



Smart Growth

Smart growth is a broad movement that promotes efficient and sustainable land development and development patterns that optimize prior infrastructure investment and consume less land. Smart growth communities are based on historic village concepts and are walkable, attractive, and livable. The smart growth movement emerged in response to the negative impacts of decades of post-World War II suburbanization including traffic congestion, higher energy consumption, accelerated loss of natural resources and deterioration of the natural environment.

Smart growth principles favor compact, walkable, friendly developments served by multi-modal transportation, and discourage dispersed, automobile-dependent development at or beyond the urban fringes. These principles result in communities that have a built in sense of place and that are environmentally, economically and socially sustainable into the future.

PURPOSE

To guide future growth and development into a sustainable citywide development pattern, while maintaining or enhancing the quality of life in our communities. Growth should be at a desired scale and character that is consistent with the social, economic and aesthetic values of the City.

3.1 SETTING THE FRAMEWORK

Many defining elements of great communities are established through land use patterns, design and other aspects related to the built environment. Within this General Plan, Peoria’s enhanced development strategy focuses on providing greater opportunities for mixed-use development along transportation corridors and in key nodes throughout the City. It also promotes more sustainable development patterns that expand mobility options, supports a diverse workforce and multi-generational community, protects the natural environment, and recognizes its historical and cultural resources.

While Arizona state law requires all cities to include a land use element within its General Plan, Peoria is going further by guiding decisions about where and how growth and development occur. In this manner, the City intends to realign its land use and development pattern to reflect the community’s values, distinct culture and history, active neighborhoods, and sense of place. This is accomplished by establishing a development framework that describes the City’s overarching strategies, along with inclusion of smart growth principles into its decision-making processes.

With the exception of the Old Town area and a few residential areas, the majority of Peoria neighborhoods were developed during the post-World War II housing boom and more particularly as low-cost air-conditioning became widely available. As a result, the city’s land use patterns and urban design features are generally characterized by low-density housing, auto-oriented commercial centers, and street networks. In the 1990s and 2000s, the City of Peoria began a new era of land use planning and urban design based on “growing smarter” legislation aimed at addressing rapid growth within the Valley. Because Peoria is still a relatively young city with a large amount of vacant land available, the city will need to accommodate a significant amount of future population and employment growth over the next 20 years and beyond. The Smart Growth chapter of the General Plan establishes the goals and policies to strategically accommodate future growth and change while preserving and enhancing the quality and characteristics that make Peoria a desirable place to live.





3.2 DEVELOPMENT FRAMEWORK

This chapter identifies a framework for decisions about land use and development patterns. It then goes beyond the community's physical development pattern to include goals and policies on community placemaking, connecting people and places, growth areas, housing, and the cost of development. Additionally, this chapter seeks to stimulate social connectivity and economic activity, while achieving a more sustainable environment for existing and future generations. Through these goals and policies, the City seeks to encourage maximization of development opportunities that respect established neighborhoods and protect significant cultural and historic assets. The guiding framework is defined by these areas:

- **Context:** New development should respect and respond to the surrounding context. Projects should utilize responsive, place-based design that creates distinctive places that are compatible within the area.
- **Sense of Identity:** Development and redevelopment should build on and enhance the identity and character of the community. Both public and privately-owned areas should be designed to maximize available opportunities to promote a sense of identity.
- **“Community” by Design:** Pursue innovative and progressive design that balances priorities without compromising quality.
- **Connectivity:** Look for ways to enhance connectivity throughout the community and beyond, making it easier for residents and visitors to access nearby goods and services, community amenities, and key destinations.
- **Walkability:** Create walkable neighborhoods, commercial corridors and mixed-use districts that stimulate increased pedestrian activity and make alternative transportation more viable.
- **Sustainability:** Use best practices to reduce environmental impacts.

Community Placemaking

Placemaking is a multi-faceted approach that capitalizes on a community's assets, and inspiration to create spaces that promote people's health, happiness and well-being. This hands-on approach helps bring residents and visitors together to form deep connections with places in their community; however, placemaking is more than just creating a nicely designed landscape. These spaces are where people want to be and to interact. Quality design and aesthetics are also important.



