IMPROVE THE QUALITY OF BULLHEAD CITY'S EXISTING HOUSING STOCK AND NEIGHBORHOODS.

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

- Policy: Monitor the condition of housing and neighborhoods on a continuing basis to identify problem areas.
- Policy: Continue and expand programs for low- and moderate-income residents to assist in rehabilitation of dilapidated and vacant housing stock.

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

- Policy: Continue and expand the city's Code Enforcement programs.
- Policy: Direct residents to resources and programs that can provide assistance.

GOAL: PROMOTE REDEVELOPMENT IN REVITALIZATION AND DESIGNATED AREAS.

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

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

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

- Policy: Pursue public-private partnerships to leverage city resources and investments.
- Policy: Identify the use of appropriate federal, state, county and city resources for programs and activities.
- Policy: Assemble available city resources to undertake redevelopment and revitalization, including code enforcement and capital improvements.

GOAL: ENCOURAGE REUSE AND/OR REHABILITATION OF OBSOLETE STRUCTURES.

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

- Policy: Encourage the redesign and redevelopment of strip commercial centers into pedestrian friendly, mixed-use properties.
- Policy: Provide incentives in the form of expedited city approvals, waiver of fees, and relief from development standards for owners willing to undertake reuse or rehabilitation.
- Policy: Apply for public and private grants that can be used for programs and actions that will result in the rehabilitation of infrastructure in the Original Bullhead area.

GOAL: PRESERVE, MAINTAIN AND IMPROVE PROPERTY CONDITIONS TO ENSURE THAT NEIGHBORHOODS ARE DESIRABLE PLACES TO LIVE.

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

- Policy: Secure the cooperation and participation of neighborhood groups, area residents and property owners in addressing problems of blight.
- Policy: Provide enhanced and cooperative code enforcement efforts to clean up neighborhoods.

GOAL: PROMOTE A ROBUST AND DIVERSE LOCAL ECONOMY THAT PROVIDES QUALITY EMPLOYMENT.

Objective: Target and encourage industries that increase employment.

- Policy: Develop and implement an economic development strategy that targets industries that diversify the local economy and expand employment opportunities, including healthcare, medical services, light industrial, manufacturing, technology, tourism, dining, entertainment sectors and continued development in sports tourism.
- Policy: Promote Bullhead City's quality of life, affordability, workforce housing opportunities, business-friendly environment, and strategic location to attract new employers and investment.
- Policy: Partner with healthcare providers, Mohave College, and regional organizations to support expansion of healthcare services and development of the healthcare workforce.
- Policy: Expand the outreach and marketing of available resources to aid business recruitment and assist new businesses.

Land Use Categories

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

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

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

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

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

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

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

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

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

Community Commercial, CC

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

Commercial Resort, CR

The Commercial Resort category includes a variety of retail and service uses targeted for recreational activities, which will be located within close proximity to the Colorado River. Specific uses and location shall be based upon market needs. Uses permitted in this category include motel, hotel, convention facilities, high density residential, retail, office and commercial service uses to support economic development activities along the Colorado River.

Regional Commercial, RC

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

Light Industrial, LI

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

General Industrial, GI

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

Public/Semi-Public, P/SP

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

Parks and Open Space, P/OS

The Parks and Open Space category denotes park and open space facilities that will be located within the incorporated area. Although the definitions for park and open space are sometimes used interchangeably, the two designations denote differing, but related uses. A park is a highly developed parcel of land that includes a variety of active (i.e. baseball/softball diamonds, football/soccer fields, court sports, etc.) and passive (i.e. seating areas, walking paths, viewpoints, etc.) recreation areas. Open space constitutes any space or area whose existing openness or natural condition, if retained, would maintain or enhance the conservation of natural or scenic resources and/or reduce adverse impacts from development. Residential development is allowed in privately-owned or State Trust Land designated as Parks and Open Space, at a density not to exceed one dwelling unit per acre.

Land Use Plan Map Narrative

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

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

Influencing Features

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

Development Response and Opportunities

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

Laughlin/Bullhead International Airport Area

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

center in the future.

Original Bullhead

The area that was the original downtown area (Section 1 T20N R22W) for the town is now known as "Original Bullhead." This area includes hotels, restaurants, retail, taverns, and some housing. This location has the potential of once again becoming a viable tourist area. While this area requires some redevelopment, with the river frontage having a backdrop of the Laughlin casinos, the view is one-of-a-kind.

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

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

City Center

The City Center area (N 1/2 Section 20, T20N R22W) includes City Hall along with the existing and planned ancillary uses surrounding it. This area is conveniently located to the overall community and will include government services, schools, parks, regional shopping, and high density residential. In 2025, the City Council approved the conceptual plan for the "City Centre" development on an approximately 270-acre parcel of land that was formerly owned by the Arizona State Land Department. The development will include a mix of single-family, multi-family, and commercial uses.

Riviera Area

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

As the city grows, there are a number of opportunities to improve these neighborhoods. As activity increases within the city center, the influence on adjacent property should be positive. Redevelopment in this area has increased substantially between 2016 and 2025, with the city demolishing dozens of abandoned and dilapidated structures, and local contractors constructing site-built homes on infill lots, or on recently cleared lots.

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

Higher Elevations

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

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

Bullhead Parkway now provides access to much more of this land and a number of planned communities, including Desert Foothills Estates, El Camino Village, Fox Creek Estates, Laredo Village, Belle Air Heights, Montano Ridge, and Laughlin Ranch have been developed along its length. Some of these communities have provisions for a commercial center, a mix of housing types, and open space. Some of the communities include school sites.

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

Floodplain Area

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

Open Space/Recreation

The Colorado River is the premiere open space and visual amenity for the community, and a number of recreational areas are located adjacent to it. At the north end of the city, Davis Camp is a large County-operated facility located north of the bridge. Two miles south of the bridge is Bullhead Community Park, in a location that is convenient to Original Bullhead City, and with nearly one mile of beach access. Located within the city center area is Ken Fovargue Park, the community pool, and the recently improved Gary Keith Park. Further south is Rotary Park, which has been vastly improved over the past several years. This park is well located to serve the population from the Riviera area. At the south boundary of the city is the Colorado River Nature Center, which provides many passive recreational activities.

Opportunities to provide additional facilities adjacent to the river are limited, primarily due to ownership issues and development cost. However, a goal exists to encourage river-oriented pedestrian areas in various areas throughout the city.

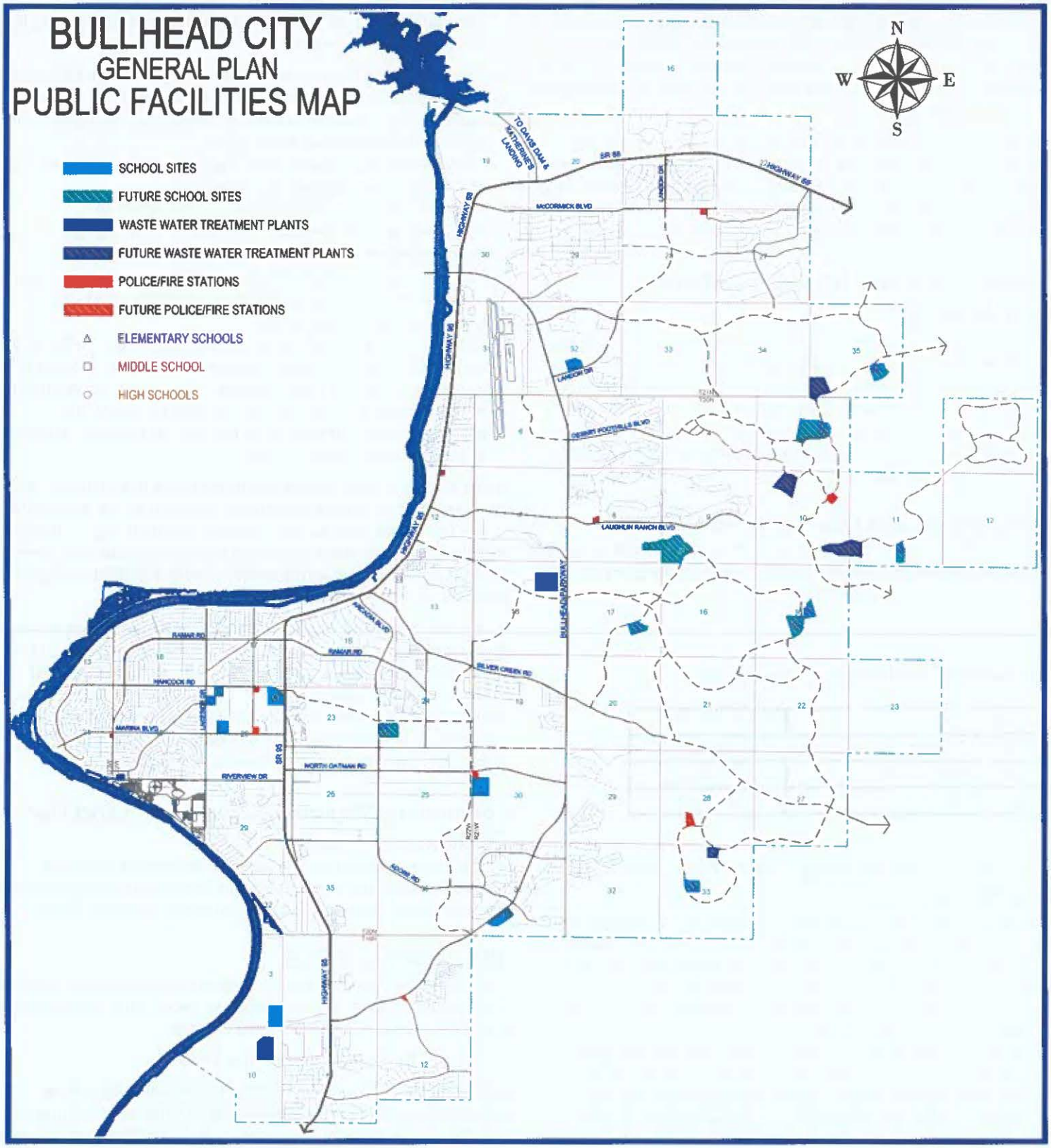

BULLHEAD CITY
GENERAL PLAN
PUBLIC FACILITIES MAP
SCHOOL SITES
FUTURE SCHOOL SITES
WASTE WATER TREATMENT PLANTS
FUTURE WASTE WATER TREATMENT PLANTS
POLICE/FIRE STATIONS
FUTURE POLICE/FIRE STATIONS
ELEMENTARY SCHOOLS
MIDDLE SCHOOL
HIGH SCHOOLS
N
W
E
S
HIGHWAY 95
SR 68
McCORMICK BLVD
LAUGHLIN RANCH BLVD
DESERT FOOTHILLS BLVD
SILVER CREEK RD
RIVERVIEW DR
NORTH OATMAN RD
MARINA BLVD
HANCOCK RD
RAMAR RD
ADOBE RD
LAKESIDE DR
LAWSON DR
UNION DR
BULLHEAD PARKWAY

Figure 5

Most of the planned communities provide parks and open space. As more residential development occurs, open space will be developed to serve these new communities, with plans for golf courses. The existing washes represent a major opportunity to create linkages between facilities by developing a non-vehicular network.

Figure 5 is a public facilities map which clearly demarcates the proposed functions of parcels designated for public and semi-public uses. This importance of public facilities will help achieve Bullhead City's standards for providing a safe and high-quality living environment to the resident population.

Land Use Plan Implementation Guidelines

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

Residential Land Use Guidelines

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

Allowable Residential Densities

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

Conditions for Varying Residential Use Guidelines

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

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

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

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

In an effort to create quality neighborhoods in Bullhead City, commercial uses will be allowed to locate in areas designated on the Land Use Plan as low, medium, medium high-, or high-density residential uses, provided the commercial uses have direct access to arterial roadways or where collector streets intersect an arterial street.

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

Community/Regional Commercial Land Use Guidelines

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

Allowable Land Uses

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

Conditions for Allowing Residential Uses

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

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

acre.

Light Industrial and General Industrial Land Use Guidelines

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

Allowable Land Uses

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

Relationship to Arterial Streets

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

Master Planning

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

Additional Land Use Implementation Guidelines

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

Buffering and Transitional Use of Proposed Development

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

Interpretation of Land Use Boundaries

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

Amendments to the General Plan

Arizona Revised Statutes 9-461.06 (H) requires that a major amendment to the General Plan be approved by an affirmative vote of at least two-thirds of the legislative body, and that these amendments must be presented at a public hearing within 12 months after the proposal is made. The application shall comply with the submittal requirements for a conceptual plan as set forth in Title 16 of the city code. The law also states that to be considered a major amendment, a proposal to amend the General plan must result in a substantial alteration of the municipality's land use mixture or balance as established in its existing General Plan Land Use Element.

The following criteria are to be used to determine whether a proposed amendment to the Land Use Element of the General Plan Substantially alters the mixture or balance of land uses.

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

For developments that may or may not be part of a master planned community and that are comprised of 640 acres or less:

- Any change in a residential land use classification of 80 or more contiguous acres described in the Bullhead City General Plan or any amendments thereto, to either another residential land use classification or a non-residential land use classification.
- Any change in a non-residential land use classification of 160 or more contiguous acres to a residential land use classification.
- Any proposal that would in the aggregate include changes in land use classifications of more than 320 acres described in the Bullhead City General Plan or any amendments thereto.
- Any modification of elimination of one or more of the stated goals contained in the land use element of the Bullhead City General Plan or any amendments thereto, that changes any policy regarding densities, intensities, or arterial or collector street locations.

For developments that may or may not be part of a master planned community and that are comprised of more than 640 acres:

- Any change in a residential land use classification of 160 or more contiguous acres described in the Bullhead City General Plan or any amendments thereto, to either another residential land use classification or a non-residential land use classification.
- Any change in a non-residential land use classification of 320 or more contiguous acres to a residential land use

classification.
- Any proposal that would in the aggregate include changes in land use classifications of more than 640 acres described in the Bullhead City General Plan or any amendments thereto.
- Any modification or elimination of one or more of the stated goals contained in the land use element of the Bullhead City General Plan or any amendments thereto, that changes any policy regarding overall densities intensities or arterial or collector street locations.

It should be noted that a designation of a proposal as a "major amendment" essentially affects the processing of the proposal and doesn't directly relate to the merits of the proposal. The statutory key procedural elements that apply to a major amendment proposal are listed below.
- Proposals must be presented at a public hearing within 12 months of when the proposal is made.
- A 2/3 majority vote of the City Council is needed for approval.

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

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

Major and Minor General Plan Amendment Considerations

The recommendation to the Planning and Zoning Commission and City Council prepared for each request for a major, minor or text amendment to the General Plan shall include, but not be limited to, consideration of how the proposed amendment furthers the goals of the General Plan and the following topical areas:
- Circulation: How will the proposed amendment impact the existing transportation system? What is the extent to which the new roads, non-vehicular transportation facilities and access proposed as part of the development contributes to the city's planned vehicular and non-vehicular transportation system and trails?
- Cost of Development: Does the proposed amendment affect the city's ability to maintain its current level of service, or will it prohibit public services in the future? Will this request require the city to provide additional services?
- Environment: What is the impact of the proposed amendment on the natural environment and open spaces identified in the plan?
- Open Space: What is the impact of the proposed amendment on recreation facilities, parks, and open space and natural resources identified in the plan? How does the proposed amendment contribute to the city's existing and proposed recreation, parks, and open space and natural resources?
- Sewer: How will the proposed amendment impact current and future sewer capacities?
- Water: How will the proposed amendment impact current and future water supplies?

A zoning map change requiring a General Plan amendment will not be considered by the City Council until a date after approval of the General Plan amendment.

Section 4
Circulation Element

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

Current Situation and Future Trends

Three highways lead into Bullhead City. Highway 95 connects to Interstate 40 in Needles, California. Highway 95 enters Bullhead City on the southern city limits and connects to Kingman, Arizona, via Highway 68. Nevada Highway 163 connects into Bullhead City at the northern end across the Donald J. Laughlin Memorial Bridge, intersecting with Highways 95 and 68. All the highways are four-lane fully improved highways that offer efficient entry into and exit out of the city. The Silver Copper Crossing Bridge, completed in 2024, connects from Laughlin's Needles Highway via the Laughlin Parkway, across the Colorado River to the Bullhead Parkway, providing an additional entry and exit point to the city.

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

Minor east and west arterial streets include Hancock Road, Marina Boulevard, North Oatman Road, Ramar Road, Riverview Drive, Mohave Drive, Laughlin Ranch Boulevard, Landon Drive, Desert Foothills Boulevard, and Silver Creek Road. North Oatman Road, Laughlin Ranch Boulevard, and Silver Creek Road are the only east/west minor arterial streets connecting Highway 95 and the Bullhead Parkway. A future extension of Landon Drive to provide a connection between the Bullhead Parkway and Highway 68 has been approved by Council, and is pending completion of state-required studies before construction plans can be completed.

Mohave County maintains Vanderslice Road and Laguna Road to Sterling Road, in its Capital Road Improvement Program. In 2025, the county finished construction of .75 miles of Mountain View Road to create a continuous alternate route to Highway 95 from Sterling Road to Boundary Cone Road.

In the past, the Arizona Department of Transportation (ADOT), Mohave County, and Bullhead City discussed a Highway 95 bypass. The road would commence at I-40 in the area proposed as Sterling, then northerly along the foothills of the Black Mountains on an alignment roughly two miles east of the Bullhead Parkway alignment. The bypass road would then connect into Highway 68 east of the La Puerta Road intersection with Highway 68. Mohave County has indicated that the bypass remains in its long-range transportation plan. The city will continue discussing the feasibility of the bypass project with Mohave County, ADOT, and the Bullhead City MPO, as well as continuing to pursue other alternatives to alleviate traffic congestion on Highway 95.

Bullhead City Metropolitan Planning Organization

In the 2020 United States Census publication, the City of Bullhead City, along with portions of Mohave Valley and Laughlin, Nevada were designated as an Urbanized Area (UZA) of 50,000 or more persons. As a result of the new designation, the City of Bullhead City was required to form a Metropolitan Planning Organization (MPO). The formation of an MPO allows for enhanced long-range roads and transportation planning, creating a systematic interconnected local government approach to roads and transit development in the identified Metropolitan Planning Area. Formation of the MPO was also required in order for Bullhead City to continue to receive FTA Section 5307 funding for public transit.

The Bullhead City MPO is comprised of local government officials, including officials from Bullhead City, Mohave County, and the Fort Mojave Tribe, along with representatives from ADOT. A Technical Advisory Committee, made up of individuals from Bullhead City, Mohave County, Fort Mojave Tribe, ADOT, and WACOG, provides technical commentary and guidance, and operational staff perform the day-to-day functions of managing and administering the MPO. The MPO, through a public process, will guide the development of a Long-Range Transportation Plan with a 20-year time horizon that will identify current and future needs, create a financial plan, consider planning factors, and identify funding sources.

The MPO will also develop a transportation improvement plan that will identify and prioritize projects, conduct studies, identify and obtain funding, guide development of plans, and monitor approved projects through completion in coordination with local government agencies. The City of Bullhead City will work closely with the Bullhead City MPO to ensure that regionally important transportation projects are identified, funded, and completed.

Connections Between Highway 95 and Bullhead Parkway

Mohave Drive/Arcadia Blvd/Adobe Road, North Oatman Road, Laughlin Ranch Boulevard, and Silver Creek Road are the existing connections between Highway 95 and the Bullhead Parkway. Three additional connections are proposed: Black Mountain Road, Rancho del Rio, and Rio Rancho Blvd.

All of these are proposed as minor arterials with the exception of Black Mountain Road, which is designated as a collector roadway. As the city's population increases, these connections will be needed to provide adequate circulation between new development along the Bullhead Parkway and employment services located on Highway 95.

Improvements in Existing Major Arterial System

In 2024, ADOT completed a pavement reconstruction project of Highway 95, from Courtwright Road in Mohave Valley, up to the northern intersection of Highway 95 and the Bullhead Parkway. The project also included funding for several right-hand turn lanes, including at Central Avenue, Rising Sun Road, Mohave Drive, Thunderstruck Drive, along the frontage of the Safeway shopping center, and Laughlin Ranch Boulevard. Upon completion of ADOT's project, the city took over ownership and operational control of Highway 95, from the southern city limits, up to just south of the Laughlin Bridge. The city will be responsible for maintenance of Highway 95, and ADOT will be continue to be responsible for maintenance of Highway 68.

Other major projects along Highway 95 included the construction of new signalized intersection at Highway 95 and Laughlin Ranch Boulevard, and the realignment and new signalized intersection at Merrill Avenue. A southbound third lane between Marina Boulevard and Riverview Drive is set to begin construction in early 2026, and will provide right-turn access into the "City Centre" development.

Vehicular Transportation

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

Functional Classification System Characteristics

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

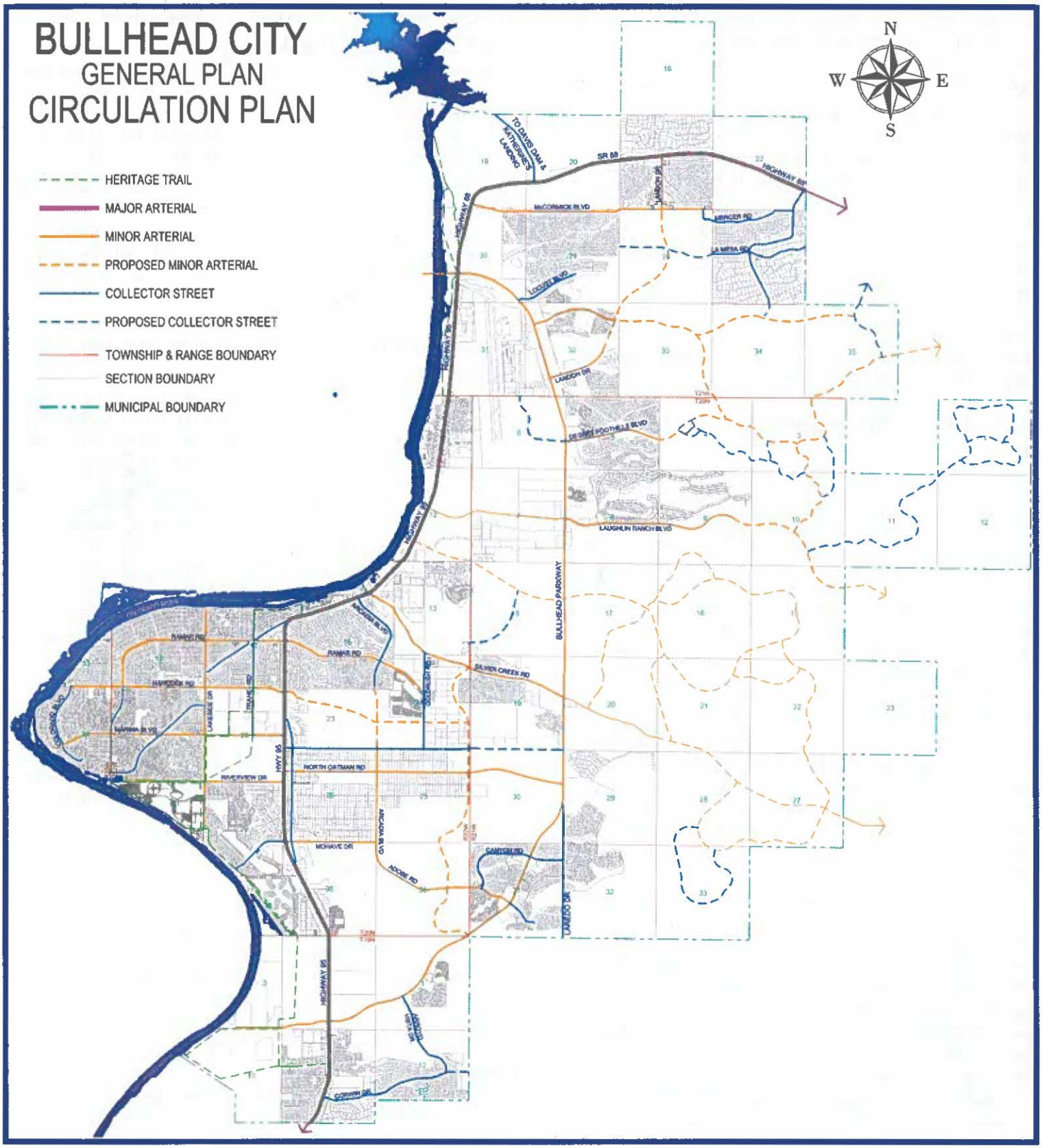

BULLHEAD CITY
GENERAL PLAN
CIRCULATION PLAN
HERITAGE TRAIL
MAJOR ARTERIAL
MINOR ARTERIAL
PROPOSED MINOR ARTERIAL
COLLECTOR STREET
PROPOSED COLLECTOR STREET
TOWNSHIP & RANGE BOUNDARY
SECTION BOUNDARY
MUNICIPAL BOUNDARY
N
W
E
S
TO DAVIS DAM & KATHERINE'S LANDING
SR 68
HIGHWAY 68
McCORMICK BLVD
MERCER RD
LA MIRA DR
LAKEVIEW DR
LAKIN DR
DESERT FOOTHILLS BLVD
LAUGHLIN RANCH BLVD
BULLHEAD PARKWAY
SILVER CREEK RD
RAMAR RD
HAYDEN RD
TRANE RD
LAWRENCE DR
HWY 95
NORTH OATMAN RD
RIVERVIEW DR
MOHAVE DR
ARIZONA HWY 95
ADOBE RD
CANYON RD
LAREDO DR
HIGHWAY 95

Figure 6

Roadways have two basic functions:

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

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

Table 4

Functional Classification System

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

The Functional Classification System categories comprise the hierarchy of functional roadway classes in Bullhead City and directly relate to the types and lengths of generated trips. Bullhead City's functional street classes, their associated right-of-way, primary function, and degree of access control are shown in Table 4, Function Classification System. Each category is discussed below, relative to the distinguishing features of each category including travel, continuity, access control and facility spacing. The alignments shown on the Circulation Plan (Figure 6) will serve as a guide in creating the desired routes. Future alignments are shown along section lines or other established routes. The final alignments may change based upon completion of the required engineering for the proposed alignment. However, the alignment must continue to promote the overall goal of creating a continuous, noncircuitus east/west or north/south route.