According, these efforts need to be representative of Peoria’s values. Through the goals and policies within this chapter, Peoria seeks to maintain its high quality of life through careful attention to community placemaking.

Activity Centers

Activity Centers are vibrant community hubs that attract people for activities such as shopping, work, recreation and socializing. Peoria has identified four *Activity Centers* (defined below), each having its own unique identity. As there is no ‘one size fits all’ approach to activities centers, they can vary greatly in size and intensity. Additional strategic planning of these areas should occur on how best to direct resources and focus investments to best serve the community, while ensuring these centers become and remain attractive, vibrant places to live, work and shop.



Old Town

The Old Town Activity Center area encompasses the historic townsite area at 83rd and Peoria Avenues and is the heart of the City of Peoria. This original residential, commercial and civic area of the community contains many historic structures and is the current location of the civic operations of municipal government including City Hall, Police Station, Main Library, Community Center, Performing Arts Center and other municipal uses and services. The envisioned character of this area is a vibrant, walkable, mixed use area for civic, historic, residential, commercial and employment uses. Based on the existing and planned transit improvements, transit-oriented development would be appropriate in this area.



Lake Pleasant

The Lake Pleasant Activity Center is a regional and national attraction for many outdoor activities including boating, fishing, watercrafts, swimming, hiking and wildlife viewing. The character of this area includes possible destination resort and related uses and outdoor active and passive recreation focused uses.



Loop 303

This important future employment growth area straddles the Loop 303 corridor with strategic focus areas at Happy Valley Parkway, Vistancia Commercial Core and at Lake Pleasant Parkway. Loop 303 is important to the northwest portion of the city as it connects to Interstate 17 to the east and Interstate 10 to the south and the city has sought to leverage this prime location for future employment growth and development. The community consistently identified the area as the future employment core area for Peoria.



P83 (“Peoria 83rd Avenue”)

Located near the Loop 101 and Bell Road, this area has emerged as the retail and entertainment hub of the city. With 83rd Avenue as a signature spine road, the Peoria Sports Complex is the anchor for the area, providing a venue for Major League baseball, major concerts and other community events. The adjacent areas augment the Complex with restaurants, residential housing, and major retailers, which contribute to an active mixed-use area. The community envisions future opportunities for this area to be intensified and enhanced as a vibrant, mixed-use employment, entertainment and retail area.



3.3 LAND USE

This section establishes land use descriptions and land use mapping reflecting the unique and defining elements of Peoria including quality neighborhoods, vibrant entertainment areas, commerce, employment and open space areas. The land use categories established herein identify the desired community attributes in terms of type, form, design and density/intensity, and are intended to inform decision making relative to future development proposals. The Future Land Use Map provides the location and distribution of land uses and establishes a balanced plan for the future growth and development of the city. The land use map, descriptions, guidelines and typical uses identified within this section are intended to generally characterize the envisioned type and scale of future development within Peoria.

Land Use Categories

This section establishes the generalized land use categories reflecting the envisioned future for Peoria. The land use categories were developed based on significant input from residents, business and property owners and other stakeholders regarding the desired character of the neighborhoods, stores, places of employment and other community uses within Peoria. Land use categories describe the community’s desired community attributes by establishing type, form, design, density and intensity, and interaction between land uses. Each land use category identifies the following:

- Character - Broad description of key characteristics of the defined land use
- Zoning Districts - Comprehensive list of correlating zoning districts
- Example Communities - Representative neighborhoods or developments
- Typical Uses – Summary of typical intended uses

The zoning district(s) identified for each land use category illustrates the general correlation between zoning districts and the General Plan Land Use Designations. The City uses this correlation information as a general guide when determining the consistency of rezoning proposal with the Land Use Map. Other factors such as conformity to the community character, land use compatibility, availability and capacity of public services and facilities, and preservation of environmental features may also be considered in determining if a zoning district is appropriate.