Major Arterial Streets

Major arterial streets are high traffic volume transportation facilities that carry a high proportion of the total traffic on a minimum amount of mileage. Optimally, major arterial roadways are fully controlled access facilities. Major arterial streets may be part of a state highway system or other interregional facility. The existing major arterial roadways are Highway 95 and Highway 68.

Minor Arterial Streets

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

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

Minor Arterial Streets	
Adobe Road	Marina Boulevard
Arcadia Boulevard/Acacia Way	McCormick Boulevard
Bullhead Parkway	Mohave Drive
Desert Foothills Boulevard	North Oatman Road
Gold Chain Drive (future)	Ramar Road
Grapevine Drive (future)	Rio Rancho Boulevard
Hancock Road	Riverview Drive
Lakeside Drive	Silver Creek Road
Landon Drive	Tesota Way
Laughlin Ranch Boulevard	Union Road (future)
Laughlin View Drive	

Collector Streets

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

Collector Streets	
Adobe Road	La Mesa Drive
Arcadia Boulevard	La Puerta Road
Arroyo Vista Drive	Laredo Drive
Baseline Road	Locust Boulevard
Black Mountain Road	Mercer Road
Canyon Road	Miracle Mile
Clearwater Drive	Mohave Drive
Colorado Boulevard	Riviera Boulevard
Corwin Road	Trane Road
Goldrush Road	

Local and Limited Use Streets

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

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

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

Street Design Guidelines

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

Figure 7, Standard Detail Street Sections, illustrates the recommended design for major and minor arterial streets, collector, and local and limited use streets. The key element of these cross-sections is the increase or reduction of right-of-way width depending upon the function of the roadway (see Table 5, Street Classifications and Cross-Section Design Standards). The city will continually assess existing roadway cross-sections for unique circumstances that could require modification of the accepted right-of-way widths.

Bridges

Currently there are two bridges across the Colorado River connecting Bullhead City and Laughlin, Nevada. The original bridge, completed in 1987 and located at the north end of the city, was officially dedicated as the Donald J. Laughlin Memorial Bridge in 2025 by the governor of Nevada, honoring Don Laughlin, who funded the construction of the bridge and then donated it to the states of Nevada and Arizona. The Silver Copper Crossing Bridge, located at the south end of the city and completed in 2024, connects from Laughlin's Needles Highway via the Laughlin Parkway, across the Colorado River to the Bullhead Parkway. Funding for the new bridge came from the Regional Transportation Commission of Southern Nevada, Bullhead City, Clark County, and the federal government.

Transit System

Bullhead Area Transit System is the exclusive public transportation provider within the city limits. The City Council appoints individuals to two-year terms to serve on the Transit Commission. The Transit Commission is primarily responsible for providing assistance, offering advice, and making recommendations to the City Council concerning contracts, ordinances, and city policies relating to public transportation

Table 5

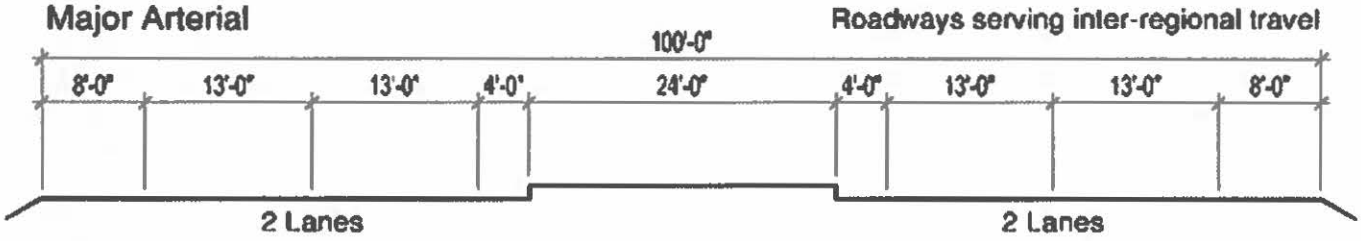
Street Classifications and Cross-Section Design Standards

Street Class	ROW Ranges Curb to Curb	Typical Sections	Thru Lanes	Design Capacity (A.D.T.)	Minimum Thickness
Major Arterial	110'-130'	8/13/13/4/24/4/13/13/8	4	40000	5 in.
Minor Arterial	84'-110'	8/12/12/12/12/12/8	4	30000	4 in.
Collector	70'-84'	10/12/12/10	2	10000	3 in.
Local	60'	4/12/12/4	2	n/a	2 in.
Limited Use	50'	4/12/12/4	2	n/a	2 in.

STANDARD DETAIL STREET SECTIONS

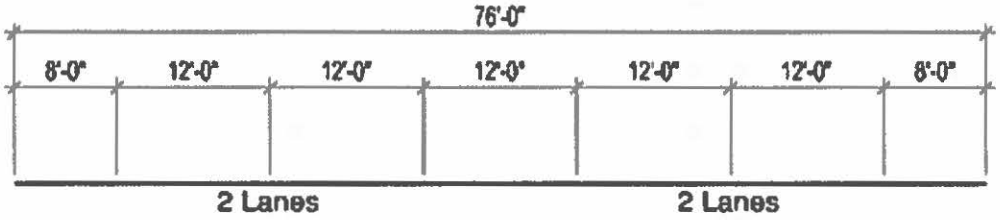
Major Arterial

Roadways serving inter-regional travel



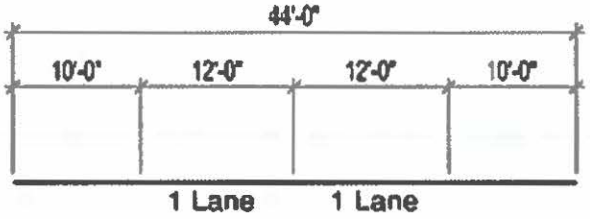
Minor Arterial

Roadways providing service to retail, commercial, and industrial uses



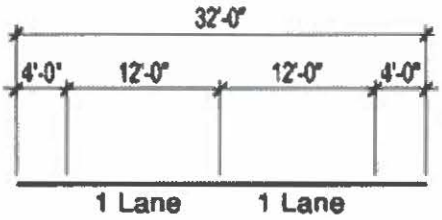
Collector

Roadways carrying relatively high volume of traffic within larger neighborhoods



Local

Roadways utilized in residential areas with frequent access points



Limited Use

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

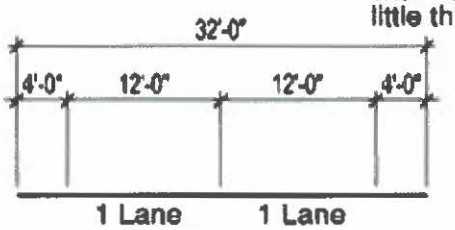


Figure 7

issues.

The transit system was established in December 2000 as a demand-response program that provided nearly 46,800 rides during the first year of service. In 2003, the program transitioned to a fixed-route system with complimentary paratransit service. Ridership in fiscal year 2003-2004 reached 92,446. The transit system expanded over the years in response to increasing demands as funding permitted. In fiscal year 2024-2025, the transit system provided more than 142,792 rides on the four fixed routes and 7,776 rides on the paratransit service.

The 2020 Census identified Bullhead City as a newly designated Urban Zoned Area (UZA) requiring the creation of a local Metropolitan Planning Organization and a transition of Bullhead Area Transit System to a direct recipient of federal funds. This recent change has prioritized the need for a new formal study of its transit propensity, with prior studies completed in 2014 and 2022 providing now outdated guidance. A transit study sponsored by the Arizona Department of Transportation through the Bullhead City MPO is presently underway. Once the study is complete, the city will have a short-range transit plan that will include an evaluation of the transit system performance and proposals for enhancing existing services over the next five years.

The goals of the transit system are to meet the mobility needs of the community, leverage existing resources to achieve the highest and best use, obtain community support, patronage, partnerships, and additional financial resources for transit, and better coordinate and connect with other public and private transportation providers.

Water Taxis

Water taxi service between Laughlin and Bullhead City is an important means of transportation between the two communities. The alternative crossings of the Colorado River are at the Donald J. Laughlin Memorial Bridge, Silver Copper Crossing Bridge, Avi Bridge, and the Needles Bridge. The water taxi system is family owned and operated. The taxis generally run from 9am to 10pm in the summer and 9am to 9pm in the winter. One-way tickets or passes can be purchased to ride the water taxis. Regular water taxi service still exists between the Riverside Resort and Casino and the hotel parking lots in Bullhead City approximately 1,000 feet south of the Laughlin bridge location.

Pedestrian and Bicycle Transportation

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

Planning for several pedestrian and bicycle paths is now depicted under the Colorado River Heritage Greenway Project (Heritage Trail), which was initiated in 1999. An alignment for the trail and a series of cross-section details has also been approved. Development of the trail system will encompass private/public participation throughout the construction, essentially creating a greenway linear trail through the community.

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

The adopted Heritage Trail Plan calls for approximately 30 miles of trails. Approximately 12.9 miles of trails are planned or exist along Highway 68 and Highway 95, 7.2 miles along city streets/parcels, 3.0 miles in Davis Camp/Laughlin Land, 2.3 miles on Arizona State Land and 4.0 miles are planned or exist in city Parks. Additional links in the system will continue to be evaluated.

The Heritage Trail will treat the Colorado River within the boundaries of Bullhead City as an urban greenway that will provide residents and visitors with an educational, recreational, and scenic experience on a network of paths and trails. Additionally, in recent years pedestrian and bike paths have been set aside on several streets and are planned for more streets, including the Bullhead Parkway in the future. Any portion of the trail which traverses State Trust Land is considered conceptual if there is no legal existing right-of-way.

Aviation Facilities

The Laughlin/Bullhead International Airport is located in the northern portion of Bullhead City, currently operated by an airport authority on land owned by the Mohave County, and is classified as a non-hub primary commercial service airport. Over the past five years (2020-2025) airline passengers have averaged 129,118 per year. Commercial service is primarily charter with some limited seats available for purchase by the general public. The Airport Authority operates "Touch & Go FBO" which provides services to general aviation and military aircraft. There are 33 general aviation aircraft based at the airport. Total operations average 12,400+/- annually. Airport development is systematically carried out in accordance with the Airport Master Plan covering a twenty-year period divided into short term, intermediate term, and long-term development goals. Each year the Airport Capital Improvement Program refines the subsequent five year planning period based on priority.

This General Plan is consistent with the recommendation and policies identified in the Laughlin-Bullhead Airport Master Plan.

Planning Considerations

- Any shift of access through the city from Highway 95 will have an effect on land use and development patterns.

• The addition of north/south routes will alleviate congestion on Highway 95 and the Bullhead Parkway.

• Additional east/west connections will improve access to Highway 95 from the Bullhead Parkway areas. These new connections will also encourage commercial uses at the intersections and may also spur the redevelopment of some areas of Highway 95.

• As the city continues to grow, the need and demand for public transportation will increase. This service is important to the city's lower income and elderly residents.

• Construction of the Colorado River Greenway Heritage Trail will provide an important non-motorized transportation route. Additional connections should be examined.

Goals, Objectives and Policies

GOAL: IMPROVE AND ENHANCE TRAFFIC CIRCULATION IN AND THROUGH THE CITY.

Objective: Construct and maintain a functional system of arterial, collector and local streets.

- Policy: Use a hierarchy of arterial, collector and local streets to provide adequate levels of access and mobility within the community.
- Policy: Design traffic control devices in accordance with adopted standards.
- Policy: Continue use of pavement preservation program to maintain the street system.
- Policy: Reconcile the Federal Street Functional Classification System with the Bullhead City Street Functional Classification System.
- Policy: Encourage development of neighborhood street patterns and circulation systems that preserve neighborhood integrity and serve local traffic.
- Policy: Establish street design criteria that will result in the preservation of adequate rights-of-way for future transportation system needs with minimal displacement of existing land uses.
- Policy: Continue to pursue grant funding for transportation improvements that enhance traffic flow, safety, mobility, and connectivity, including roadway, intersection, pedestrian, bicycle, and transit-related improvements.

Objective: Support the expansion of the Laughlin-Bullhead International Airport facilities.

- Policy: Coordinate with the Laughlin-Bullhead International Airport to implement the Laughlin Bullhead Airport Master Plan.
- Policy: Support continued and increased air passenger service.
- Policy: Support evaluation of emerging aviation, Advanced Air Mobility, and related transportation technologies that may enhance regional mobility, emergency response capability, tourism, and economic development.
- Policy: Coordinate transportation planning and capital improvements with projected development patterns to maintain acceptable levels of service and improve system efficiency.

GOAL: IMPROVE NORTH/SOUTH ACCESS THROUGH THE CITY.

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

- Policy: Encourage and support development of north/south routes between Highway 95 and the Bullhead Parkway.
- Policy: Encourage public/private partnerships to develop these north/south routes.

GOAL: IMPROVE ACCESS BETWEEN HIGHWAY 95 AND THE BULLHEAD PARKWAY.