Future Land Use Map (FLUM)

The overarching goal of a Future Land Use Map (FLUM) is to establish and define the appropriate balance and relationship of residential, commercial, employment and open spaces to serve the community. The FLUM is intended to graphically represent Peoria's strategic development philosophy relating to future land uses and is not intended to be a parcel-by-parcel land use allocation. More specifically, the FLUM depicts the desired location, relationship and distribution of land uses and is a representation of the build out vision for Peoria. **(Figure 2)**

It is important to note that the FLUM does not represent zoning classifications. Current zoning classifications of all property in Peoria are reflected on the Official Zoning Map, available at the office of the City Clerk and the City's Planning Department. Property owners must go through a rezoning process if there is a desire to make changes to specific zoning on their property before development. Those zoning changes are required to conform to the General Plan, including compliance with the adopted FLUM, pursuant to Arizona state law. Lastly, it should be acknowledged that the FLUM applies to *future* decision making relative to rezoning of property, and is not applicable to existing zoning entitlements. Many properties have developed utilizing existing zoning which may or may not conform with the FLUM. For this reason, no land purchases or contemplated future construction should be based solely on the FLUM.

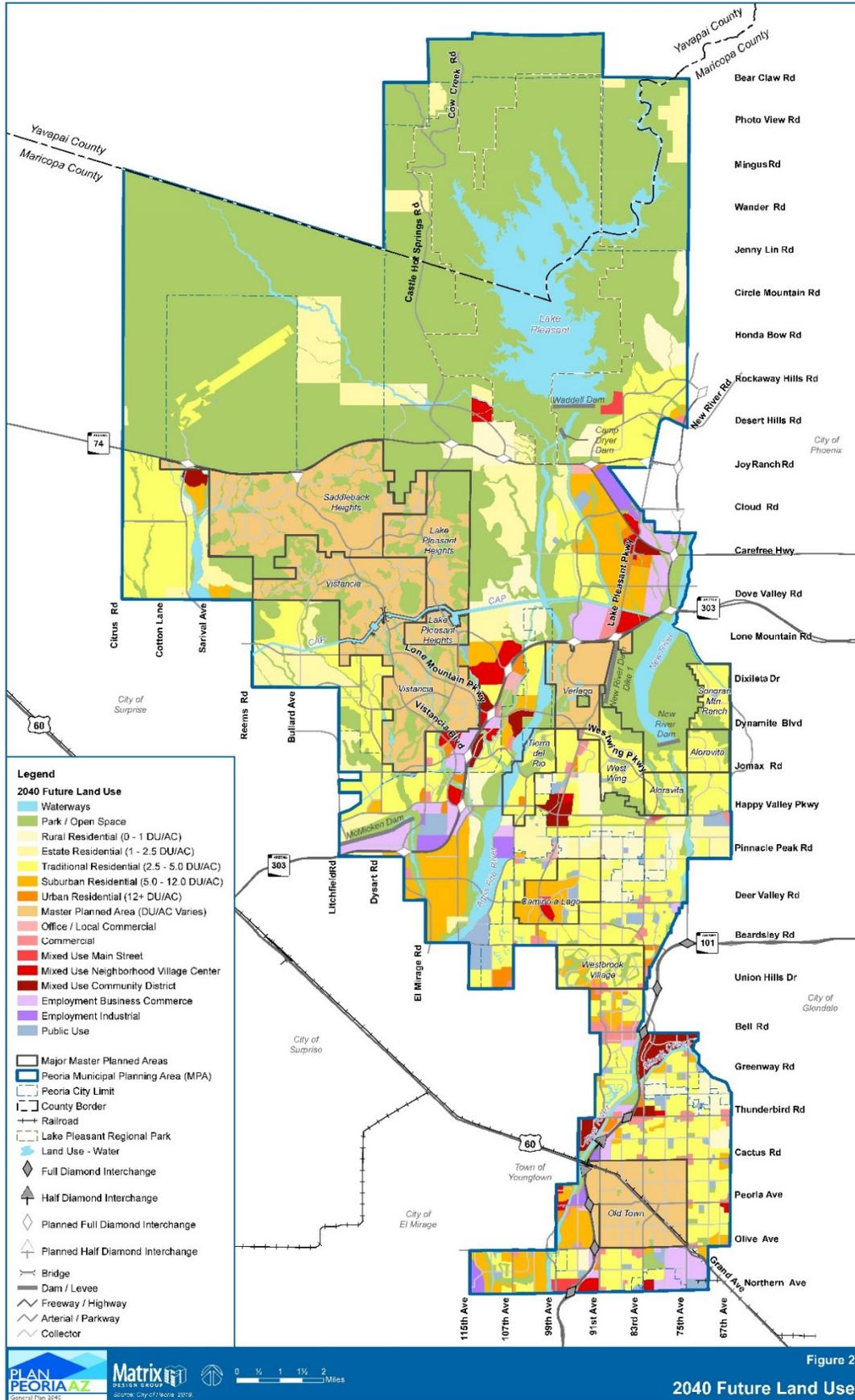
The land use category boundaries shown on the FLUM are generally delineated through one or more of the following features: property lines, drainage corridors, canals, streets and municipal boundaries. In addition to defining the land use boundaries, the FLUM includes the below described general boundaries.