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

- Policy: Encourage and support development along east/west connections and between Highway 95 and the Bullhead Parkway.
- Policy: Encourage public/private partnerships to develop the east/west routes.

GOAL: PROVIDE TRANSPORTATION OPTIONS FOR BULLHEAD CITY RESIDENTS AND VISITORS.

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

- Policy: Continue to pursue grant funding to ensure financial support of the transit system.
- Policy: Work closely with the Bullhead City Metropolitan Organization to identify and construct regionally significant transportation projects, and to improve and expand public transportation options.
- Policy: Evaluate the addition or relocation of bus stops and bus shelters per the recommendations in the most recently adopted Short-Range Transit Plan.

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

- Policy: Provide safe pedestrian and bicycle paths and crossings.
- Policy: Encourage bicycle and pedestrian facilities to be provided as a part of all new development.
- Policy: Encourage public/private partnerships to develop the Colorado River Heritage Greenway Trail.

GOAL: REQUIRE ROADWAY RIGHT-OF-WAY CROSS SECTIONS THAT ARE CONSISTENT WITH THE GENERAL PLAN CORRIDOR WIDTHS.

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

- Policy: Establish General Plan corridor widths for each roadway classification with considerations
- Policy: Prepare typical cross sections for each of the transportation corridor widths to be included in the General Plan update.
- Policy: Continually assess existing roadway cross sections for unique circumstances that could require modification of the accepted right-of-way widths.

Section 5
Open Space & Recreation Element

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

Current Situation and Future Trends

Bullhead City contains an abundance of open space. Over 27%, or 6,920 acres, of Bullhead City is designated 100-year floodplain and considered open space. This includes the 500-acre Colorado River Nature Center. Lands owned by federal and state entities, steep slopes and other undeveloped land, and city parks also contribute to the city's substantial inventory of open space.

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

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

Existing Private Parks, Open Space and Facilities

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

- Arroyo Vista Park is located on approximately 4 acres at the southeast corner of Corwin Road and Lariat Drive. This park includes a backstop, basketball court, playground equipment, picnic areas, and swimming pool available to the Arroyo Vista Estates property owners and their guests.
- Brookfield Communities recreational areas are scattered throughout their numerous subdivisions located within Sections 29, 31, and 32, T20N, R21W. The subdivisions include picnic areas, walking paths, clubhouses and swimming pools available to the Brookfield Communities property owners and their guests.
- El Camino Village Park is located on approximately 5 acres at the northeast corner of Arroyo Vista Drive and the Bullhead Parkway. This park includes a basketball court, playground equipment, picnic areas, and other recreational uses available to the El Camino Village property owners and their guests.
- Laughlin Ranch Golf Course and Club House, located at 1360 William Hardy Drive within the Laughlin Ranch subdivisions, includes an 18-hole golf course, club house, pro shop, spa, walking paths, and private recreation areas available for use to the Laughlin Ranch property owners and the community for a membership fee. Laughlin Ranch also has over 169 acres designated for future neighborhood and community parks throughout the development. Specific improvements are to be determined.
- Palo Verde Meadows, located within the Palo Verde Meadows subdivision tracts, includes 34 acres of land and six acres of lakes.
- Playa Del Rio Park is located along the Colorado River at Camino Del Rio and Puerta Vista on approximately 2 acres. This park includes a beach area, boat ramp and dock area reserved for the Playa Del Rio property owners and their guests.
- Riverview Golf Course is located at 2000 Ramar Road on approximately 80 acres. In addition to the public 9-hole golf course, a recreational center, swimming pools, exercise room and sauna, tennis courts, picnic area, indoor shuffle board and game room are available to the Riverview RV Park property owners and community for a membership fee.

Existing and proposed private parks total approximately 385 acres, while existing and proposed golf courses account for 909 acres for a total of 1,251 acres within Bullhead City.

Public Parks, Open Space and Recreational Facilities

The existing public facilities located in the Bullhead City incorporated area include the parks, open space and recreational facilities that are almost completely located on land administered by the BLM or the National Park Service. In turn, these agencies have leased portions of their lands to local agencies, organizations and governments for recreation and public purposes. The National Park Service has leased the Davis Camp area to Mohave County (see Figure 8, Parks & Open Space and Table 6, Publicly Owned Parks, Open Space, and Recreation Facilities).

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

Section 10

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

Section 12

- Bullhead Area Chamber of Commerce, located at 1251 Highway 95 in Section 12, provides tourist information. The Chamber subleases the land under its building from the city. The riverfront facility includes offices, conference rooms, restrooms, banquet room, bar and kitchen, within the main building.
- Bullhead Community Park, also located at 1251 Highway 95 on approximately 70 acres in Section 12, currently includes beach areas, public and commercial watercraft launching facilities, picnic facilities including the Rotary Ramada, two volleyball courts, playground equipment, splash pad, Colorado River Historical Society Museum, ADA ramp river access, parking, restrooms, and portions of the Heritage Trail. The city has completed a master plan encompassing over 200 acres for this park that will be used to guide future development.

Section 18

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

Section 20

- Senior Enrichment Center of Bullhead City is located at 2275 Trane Road in Section 20 on a four acre parcel. The facility was recently upgraded with a new 7,325 square foot building, and an addition of 2,467 square feet to the existing building. The facility includes assembly and activity rooms of various sizes, kitchen, storage areas, and office space.
- Gary Keith Civic Center Park covers 22 acres at the northwest corner of Marina Boulevard and Highway 95 in Section 20. The park was recently upgraded with turf, lighting, walking trails, public restrooms, and a pavilion/ event center.
- Ken Fovargue Park is located at 2255 Trane Road in Section 20 on 11.6 acres. Currently the Park includes two regulation ball fields with bleachers, basketball court, horseshoe pits, playground equipment, ramadas, splash pad, snack bar, and swimming pool.
- The Boys and Girls Club of the Colorado River is located at 2250 Highland Road in Section 20 on an 8.6-acre parcel. This facility is subleased to the club by the city. The club consists of a gymnasium, indoor recreation areas, offices, kitchen, storage areas, and restrooms.
- The Bullhead City Middle School athletic fields are located at 1062 Hancock on approximately 6 acres. The recently completed field, located on the school campus, operates under a shared-use agreement between the school and the city, where it is exclusively for school use during school hours, and outside of school hours, the city manages the space for community recreation and programs. The site includes a playground and soccer field, and future plans include an additional sports field, and potentially restrooms and other supporting amenities.

Section 28

- Bullhead Fire Station #3 Park is located at the southwest corner of McCormick Boulevard and Mercer Road. The city acquired approximately five acres from the Bullhead City Fire District to develop a neighborhood park around their fire station in the future. The city has completed a master plan for this park that will be used to guide future development.

Section 29

- Chaparral Country Club/Golf Course, now known as the Chaparral Golf Course and Restaurant, was recently acquired by the City and is located on approximately 43 acres, at 1260 Mohave Drive. This facility includes a 9-hole,

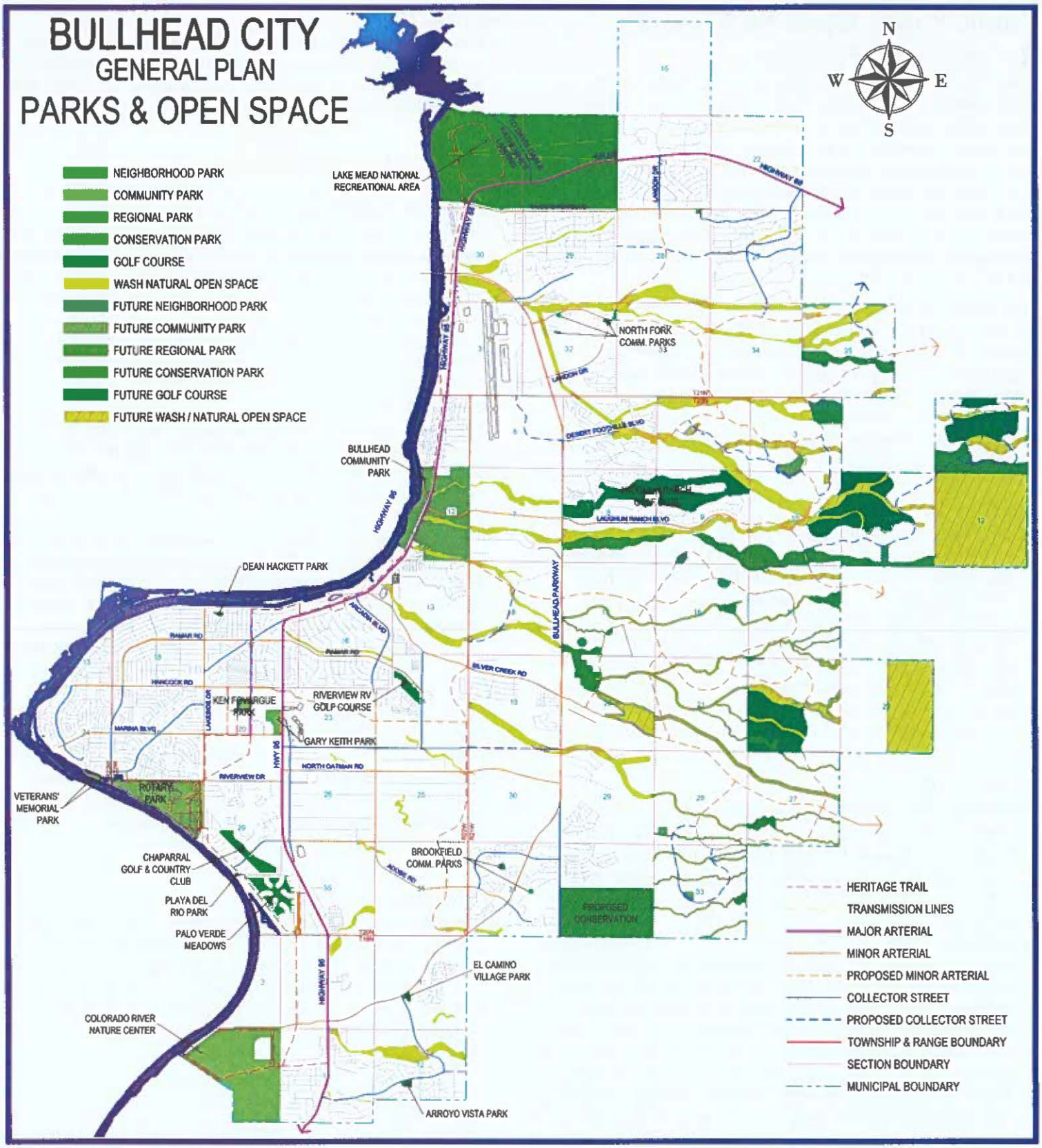

BULLHEAD CITY
GENERAL PLAN
PARKS & OPEN SPACE
N
W
E
S
NEIGHBORHOOD PARK
COMMUNITY PARK
REGIONAL PARK
CONSERVATION PARK
GOLF COURSE
WASH NATURAL OPEN SPACE
FUTURE NEIGHBORHOOD PARK
FUTURE COMMUNITY PARK
FUTURE REGIONAL PARK
FUTURE CONSERVATION PARK
FUTURE GOLF COURSE
FUTURE WASH / NATURAL OPEN SPACE
LAKE MEAD NATIONAL RECREATIONAL AREA
NORTH FORK COMM. PARKS
BULLHEAD COMMUNITY PARK
DEAN HACKETT PARK
RIVERVIEW RV GOLF COURSE
GARY KEITH PARK
VETERANS' MEMORIAL PARK
ROTARY PARK
CHAPARRAL GOLF & COUNTRY CLUB
PLAYA DEL RIO PARK
PALO VERDE MEADOWS
BROOKFIELD COMM. PARKS
EL CAMINO VILLAGE PARK
COLORADO RIVER NATURE CENTER
ARROYO VISTA PARK
PROPOSED CONSERVATION
HIGHWAY 95
BULLHEAD PARKWAY
HERITAGE TRAIL
TRANSMISSION LINES
MAJOR ARTERIAL
MINOR ARTERIAL
PROPOSED MINOR ARTERIAL
COLLECTOR STREET
PROPOSED COLLECTOR STREET
TOWNSHIP & RANGE BOUNDARY
SECTION BOUNDARY
MUNICIPAL BOUNDARY

Figure 8

par 32 executive course, clubhouse, pro shop, cocktail lounge and a swimming pool.

Section 30

- Rotary Park is a 212-acre triangular parcel bounded by Riverview Drive on the north, Lakeside Drive on the east and the Colorado River on the south and west. A master plan to guide the future development of this park was completed in August 2006 and is periodically updated to meet the needs of the community. Park amenities include baseball and softball fields, soccer fields, pickleball and tennis courts, basketball courts, beach volleyball and bocce courts, skate park, BMX bike park, disc golf course, RC tracks and RC aircraft runway, outdoor fitness court, ramadas, playgrounds, fishing pier, horseshoe pits, dog park, beach shade ramadas with barbecue grills, barbecue pits, and walking trail.

Davis Camp

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

Others

- Dean Hackett Park is located at 1375 Marina Parkway in the Colorado River Park subdivision. This Park was given to the city by the Colorado River Park Property Owners Association. It encompasses approximately two acres and includes a playground, picnic tables and barbecue grills.
- Laughlin Ranch has over 182 acres designated for future regional parks throughout the development. Specific improvements are to be determined.
- Riverside Heritage Park is proposed at the north end of the city. The park will contain approximately 15 acres located south of the Laughlin Bridge and adjacent to the Colorado River. The park aims to serve as the connecting greenway/ park between Davis Camp and properties to the south, while being recognized as the northern gateway entrance into Bullhead City. A master plan for this park has been completed and it will guide efforts to restore native riparian, wetland and aquatic habitats along this segment of the Lower Colorado River. The plan identifies passive recreation uses for the park.
- Veterans' Memorial Park is located on lands recently acquired by the City of Bullhead City from the Arizona State Land Department. Access to the 11.3-acre site is generally from 2174 Rio Grande Road and 2249 Clearwater Drive. The area includes the Veteran's Memorial, beach areas, and Colorado River access with a paved boat launch, located along a narrow waterway, which adjoins with the Colorado River in Section 24.
- Optimum Community Center, located at 2380 Optimum Way, is owned and operated by the city. The facility includes a gymnasium, meeting and activity rooms, outdoor pickleball courts, a warming kitchen, and outdoor activity areas. The facility hosts basketball, pickleball, RC races, and recreation programs throughout the year.
- ATV/UTV Trailhead/Staging Area is located at 3020 Silver Creek Road. The city recently developed the 2-acre site with financial assistance from Arizona State Parks and Trails. The site includes parking, restrooms, and a ramada, and serves as a stop for off-roaders, including those beginning their journey on the Arizona Peace Trail.
- Anderson Auto Group Fieldhouse, located at 3663 Bullhead Parkway, is owned and operated by the Colorado River Union High School District. The 126,500 square foot facility hosts indoor football, soccer, wrestling, basketball, and other sporting events, as well as numerous city-sponsored recreational events each year. The facility also includes meeting rooms, a commercial kitchen, and concessions.

Existing and proposed public parks total approximately 1,564 acres.

Colorado River Access

The Colorado River is the focal point of the community and river access is an important issue to residents. Bullhead Community Park, Colorado River Nature Center, Rotary Park, Veterans Park, and the Heritage Trail Trailhead, as well as Mohave County's Davis Camp Park provide the community with access to the river. Launch ramps for the public are provided at the northern terminuses of Colorado Rio Vista, Trane Road and Park Lane, as well at Veterans Park North, and a non-motorized launch at Davis Dam Heritage Trail. There are currently several streets that dead-end into the Colorado River that are used as informal river access points. Integration of these parcels into the city's park system could serve as continued Colorado River access points for the community.

Major Wash Corridors

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

The major washes that traverse the community from east to west offer a considerable open space amenity for the community. Development along washes should be encouraged to open on to the wash so as to take advantage of the open vistas. While FEMA limits development of recreation amenities within floodways, there is ample opportunity along the floodplain and above the banks of the washes to create

Table 6

Publicly Owned Parks, Open Space, and Recreation Facilities

Park	Location	Acres	Facilities/Description
Anderson Auto Group Fieldhouse	3663 Bullhead Parkway	15	Indoor sports/recreation field, meeting rooms, kitchen, concessions
ATV/UTV Trailhead/Staging	3020 Silver Creek Road	2	Parking, ramada, restrooms
AZ Veteran's Memorial Park	2174 Rio Grande	11	Memorial park, beaches and river access
Boys & Girls Club	2250 Highland Road	9	Gymnasium, recreation rooms, offices
Bullhead Middle School fields	1062 Hancock Road	6	Sports field, playground
Community Park	1251 Highway 95	70	Private and commercial watercraft launching, picnic facilities, playground equipment, splash pad, museum, ADA river access ramp, beaches, Bullhead Area Chamber of Commerce facilities
Fire Station Park	McCormick Blvd.	5	TBD
Chaparral Country Club/ Golf Course	1260 Mohave Drive	43	9-hole golf course, clubhouse, restaurant
Colorado River Nature Center	West end of Richardo Avenue	500	Beaches, picnic facilities, ramadas, restrooms, passive recreation
Dean Hackett Park	1375 Marina Parkway	2	Barbecue pits and picnic areas
Davis Camp	2251 Highway 68	150	Watercraft launching, camping areas, picnic areas, beaches, and RV sites
Gary Keith Park	Highway 95 & Marina Blvd.	22	Pavilion/event center, walking trails
Ken Fovargue Park	2255 Trane Road	12	Ball fields, bleachers, basketball court, horseshoe pits, playground equipment, ramadas, splash pad, swimming pool
Laughlin Ranch undeveloped regional parks	Throughout Laughlin Ranch	182	TBD
Optimum Community Center	2380 Optimum Way	16	Gymnasium, meeting and activity rooms, warming kitchen, outdoor recreation areas
Rotary Park	2300 Balboa Drive	212	Basketball courts, softball/baseball fields, soccer fields, pickleball and tennis courts, beach volleyball and bocce courts, skate park, BMX, RC tracks, fitness court, playgrounds, dog park, walking trail
Riverside Heritage Park	South of Laughlin Bridge	15	TBD
Senior Enrichment Center	2275 Trane Road	4	Assembly spaces, activity rooms, kitchen, offices, storage

linear parks, trails and open space. East-west pedestrian connections provided by the washes could easily link with the Colorado River Heritage Greenway Trail to create pedestrian connections throughout the city. Additionally, trails crossing the washes can improve pedestrian connections for pedestrians, avoiding the need to have to cross major arterial streets.

Colorado River Heritage Greenway Trail

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

The trail will link five parks (Davis Camp, Bullhead Community Park, Ken Fovargue Park, Rotary Park, and the Colorado River Nature Center) in the city (see Figure 8, Parks and Open Space, and Figure 9, Colorado River Heritage Greenway Trail Cross-Section Details). These five parks include a national recreation area, a county park, three city parks, and a nature center. Some sections of the trail linking these five parks will utilize existing urban transportation corridors. Trail improvements vary depending on the setting and use.

Improvements may include the addition of trailhead amenities, drinking water and restroom facilities, bicycle racks, landscaping, new trail construction, paved shoulder widening, and/or construction of a sidewalk. Conservation and restoration are important overall goals of the project. The trail represents an important north-south non-motorized link through the community. Updates to the trail plan will be undertaken in the near future. Any portion of the trail that crosses Arizona State Trust Land is conceptual only, and will require acquisition of an easement from the Arizona State Land Department.

Clark County completed the Laughlin Regional Heritage Greenway Trail project in 2012. The site is bordered on the east by the Colorado River and varies in its western boundary. It extends roughly from Davis Dam on the north to Laughlin Civic Drive on the south, encompassing State Road 163, which divides the project into north and south reaches. The approximately 4-mile trail on the Arizona side of the river connecting to the Nevada side was recently completed as part of a collaborative project with Mohave County Parks, Bureau of Reclamation, and the National Park Service.

GREENWAY TRAIL CROSS SECTION DETAILS

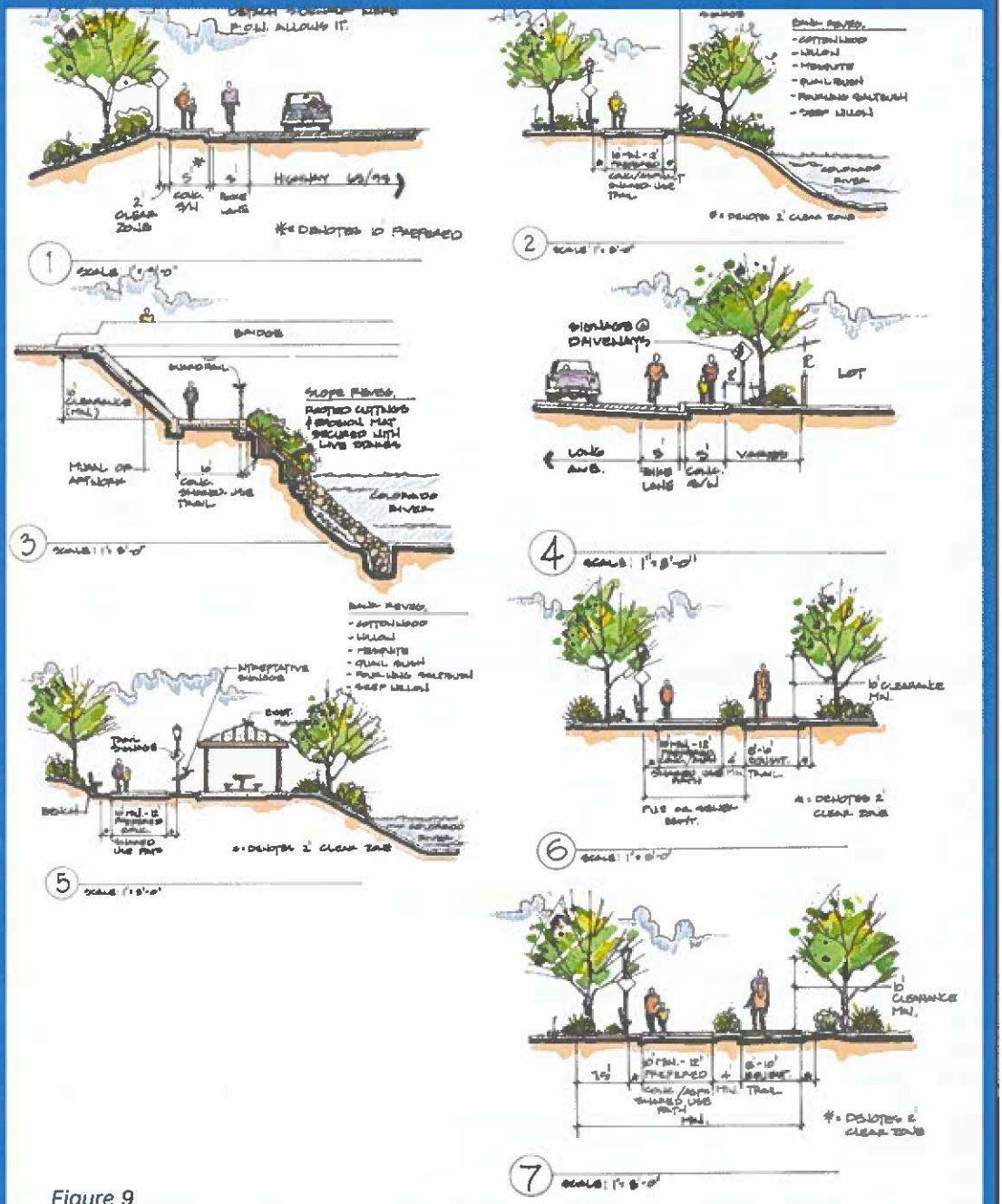


Figure 9

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

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

Parks and Open Space Standards and Criteria

The National Recreation and Park Association (NRPA), an organization whose mission is "improving the health of communities for all people through parks, recreation and environmental resilience", establishes park and recreation standards. The standards and criteria developed by Bullhead City for determining the city's future park needs have been modeled after NRPA standards. The city's standards and criteria are discussed below.

Standards

NRPA standards are regularly used as general guidelines when considering current and future park and open space needs for a community. A commonly suggested standard suggests that 6.25 to 10.50 acres of park land should be provided for every 1,000 residents. These park development standards can provide a useful benchmark for analysis. Using a current resident population base of 43,266 people and a seasonal population of an additional 20,000, Bullhead City requires approximately 314 to 664 total acres of park land. The city has over 2,800 acres of private and public park land, an amount well above the NRPA standard.

Future Open Space and Developed Park Needs

Open Space

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

Currently, approximately 2,812 acres of public and private open space exist in Bullhead City. This amount provides approximately 61.2 acres per 1,000 population. This is far in excess of the standard cited earlier of 10 acres per 1,000 population. Even with the growth projection of 48,700 people for 2035, there are still approximately 57 acres per 1,000 people of open space. These numbers do not reflect the thousands of acres of floodplain in Bullhead City, which will likely develop at very low density, if at all.

Based upon this analysis, Bullhead City has adequate open space to meet the needs of the community now and in the future.

Developed Parks

The city's forecast resident (48,700) and seasonal (20,000) population for the year 2035 is 68,700, which would require a total of approximately 348 to 584 acres of developed park land. At the present time, the city has over 1,200 acres of developed park land, including the Colorado River Nature Center, Community Park, Rotary Park, and the County's Davis Camp. The city has adequate developed park land to serve the future population of the city to the year 2035.

Standards Application

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

Parks and Open Space Definitions

The following definitions represent a description of designated current or future park and recreational facilities within Bullhead City according to the classification system presented in Table 7, Bullhead City Parks Classification.