Municipal Planning Area Boundary

The FLUM designates land within the Municipal Planning Area (MPA) Boundary for the city, according to the land use designations summarized further in this section. The MPA includes the City Limits and adjacent areas the city intends to either annex in the future and or exercise a level of input to guide development under county jurisdiction consistent with the FLUM.

City Limits

The incorporated municipal city limits of Peoria are included on the FLUM. The incorporated area of the City is smaller than the overall Planning Area Boundary. Areas within the city limits are subject to municipal jurisdiction and subject to city regulations. Areas outside city limits are under the jurisdiction of Maricopa County or Yavapai County.



3.4 LAND OWNERSHIP

Throughout the City, there are large areas of publicly held properties that have specified land use designations on them. These properties are comprised of Federal, State, or other public lands. Federal lands in Peoria are managed by the Bureau of Land Management (BLM), or the Bureau of Reclamation (BOR). State Lands in Peoria are managed by the Arizona State Land Department (ASLD) or the Arizona Game and Fish Department. Other public lands include County and City owned properties.

Arizona State Land Department

The Arizona State Land Department (ASLD) was created in 1912 concurrent with the establishment of Arizona statehood, when the Federal government granted Arizona public lands for various state purposes. The ASLD manages the land and resources of approximately 9.2 million acres of Trust land across the state. All uses of the land must benefit the Trust, a fact that distinguishes State Trust land from the way other public land may be used, such as land managed by the BLM or BOR. While public use of Trust land is not prohibited, it is regulated to ensure protection of the land and compensation to the beneficiaries for its use. Beneficiaries of the Trust include public schools, correctional facilities, and other publicly funded services. The schools (K-12) are the largest beneficiary, owning approximately 87% of the land and receiving close to 90% of the revenue. Importantly, State Land parcels may eventually transfer to private interests through sale or lease for residential, commercial, or employment development, or for agricultural or natural resource extraction uses.