Pocket Parks

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

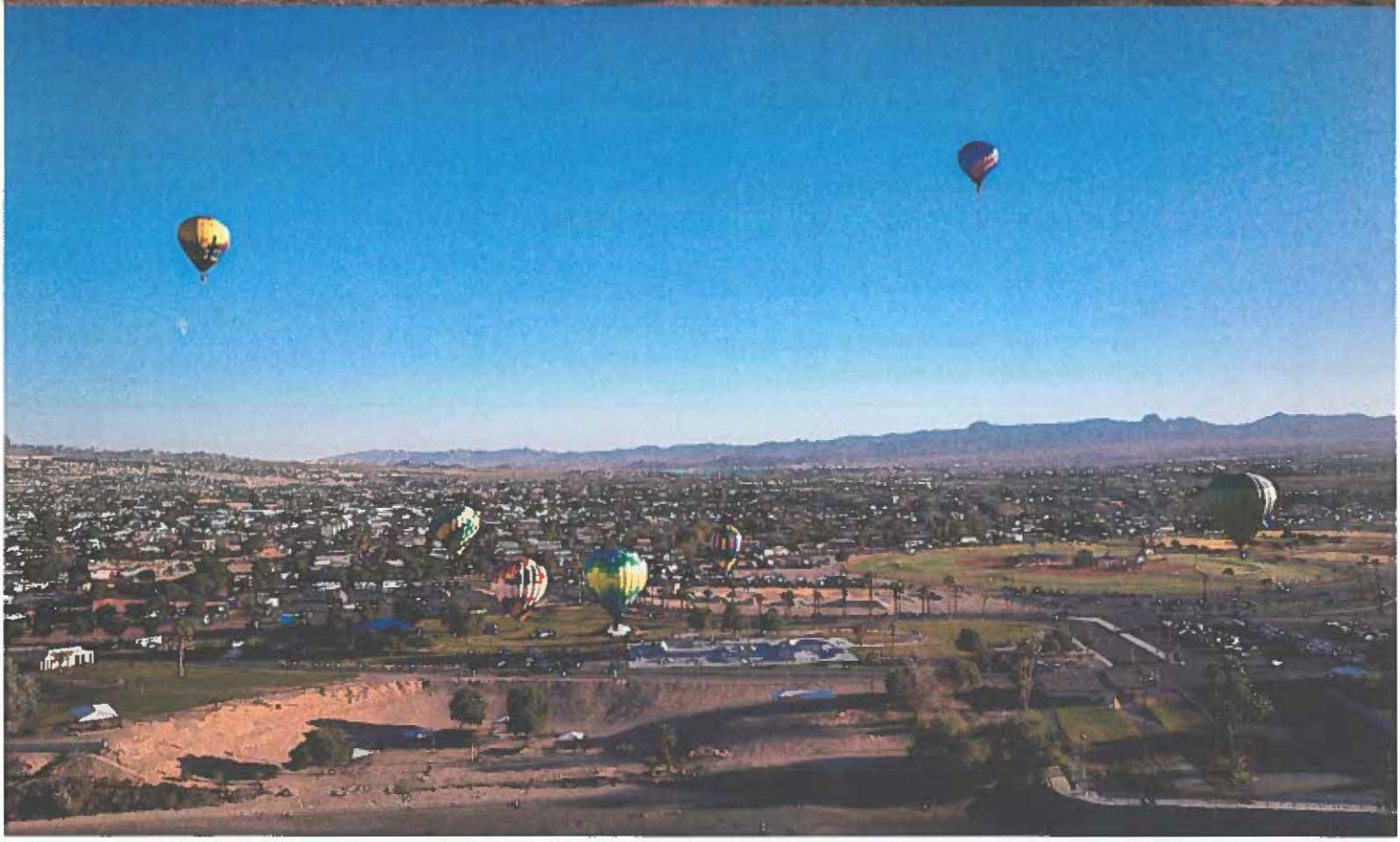
Neighborhood Parks

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

Community Parks

Community parks supplement the neighborhood parks in providing the near-at-hand recreation facilities needed by the urban population utilizing a site size ranging from 10 to 25





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

Paseos

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

Regional Parks

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

Conservation Parks

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

Open Space

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

Parks and Open Space Implementation Policy

The responsibility to construct and maintain park and open space facilities within the incorporated area is based on the size and type of facility to be constructed. Table 8, Parks and Open Space Responsibility Matrix, will serve as a guide to determine the responsibility for construction and maintenance. The city may deviate from this guide when the best interests of the residents would be served.

Planning Considerations

- As the northern, eastern and southern areas of the city are developed, emphasis must be placed on providing adequate active park facilities.

Table 7

Bullhead City Parks Classifications

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

Table 8

Parks and Open Space Responsibility Matrix

Park Facility	Design	Development	Maintenance
Pocket Parks	P	P	P
Neighborhood Parks	P	P	P
Community Parks	P or C	P or C	C
Regional Parks	C	C	C
Open Space	P or C	P or C	P or C
Conservation Parks	G	G	G
Notes:	P-Private Sector		
	C-City		
	G-Government Cooperative		

- Access points to the Colorado River are not developed as boat launch areas or beaches (e.g., street intersections with the river).
- There is a growing interest on the part of several community members in developing more cultural facilities and entertainment venues.
- Additional non-motorized trails are needed to connect parks and open spaces.
- There is a lack of east-west trails and multi-modal paths.

Goals, Objectives and Policies

GOAL: PROVIDE A VARIETY OF PARKS, TRAILS, AND RECREATION FACILITIES THAT CONTRIBUTE TO MAKING BULLHEAD CITY A DESIRABLE PLACE TO LIVE AND VISIT.

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

- Policy: Develop Park Master Plan to identify the facilities desired by the city at each location.
- Policy: Develop guidelines for the development of the open space corridors.
- Policy: Continue to plan and develop the Colorado River Heritage Greenway Trail.
- Policy: Promote the use of art in the parks.
- Policy: Continue to seek funding resources for the acquisition, design and construction of public parks, trails, and recreation facilities.
- Policy: Coordinate with Arizona State Land Department in any park master planning and/or open space corridor planning that may affect Arizona State Trust Lands.
- Policy: Consider tools such as transfer of development rights and cluster developments to support conservation and preservation goals.

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

- Policy: Design, construct and maintain all city-owned parks, trails, and recreation facilities.
- Policy: Use natural drainage washes as open space corridors while preserving existing natural amenities as much as feasibly possible.
- Policy:Review all plans for development located within the identified open space corridors to ensure wash preservation, whenever possible, linkage to adjacent corridors and maintenance of the area by property owners associations.
- Policy: Identify, as a part of a comprehensive open space plan, areas for passive recreation and circulation.
- Policy: Continue comprehensive maintenance and improvement of parks, trails, recreation facilities, landscaping, and public spaces to ensure safe, attractive, and accessible recreational opportunities.
- Policy: Seek opportunities to expand trail connectivity, river access, recreational amenities, and community gathering spaces that enhance quality of life for residents and visitors.
- Policy: Pursue grant funding and partnerships to support park, trail, recreation, and open space improvements.

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

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

GOAL: PROVIDE A VARIETY OF CULTURAL AND RECREATION PROGRAMS TO SERVE THE CITY.

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

- Policy: Promote the development of a wide range of recreational activities and access points along the Colorado River without diminishing the natural environment.
- Policy: Continue and expand the city's recreation program including activities for youth, teens, adults and senior citizens of all cultural backgrounds, as well as community wide special events.
- Policy: Continue to sponsor and support sporting events of a regional nature.

- Policy: Promote cultural activities and events to foster community health, identity, and economic vitality.

Section 6 Cost of Development Element

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

- A component that identifies various mechanisms that are allowed by law and that can be used to finance and fund additional public services necessary to serve the development, including bonding, dedications, development fees, in lieu fees, facility construction, service privatization, and special taxing districts.
- A component that identifies policies to ensure that any mechanisms that are adopted under this element result in a beneficial use to the new development and bear a reasonable relationship to the burden imposed on the city to provide additional necessary public services to the development.

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

Current Situation and Future Trends

Bullhead City came into being in 1984 through the incorporation of several residential enclaves that were originally developed under the governance of Mohave County. Original Bullhead City and the Riviera area were the primary components of the city in its early years. Due to a pattern of uncoordinated and unregulated development prior to incorporation, the city did not originally control some basic public services. The city now controls all sewer service within city limits, as well as most water service, with the exception of areas generally located south of the south end of the Bullhead Parkway.

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

Mostly due to the political climate and significant legislative changes, Bullhead City has not adopted development or impact fees, other than for water resources. At one time, impact fees were a common method of financing public improvements related to new development in many cities throughout the state. These fees were designed to ensure that developers were paying their fair share of the costs of new residential and non-residential development without burdening existing residents. Development fees have been enacted in other cities for a wide variety of purposes including water and wastewater systems, water resources, reclaimed water systems, streets, parks, public safety and other general governmental needs.

Bullhead City may wish to consider the use of other financing mechanisms to fund public services and improvements necessary to serve new development. These mechanisms are briefly summarized below.

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



Planning Considerations

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

Goals, Objectives and Policies

GOAL: MANAGE THE FISCAL AND CAPITAL IMPACTS RESULTING FROM NEW DEVELOPMENT.

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

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

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

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

GOAL: ENSURE THAT NEW DEVELOPMENT PAYS FOR ITS FAIR SHARE OF THE ADDITIONAL COSTS OF PUBLIC SERVICES.

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

- Policy: Continue to require all new development to contribute or construct new public facilities within or adjacent to the development in accordance with city codes and policies.
- Policy: Continue to use improvement districts for financing of new developments and major capital facilities.

GOAL: ALLOW FOR INCENTIVES FOR INFILL OR OTHER BENEFICIAL TYPES OF DEVELOPMENT.

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

- Policy: Identify infill locations in the city where disinvestment has occurred or where new development activity has stagnated. Develop criteria for permitting incentives to stimulate redevelopment.
- Policy: Identify employment-generating or revenue-producing uses that warrant incentives or other types of assistance due to the benefits generated to the city.

Section 7
Environmental Element

The Bullhead City planning area identifies related planning issues and sets forth goals, objectives, and policies for the protection of the natural environment. Arizona Revised Statutes §9-461.05 requires this element to address the potential effects of the other plan elements on the environment, including natural resources and air and water quality. Protection of significant natural resources such as the Colorado River and larger ephemeral washes, their associated riparian habitats, and pristine upland desertscrub areas may affect the location, extent, and type of residential, commercial, industrial, and recreational development within the planning area. Implementation of transportation management system techniques will influence local air quality and wastewater management will affect water quality in the Colorado River. The location, extent, and type of cultural resources may affect the pattern of growth within the planning area.

Current Situation and Future Trends

The Bullhead City planning area occurs within the Mohave Desertscrub biome and supports five major vegetation types. Most of the planning area supports either Mohave Mixed Scrub or Mohave Creosote bush-Bursage-Mixed Scrub vegetation. These vegetation types are very similar and are dominated by creosote bush (Larrea tridentata) and white bursage (Ambrosia dumosa). This vegetation type corresponds to the sparsely vegetated and open upland areas. The second most prominent vegetation type is Interior Riparian/Mixed Riparian Scrub, which generally occurs along larger ephemeral washes. Predominant plant species include cat claw acacia (Acacia greggii), smoke tree (Dalea spinosa), sweet bush (Bebbia juncea), and brittlebush (Encelia farinosa).

Two other riparian vegetation types occur. Riparian Strand/ Tamarisk-Saltbush-Mesquite occurs in Colorado River floodplain areas in the southern portion of the planning area. This community is strongly dominated by the exotic tamarisk tree or salt cedar (Tamarix chinensis), but also supports saltbush (Atriplex spp.) and scattered mesquite (Prosopis pubescens). Sonoran Riparian Mesquite Forest also occurs within the Colorado River floodplain areas in the southwest portion of the planning area. In this area, this vegetation type is set apart by the predominance of screw bean mesquite, although it also includes a small area of cattail marsh (Typha latifolia). Along the river in the northern portion of the planning area, this type is a mixture of screw bean mesquite, deciduous riparian species like cottonwoods (Populus fremontii) and willows (Salix spp.), and salt cedar (T. chinensis and aphylla).

Wildlife habitat values in desertscrub communities in the Southwest are tied strongly to the density or volume of vegetation and the diversity of plant species. In general, areas supporting denser and more diverse vegetation support more individuals and types of wildlife. Within the planning area, riparian vegetation communities along the Colorado River have the highest wildlife values (Sonoran Riparian/Mesquite Forest and Riparian Strand/Tamarisk-Saltbush-Mesquite). These values are highest in the protected areas of the Colorado River Nature Center and lower along the remainder of the urbanized and developed bank line, which exhibit the characteristics of the Lower Colorado River Valley of the Sonora Desertscrub biome. These types of riparian and mesquite woodland habitats are important for resident and migratory bird species and the adjacent Colorado River is used as a migratory flyway by waterfowl and other neotropical migratory bird species. Interior Riparian/Mixed Riparian Scrub has significantly lower wildlife habitat value due to its sparse nature and lack of permanent water. Upland Desertscrub communities (Mohave Mixed Scrub and Mohave Creosote bush-Bursage-Mixed Scrub) have the lowest wildlife habitat values, based on low vegetation density and diversity.

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

A total of 72 threatened or endangered species have been identified in the state. Four species listed as threatened or endangered have the potential to occur in the planning area:

- The last natural population of bonytail chubs (endangered) occurs in Lake Mohave and captive-reared stocks have been released in both Lake Mohave and Lake Havasu. Bonytail chubs have the potential to occur in the Colorado River within or immediately adjacent to the planning area. Critical habitat has been designated for the bonytail chub from Hoover Dam to Davis Dam and along Lake Havasu to Parker Dam, but does not include the Colorado River adjacent to the planning area.
- The razorback sucker (endangered) occurs as isolated populations in Lake Mohave and Lake Mead and the Lower Colorado River below Parker Dam. Captive-reared fish have been reintroduced into Lake Havasu and Lake Mohave. Razorback suckers have the potential to occur in the Colorado River within or immediately adjacent to the planning area. Critical habitat has been designated for the razorback sucker above Davis Dam and below Parker Dam.
- The southwestern willow flycatcher (endangered) nests in riparian habitats along perennial streams, rivers, and reservoirs in the state. Breeding populations occur along the Lower Colorado River, including Topock Marsh. In 2013, the U.S. Fish and Wildlife Service designated approximately 1,227 stream miles across several states as critical habitat for the species.
- The Yuma clapper rail (endangered) nests in some of the more extensive cattail marshes along the Lower Colorado River, including Topock Marsh. No critical habitat has been designated for this species. A limited area of cattail marsh occurs within the Colorado River Nature Center and represents possible habitat.

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

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

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

implementation of a regional transportation plan.

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

Planning Considerations

- Development on or near steep slopes along ephemeral wash corridors may affect soil stability and water quality through the effects of soil erosion, sedimentation, and increased pollutant discharge.
- Increase in total impervious area from development may affect soil erosion and flood potential by decreasing infiltration, increasing surface runoff, and increasing peak discharges.
- Greater motorized recreational use on the Colorado River may affect water quality through increased discharge of oil and gasoline.
- Future development may affect the Colorado River corridor, including significant riparian habitat.
- Future growth may affect important upland Desertscrub areas.
- Future development near, adjacent to, and in ephemeral washes may affect riparian plant communities through direct removal or indirect effects stemming from increased surface runoff and higher flood peak discharges.
- Development in the planning area may affect significant historic or archaeological sites.

Goals, Objectives and Policies

GOAL: CONSERVE AND PROTECT BULLHEAD CITY'S CULTURAL RESOURCES.

Objective: Identify and document significant archaeological sites.

- Policy: Support documentation and/or mitigation of undeveloped parcels prior to any construction activities in accordance with federal and state laws.
- Policy: Encourage the preservation of historic and architecturally significant structures in accordance with State Historic Preservation Office (SHPO) guidelines.
- Policy: Continue to seek funding resources for the acquisition, preservation and/or protection of the significant archaeological sites.

GOAL: CONTINUE TO MEET STATE AND FEDERAL WATER QUALITY STANDARDS.

Objective: Continue to update the Section 208 Wastewater Master Plan for the City of Bullhead City as required.

- Policy: Keep the Section 208 Wastewater Master Plan for Bullhead City current.

Objective: Require 100% hook up to the Bullhead City Sewer System where feasible by acceptable engineering standards.

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

Objective: Protect water quality.

- Policy: Limit development on steep slopes adjacent to ephemeral waterways to reduce soil erosion/ destabilization, sedimentation, and pollutant discharge.
- Policy: Enforce regulations for refueling away from perennial waters and shorelines.
- Policy: Implement stormwater management plans as required by State of Arizona.

GOAL: MAINTAIN OR IMPROVE AIR QUALITY.

Objective: Reduce vehicle emissions in the Bullhead City area.

- Policy: Implement traffic light synchronization along Highway 95 to improve the flow of traffic and reduce vehicle emissions.
- Policy: Use transportation system management (TSM) techniques, to minimize mobile sources of air pollution.
- Policy: Further develop the public transportation system in an effort to provide alternative transportation options.
- Policy: Promote the use of non-motorized transportation (pedestrian and bicycle) by developing trails and requiring bike paths along roadways.
- Policy: Work closely with the Bullhead City Metropolitan Planning Organization to identify projects that reduce vehicle emissions, including street improvements, alternative fuels for transit vehicles, etc.

GOAL: PROTECT NATURAL RESOURCE VALUES IN THE PLANNING AREA.

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

- Policy: To the extent possible, acquire and/or protect remaining natural areas along the Colorado River and within its floodplain.
- Policy: Protect stands of significant riparian vegetation within the Colorado River floodplain, particularly stands of cottonwoods, willows, and mesquites, and cattail marshes.
- Policy: Support the maintenance and development of the Colorado River Nature Center.
- Policy: Promote the preservation of native wildlife and vegetation in the natural drainage washes.
- Policy: Minimize natural and man-made environmental hazards (i.e., erosion, flooding) through proper land use planning and natural area preservation for existing and

future residential, commercial and industrial development.

Section 8
Growth Area Element

Like most cities in Arizona, Bullhead City has experienced rapid growth that has transformed a small river town into a city of over 43,000 persons. Much of the development that has occurred in the city over the past three decades has been in the form of single-family subdivisions along the Bullhead Parkway, manufactured home parks and commercial facilities aligned along Highway 95 and the Bullhead Parkway.

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

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

- Make automobile, transit and other multi-modal circulation more efficient, make infrastructure expansion more economical and provide for a rational pattern of land development.
- Conserve significant natural resources and open space areas in the growth area and coordinate their location to similar areas outside the growth area's boundaries.
- Promote the public and private construction of timely and financially sound infrastructure expansion through infrastructure funding and financing planning that is coordinated with development activity.

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

In addition to the private property rights protections cited above, the legislature also addressed the issue of infrastructure service area boundaries as a key component of the Growth Area Element. Cities in Arizona are authorized to develop plans and regulations for infrastructure service area boundaries beyond which the city may limit publicly financed extensions of sewer, street, and water improvements.

The Plan may permit property owners to extend infrastructure beyond the service limit at their expense. The infrastructure service area boundary provisions were placed under the authority for specific area plans where these detailed issues are better addressed. The infrastructure service area plans and regulations must be consistent with the Growth Area Element of the General Plan. Issues dealing with infill development and redevelopment of older areas of the community, such as the Original Bullhead City area could be addressed as both a growth area, as well as a redevelopment area.

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

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

Current Situation and Future Trends

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

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

- Strategically located vacant or underutilized areas that can accommodate higher intensity development or redevelopment.
- Areas that can accommodate concentrated development of mixed land uses including commercial, residential, office, tourism and industrial, supported by adequate infrastructure, particularly transportation and urban open spaces.
- Areas that can accommodate future employment growth and contribute to the economic health of the city.
- Areas that will promote sales tax generation and enhance

the fiscal well-being of the city.
- Newly developing areas where infrastructure improvements are coordinated with development activity in a logical manner.
- Areas where significant natural resources have or will be conserved consistent with the Open Space Element.

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

- The Laughlin/Bullhead International Airport.
- Area between the Colorado River and Highway 95 and from the Laughlin Bridge south to Original Bullhead City.
- Original Bullhead City.
- Section 12.
- Hancock Road between Highway 95 and River Gardens Drive.
- The area surrounding the intersection of Marina Boulevard and Highway 95 that includes some of the city's major retail centers, the City Hall and additional land previously owned by the Arizona State Land Department that is now being developed
- The Bullhead Parkway.

The Laughlin/Bullhead International Airport

The Laughlin/Bullhead International Airport is one of the city's primary economic assets with runways capable of handling most commercial jetliners. Land on both sides of the airport is slated for development. Additional regional retail commercial uses are planned for approximately 85 acres on the west side of the Airport adjacent to Highway 95. This property is available through a long-term lease with the Mohave County Airport Authority. To the east of the Airport the land has been subdivided and is zoned for commercial and industrial uses. Several significant projects have been built in this area within the previous 10 years, including DOT Foods and a Frito-Lay distribution warehouse, and several other projects are in the planning phase. The airport represents a prime site with readily developable property.

Area between the Colorado River and the Laughlin/Bullhead International Airport, and from the Donald J. Laughlin Memorial Bridge south to Original Bullhead City

The approximately 78 acres along the Colorado River were acquired by a private party from the State Land Department in 2011, and an additional 97 acres on the east side of Highway 95 were acquired from the State Land Department in 2025 by the same ownership group. This area will serve as the gateway to the northern entrance to the city and trigger activity in Original Bullhead City. With over a mile of Colorado River frontage and close proximity to and views of the Laughlin casinos, the site is ripe for the development in a prime setting. The existing general plan designations of Commercial Resort on the west side of Highway 95, and Regional Commercial on the east side, will afford future developers many development opportunities, including high-density residential, commercial, and recreational uses, to name a few.

Original Bullhead City

Original Bullhead City is the original town site for the community. For a number of years, it has been the subject of residential and commercial redevelopment efforts. Vacant and underutilized parcels abound in the area and both commercial and residential infill opportunities are significant. Original Bullhead City also has access to the Colorado River, an asset that could promote redevelopment efforts. During the preceding 10-year period, much of the development in the area has consisted of commercial storage uses on the west side of Highway 95, and multiple-family residential uses on the east side of Highway 95. Recent projects include a new full-service fueling station, convenience store, and car wash on Highway 95, and several multi-family residential projects on Lee Avenue. The City Council and staff will be examining the municipal code and existing zoning of this area, with the intent to consider changes to both to promote continued redevelopment of the area.

Section 12

Section 12 is another one of the city's primary economic assets with approximately one mile of Colorado River frontage and land on both sides of Highway 95. Significant improvements have been made in Section 12 during the preceding 10-year period, including the extension of Laughlin Ranch Boulevard between Highway 95 and the Bullhead Parkway, and the realignment of Merrill Avenue with a new signalized intersection. An approximately 18-acre parcel at the south end of Section 12 was acquired by a private developer from the State Land Department in 2022, and the City Council approved a zoning map change to allow for a mixed-use development, to include hospitality, multi-family residential, and commercial uses. The City has continued major improvements at Community Park, including the creation of almost 1 mile of beachfront available to residents and visitors, and the addition of several park amenities. The city has a master plan that also includes the development of additional recreational improvements on the east side of Highway 95.

Hancock Road from Highway 95 to River Gardens Drive

This area of Hancock Road was originally developed in the late 1960s and 70s. Hancock Road is a minor arterial street that serves as a primary east/west connector in the city. Over the years, as other more desirable locations attracted

new development, this area began to decline. Vacant and underutilized parcels abound in the area and both commercial and residential infill opportunities are significant. While residential development has seen an increase in this area, the city will continue to encourage the redevelopment of commercial areas.

Intersection of Marina Boulevard and Highway 95

This growth area is designed to be the focal point or "downtown" of the city, combining civic facilities with the community's primary retail development. An approximately 270-acre parcel was acquired by a private developer at auction from the State Land Department in 2020, and Council has since approved a conceptual plan and improvement district for the parcel. To date, a medical facility has been completed at the southwest corner of the Highway 95 and Marina Boulevard intersection, and infrastructure work is currently underway for the first phase of a residential development, and for the construction of a southbound third lane on Highway 95. The approved conceptual plan includes the creation of a "downtown" district, with opportunities for mixed-use development, to include high-density residential, retail, restaurants, and other related uses.

The Bullhead Parkway

Much of the current residential development in Bullhead City is focused in the vicinity of the Bullhead Parkway. New residential development is taking place all along the Bullhead Parkway, including in the Arroyo Vista area on the south end of the Parkway, the central area just south of Silver Creek Road, and the continued expansion of Laughlin Ranch and Desert Foothills on the north side.

The Growth Area Element is designed to address some of the major development issues for the future by providing strategic locations for employment, the town center and redevelopment/ infill opportunities. Some of the goals and objectives outlined in this section overlap with parts of other General Plan elements, particularly the Land Use Element.

The goals and objectives outlined here are designed to emphasize the city's desire to make efficient use of its resources, ensure its economic health, and create a sense of place for the community.

Planning Considerations

Bullhead City is expected to continue to increase its population over the next 20 years. Critical planning issues that need to be addressed for the future include maintaining the current quality of life in the community, developing a sense of place within the city, and ensuring that environmental concerns, including water conservation, are addressed.

- Issues dealing with redevelopment and infill of older areas of the community, such as the Original Bullhead City and Riviera areas, will be addressed as Growth Areas.
- Infrastructure, appropriate to the Growth Area, will need to be provided or upgraded in some cases.
- As Growth Areas continue to develop, opportunities for integrating public transportation facilities should be explored.

Goals, Objectives and Policies

GOAL: DIRECT NEW DEVELOPMENT INTO IDENTIFIED GROWTH AREAS.

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

- Policy: Provide for land uses that are more intense within Growth Areas through the city's planning and zoning regulations.
- Policy: Provide incentives to develop in Growth Areas where appropriate.
- Policy: Develop programs and funding alternatives, including procuring grant funding, to undertake redevelopment efforts in the Original Bullhead City and Riviera areas.

Objective: Promote cost efficient and logical expansion of infrastructure.

- Policy: Provide priority funding for publicly financed infrastructure within Growth Areas to enhance the city's economic health.
- Policy: Limit public funding of infrastructure outside Growth Areas, requiring landowners and developers to carry the burden.
- Policy: Encourage a cooperative working relationship between utility companies to ensure that public utility extensions are consistent with the recommended growth management program.
- Policy: Ensure all redevelopment and new development is undertaken with consideration given to the most recent version of the Bullhead City Water Conservation Plan.