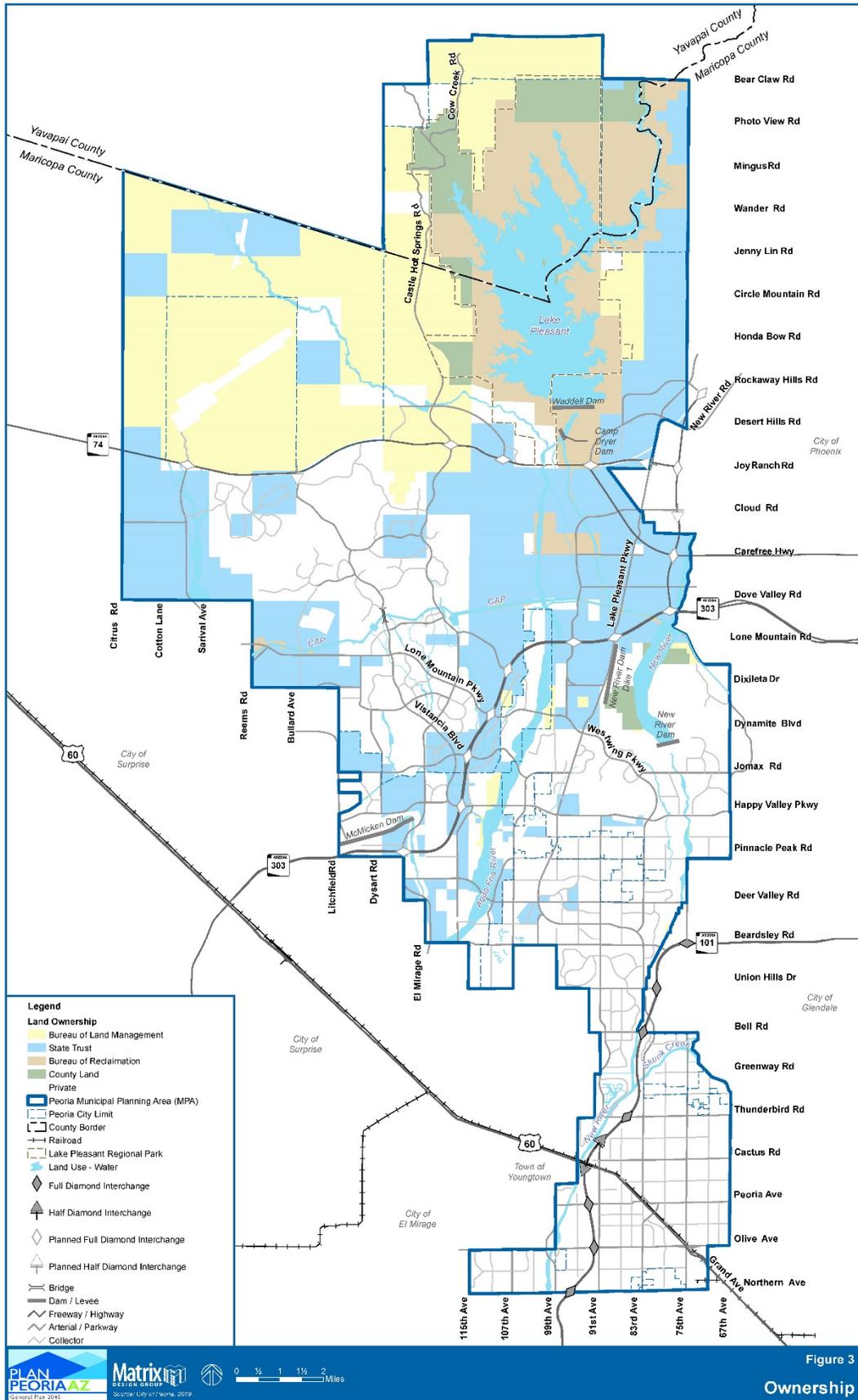
Therefore, for planning purposes, State Land property should be viewed as developable property, in much the same way as private land. Moreover, State Land parcels with high scenic value or habitat attributes may be designated or otherwise preserved for conservation, pursuant to applicable State laws and city ordinances. Currently, ASLD manages approximately 44 square miles (close to 28,000 acres) of land in Peoria. The City of Peoria actively pursues the planning of State Trust Lands located within the planning area and will continue to work closely with the ASLD.

Bureau of Land Management

The Bureau of Land Management (BLM) is a federal agency that manages the nation's public land and resources to provide for a wide variety of users without compromising the long-term health and diversity of the land. The BLM also focuses on preserving the natural, cultural and historical resources. The agency uses the best scientific information to make decisions, in collaboration with other agencies, states, tribal governments and the public. The Bureau of Land Management (BLM) owns approximately 26 square miles (over 16,500 acres) of land in the Peoria MPA, the majority of which is located in northern Peoria above State Route 74.

Bureau of Reclamation

The Bureau of Reclamation (BOR) is a Federal agency whose mission is to "manage, develop, and protect water and related resources in an environmentally and economically sound manner in the interest of the American public." The BOR property manages approximately 22 square miles (over 14,000 acres) of land in Peoria, primarily located around Lake Pleasant.



Maricopa County Islands

County Islands create unique challenges for cities. County zoning ordinances allow for some uses not allowed within Peoria and provide for different development standards. Although the uses can no longer expand if annexed into the city, they may have a long economic life whether in the county or the city. These uses and their different development standards can create negative impacts on adjacent uses and cause a discontinuous visual image. In some cases opposite sides of the street will develop under different streetscape, landscaping and setback standards.

In this manner, the city shall work with Maricopa County to ensure land uses and development standards for unincorporated land adjacent to or surrounded by the city be consistent with adopted city plans where applicable.

Sources of Aggregates

Growth requires building materials, no matter what form it takes. Ensuring that Arizona has adequate resources to provide the necessary materials was one of the primary reasons behind regulations that require cities begin to incorporate planning for sources of aggregate into their general Plan. The passage of the Aggregate Protection Act (Senate Bill 1598) added a provision in the Arizona Revised Statutes (9-461.05.C.1.g) that requires cities to address sources of currently identified aggregates. In addition, cities are to provide policies to help preserve currently identified aggregates sufficient for future development, and policies to avoid incompatible land uses in their General Plan. The goals and policies within this section address these requirements within the General Plan.

The most common aggregates that are mined in Peoria are sand and gravel. Although mining contributes to the Peoria economy, it can impact the environment during extraction and after mining is complete. After a mine is closed, there is a need to ensure effective reclamation of the mine. The reclamation of mines is pursuant with Arizona Revised Statute (ARS) 9-461.05, which states that General Plans in Arizona should seek to preserve existing identified aggregates that are “sufficient for future development”. Maps are available on the website for the Arizona Geological Survey, which identify sources for aggregate materials. It is anticipated that current existing aggregate land uses are sufficient to meet future development needs.



3.5 HOUSING

Having a diverse stock of housing – new and old, big and small – is instrumental in offering choice and providing for the individual needs of all households, regardless of economic status. Overall, housing is an important factor in making a city a desirable place to live, so it is crucial that the City’s policies reflect support for the needs of all citizens, both current and future. Addressing major issues like upkeep of existing housing stock and planning for the housing needs of future residents is paramount to the success of the City. The General Plan promotes the long-term health of the City’s housing stock and its availability to all. The Healthy Neighborhoods chapter will address goals and policies related to the social implications of housing, and within Smart Growth, the General Plan will address the physical characteristics of or needs for housing within the community.

Housing Need

Housing options within the City of Peoria have and will continue represent more than just single-family detached housing. Providing a full array of housing options accommodates a variety of lifestyles and needs. Addressing opportunities for a range of housing options from single-family detached to high-density multi-family also addresses two issues that are plaguing the nation; affordability and supply.

Year Built	Peoria	
	Number	Percent
2014 or Later	1,726	2.6%
2010-2013	2,320	3.5%
2000-2009	19,738	29.6%
1990-1999	21,307	31.9%
1980-1989	13,071	19.6%
1970-1979	4,962	7.4%
1960-1969	1,132	1.7%
1950-1959	318	0.5%
1940-1949	162	0.2%
1939 or Earlier	126	0.2%
Total	64,862	100%

Affordability

While allowances for increased supply can help address affordability, providing the ability to develop more units is not the only solution. Sometimes a community is in need of a different housing options that allow citizens to have the freedom choose if they would like to have the privacy and maintenance costs / responsibilities of a single family home or the freedom of the ‘lock and leave’ lifestyle afforded by multi-family housing. These diverse housing options enable residents to choose the desired housing type without being forced into responsibilities or costs that don’t fit their needs.

Supply

A common misconception is that the City builds residential or non-residential developments. That may be the case in some rare instances of public private partnerships; however, by and large, the City sets a policy framework in which development must occur. Housing supply can address affordability by providing a sufficient number of housing units to meet demand; however, it also has a dramatic impact on the growth of a community far beyond just the cost of housing. Providing appropriate locations of increased density allows sustainable land use patterns, and enhanced viability of neighboring commercial centers. Areas of increased density also deliver the concentration necessary to make mass transit options viable; thereby aiding in the reduction of roadway congestion and deploying an effective workforce throughout the City.

3.6 FOCUSED GROWTH

An economically sustainable community is the result of sound and fiscally responsible decisions regarding infrastructure and municipal service expansions. Peoria has experienced significant growth through its history from a small suburban community to a major city within the Metro Phoenix area. As previously discussed in Section 3.5, there remains a significant amount of undeveloped area; therefore, guiding the location of growth enables the city to plan in a sustainable manner. Identifying areas for future growth helps to focus and prioritize City resources in a sustainable manner and in locations where growth is most appropriate. This section is intended to:

- Provide for the organic and natural growth of the city through the encouragement of infill development and the incremental and logical infrastructure expansion into undeveloped areas.
- Promote timely and fiscally sound infrastructure expansion through the use of growth policies, infrastructure funding, and financial planning that is coordinated with areas suitable for development.
- Provide for the responsible use of funding for infrastructure and services through the application of growth policies in land use decision-making.