Section 9
Water Resources Element

The Water Resources Element documents the capability of Bullhead City to meet its water needs for the growth anticipated through the 2035 planning horizon. Water resources are vital to sustain existing and future residential, commercial, and industrial needs anticipated within this General Plan Update. This element is prepared in accordance with Arizona Revised Statutes 9-461.05.

Current Situation and Future Trends

Water from the Colorado River systems is divided up or "allocated" throughout the entire Colorado River Basin. This process is administered by the Bureau of Reclamation branch of the US Department of Interior (Bureau). Within the Bullhead City planning area, two agencies have contracts for an allocation of Colorado River water from the Bureau.

Bullhead City's contract with the Bureau is for use of 15,210-acre feet of Colorado River Water annually. To continue this contract Bullhead City pays an annual administration fee of $1,500 plus $0.25 per acre-foot. Secondly, the city has a subcontract with the Mohave County Water Authority (MCWA) for an additional 6,000 acre-feet of Colorado River Water. This water is referred to as the Kingman water.

In December of 2004 the city entered into an agreement with the MCWA to purchase 2,999 additional acre-feet of Colorado River water. This water is referred to as the "Cibola water". Of the 2,999 acre-feet, the Bureau and La Paz County had options on 860-acre feet, thus leaving the city with a total of 2,139-acre feet of water.

On December 1, 2009, the City Council entered into an agreement with the MCWA to purchase 1,000 acre-feet of Colorado River water. This water came from the remainder of the Kingman Water still held by MCWA. The Authority made this water available to its members for $1,000 per acre-foot.

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

Bullhead City is currently renegotiating its Section 5 Colorado River Contract with the Bureau. This negotiation will include among other items more flexibility in the use of effluent and the acceptance of the MWCD water entitlement into the Bullhead City contract and the elimination of the existing MWCD Section 5 Colorado River Water entitlement contract.

For wells located in the Bullhead City area, five (5) separate studies have been conducted by five (5) different consultants from 1973 to 1993 to evaluate the water in the aquifer in the eastern portion of Bullhead City. Every one of the studies have determined that the water east of what is called the "Mountain Water Line" is not Colorado River Water, but is water coming from the Sacramento Basin. This water is not Colorado River Water, and its use should not be counted against Bullhead City's Colorado River water entitlement. Bullhead City staff are working with the Bureau to obtain acceptance of these reports. The water allocated by the Bureau and the population it could support does not include the water covered by these reports, which the City believes is approximately 3,600 acre feet.

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

In 2022 Bullhead City updated its Water Conservation Plan (BHCWCP). The BHCWCP presents a comprehensive

Table 9

Population Served by Total Allocations

	Bullhead City Contract Area		Mohave Water Conservation District Contract Area		Water Totals	Population Totals
Water Source	Acre Feet	Population	Acre Feet	Population		
USBR Contract	15210	69136.364	1800	8181.818	17010	77318.182
Kingman Water	6000	27272.727	3000	13636.364	9000	40909.091
Cibola Water	2139	9722.727	0	0	2139	9722.727
Other Water	1000	4545.455	0	0	1000	4545.455
Totals	**24349**	**110677.273**	**4800**	**21818.182**	**29149**	**132495.455**

description of the current status of the Bullhead City water resources supply along with conservation goals.

Growth within Bullhead City will continue to utilize existing water allocations. The current water allocations are finite quantities under Bureau contracts. The current allocations are adequate for the anticipated growth within the existing planning horizon. The growth projections, land use designations, and build-out capacities in this General Plan are based on the best available water supply data, Colorado River allocations, and hydrologic modeling from the Arizona Department of Water Resources (ADWR), the Bureau, and other authoritative sources as of 2026.

Bullhead City has been an excellent steward of its water resources. From 2005 to 2025, Bullhead City's population grew by 19.6%, while its water use grew by only 1.7%. This shows how effective the Bullhead City Water Conservation Programs have been.

Table 9, Population Served by Total Allocations, describes the population that can be served by the Colorado River water available to the City and MWCD contract areas. The current factor of .25 acre-feet per person (includes all water uses within the city including irrigation, commercial and industrial water use within the city allocated on a per person basis; the water used on a per person basis is 87.2 gallons per day) was used to calculate the number of persons that can be served by the water available. The city and MWCD have a total of 29,149 acre-feet of Colorado River water that could serve a potential population of 132,495. This number climbs higher when effluent is used to create direct potable reuse as is being considered in multiple central Arizona cities.

Future Water Planning

Bullhead City continually evaluates its available water resources in relation to projected growth, anticipated development, and long-term community needs. Water supply planning is an ongoing process that incorporates available Colorado River Allocations, conservation measures, infrastructure improvements, water use trends, and future development projections.

Based on the City's current water allocations, water conservation programs, and the best available planning information, Bullhead City has adequate water resources to serve the anticipated growth within the planning horizon of this General Plan. The City's growth projections, land use designations, and development assumptions are based on the best available water supply information, Colorado River allocations, hydrologic data, and applicable planning analyses available as of 2026.

The City will continue to monitor water demand, available water supplies, conservation measures, infrastructure capacity, and future development activity to ensure adequate water resources are maintained to support long-term community needs. As conditions evolve, Bullhead City will continue to pursue water conservation, reclaimed water, infrastructure improvements, and other water resource strategies consistent with applicable federal and state requirements to support future development.

Local Context

The city's water system consists of six separate water systems. Four of the water systems are located within the city's municipal boundaries, and two are located just south of the city's municipal boundaries. The system consists of 21 wells, 28 storage tanks with two in design, 73 booster stations, 91 pressure reducing valves, 2,200 hydrants, 6,000 valves, 320 miles of main lines, thousands of meters, booster stations, and distribution systems. With an annual production of 1.9 billion gallons, the city provides drinking water to a population of more than 44,000 customers in a service area that encompasses over 70 square miles.

The city currently has a permitted capacity of 6 million gallons per day of treated effluent (reuse) water, including 4 million gallons per day at the Section 10 water reclamation facility, and 2 million gallons per day at the Section 18 water reclamation facility. The Section 10 plant is currently undergoing an expansion that will increase the capacity of the plant to 6 million gallons per day.

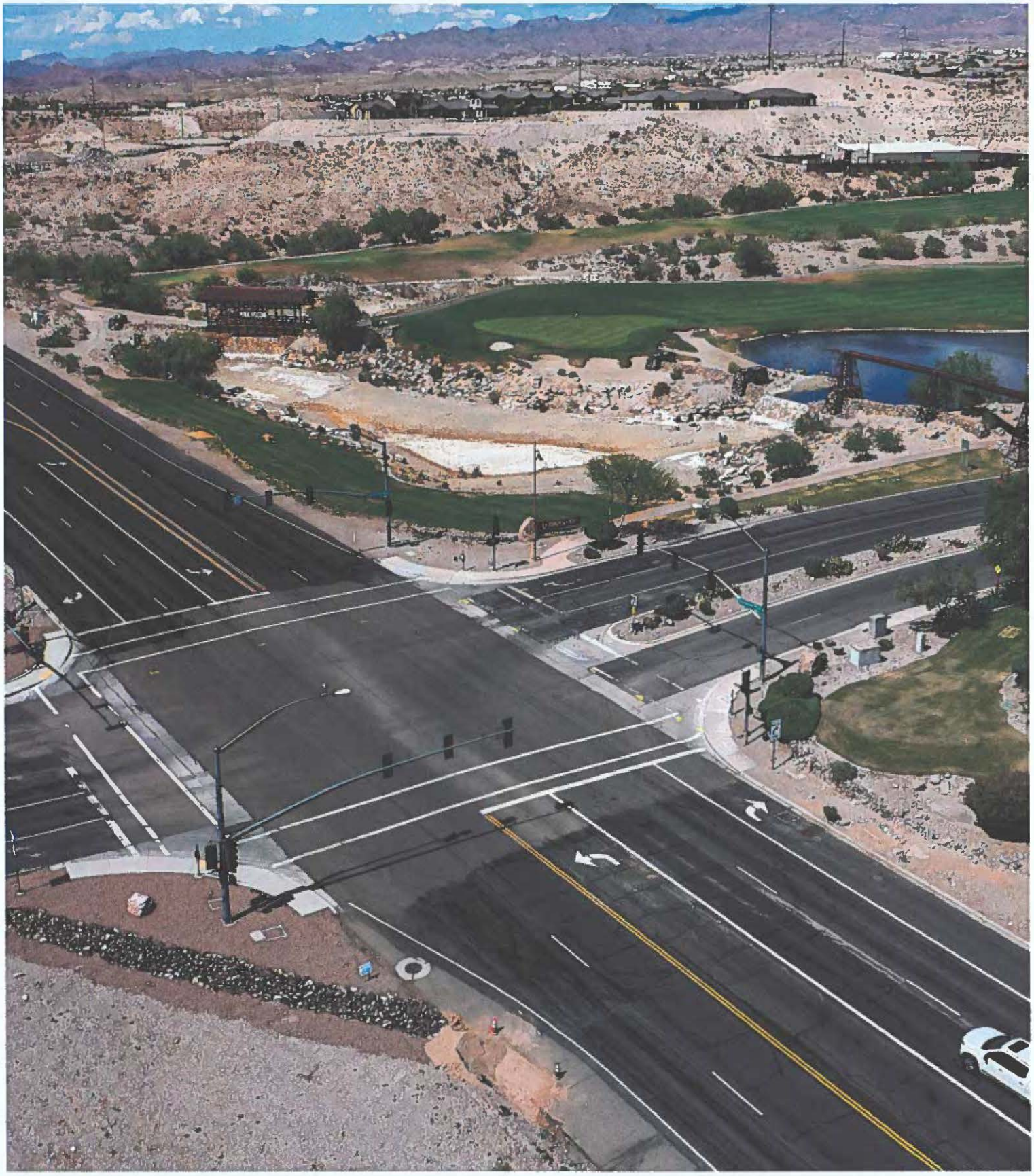
The ability of the system to operate effectively can be affected by the water supply available to the city. If the water supply decreases significantly, whether by operation or mandatory supply restrictions, prohibitively high-water costs or otherwise, system sales may diminish and net revenues available to pay the purchase payments may be adversely affected. The city has planned and managed reserve supplies to account for normal occurrences of drought conditions. The city has 4,300 acre-feet of effluent (reuse) water available from its two wastewater treatment plants that could be used within the city's municipal boundaries to supplement water reductions if they are ordered by the Bureau.

Planning Considerations

- The city needs to continue to monitor existing water resources for the anticipated population.
- The conservation measures and strategies identified in the City of Bullhead City Water Conservation Plan must continue to be enforced to achieve the water conservation goals set forth in the document.
- The city must provide wastewater treatment systems for existing and future developments to enhance water conservation and reuse measures.
- The city must improve its effluent delivery facilities to enhance its ability to provide effluent for reuse.

Goals, Objectives and Policies

GOAL: CONTINUE WATER CONSERVATION MEASURES.



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

- Policy: Encourage the reuse of effluent water for landscape irrigation.
- Policy: Monitor the Water Conservation Plan and evaluate the effectiveness of measures, recommending changes as necessary.
- Policy: Continue development of an area-wide plan for reclaiming and recycling wastewater through a viable tertiary treatment and redistribution program to irrigate parks, golf courses, educational and city facilities.
- Policy: Restrict the use of turf in landscaping of residences, commercial, industrial, and institutional facilities, and along roadways. Require the use of artificial turf, and native or desert plant palettes.
- Policy: Encourage water conservation in all new and rehabilitated development through the utilization of artificial turf, drought tolerant plant materials, xeriscaping, hardscaping, efficient irrigation systems (drip/low flow), and water conserving fixtures in all new residential and commercial development.
- Policy: Consider developing performance-based water allocation frameworks for proposed commercial and industrial projects.
- Policy: Continue to prohibit ornamental water features, like water fountains, in multi-family, commercial and industrial developments, unless the water is recycled.

Objective: Increase awareness and education about water use and conservation.

- Policy: Promote responsible water usage by encouraging residents to shut off water when away for extended periods of time, and reduce irrigation during cooler months.
- Policy: Use newsletters and other platforms to promote best practices and tools for water conservation and efficiency.
- Policy: Provide information about water conservation at public facilities.

Objective: Ensure the long-term water resource supply, quality and conservation for present and future residents.

- Policy: Participate in regional and statewide drought planning efforts to prepare and address future water source reductions.
- Policy: Protect water resources for current residents and businesses by continuing to coordinate with appropriate public agencies and neighboring jurisdictions, updating the Bullhead City Water Conservation Plan, and monitoring water quality.
- Policy: Continue to educate the public about the city's management of water resources.

City of Bullhead City
2355 Trane Road
Bullhead City, AZ 86442

PRESORTED STD
U.S. POSTAGE
PAID
PHOENIX, AZ
PERMIT NO. 1335



OFFICIAL VOTING MATERIALS - ONLY ONE PAMPHLET HAS BEEN MAILED TO EACH HOUSEHOLD CONTAINING A REGISTERED VOTER. PLEASE MAKE IT AVAILABLE TO ALL REGISTERED VOTERS IN THE HOUSEHOLD.