Growth Areas

According to Arizona state law, growth areas “are particularly suitable for planned multimodal transportation and infrastructure expansion and improvements designed to support a planned concentration of a variety of uses, such as residential, office, commercial, tourism and industrial uses.” A tiered system of growth is contemplated within the General Plan to provide for the incremental and logical extension of infrastructure and services, resulting in a sustainable, efficient and fiscally responsible use of resources. It is important to emphasize that growth areas are not restrictive, and development can be proposed and approved regardless of growth area designation. Additionally, a growth area designation should not be the sole determinant in land use decision making, but rather intended to inform consideration of a land use request balanced against other economic and community factors in making a determination. Proposed development within Tier 3 Growth Areas signal the need for careful consideration of the long-term infrastructure and service delivery impacts resulting from a planned development.

The Growth Areas are divided into the following tiers as shown on **Figure 4** and described as follows:

Tier 1 Growth Areas

Tier 1 Growth Areas include locations in Peoria that are anticipated to develop in the short and mid-term planning horizon. These areas are available and appropriate to accommodate immediate infill development and related infrastructure and municipal service expansion. Tier 1 Growth Areas include locations within the City that are adjacent or within near proximity to existing infrastructure and services and require minimal infrastructure or service expansion. New development is served by existing infrastructure and parks, trails, and all other municipal services.



Tier 2 Growth Areas

Tier 2 Growth Areas include locations within Peoria that are anticipated to develop in the current or near-term planning horizon, or approximately within 1 mile of existing infrastructure service limits. These areas are intended to accommodate the logical extension of infrastructure and services in the next phase of the development of the community. Development in Tier 2 Growth Areas should be carefully considered relative to infrastructure and service extension impacts and costs associated with the proposed development. Infrastructure improvements are primarily provided by the developer, and the project can adequately address the provision of all municipal services to the development.

Tier 3 Growth Areas

Tier 3 Growth Areas are generally located beyond one-mile of existing infrastructure service limits and/or in remote locations. Development in these areas may promote scattered development patterns and strain the efficient delivery or maintenance of city services. The city does not expect to extend infrastructure to support development in these areas for the foreseeable future. New entitlements within these areas should only be approved after careful consideration of the anticipated infrastructure and service delivery impacts and costs associated with the development, and should be based on a finding that the development advances a key economic development goal or otherwise provides an equivalent public benefit to offset the early extension of infrastructure and services. This does not preclude the associated amendment or development of existing Tier 3 entitlements.



What is Smart Growth?

Broadly stated, smart growth community design is based on the following principles:

Human-scale / Compatibility. A fundamental component of smart growth communities is design focus on human-scale and the resulting compatibility between land uses. By design, human-scale mixed-use centers minimize traditional compatibility impacts associated with suburban development. Thoughtful and effective transitions in land use address visual and other impacts associated with land uses of a different intensity or character.

Mixture of Use. Locating residential, commercial, employment and open space uses in proximity to one another results in alternatives to driving such as walking and bicycling becoming viable transportation options. Mixed-use developments create higher concentrations of people, increasing economic development and supporting public transit. Mixed-use developments enhance the sense of community by making streets, public spaces and walkable shopping districts places where people meet for community interaction.

Compact Development. Smart growth principles support development designs that concentrate building and development areas, resulting in the preservation of natural and unique aspects of an area. Compact development designs make more efficient use of land and resources and result in a reduced service delivery cost for core municipal services such as water, sewer, and public safety.

Walkable Neighborhoods. A key component of smart growth communities is walkable neighborhoods. Goods, services and employment are located within a walkable distance from housing. Walkable communities provide alternatives to driving a car, resulting in reductions to traffic congestion and air pollution.

Sense of Place. Smart growth communities preserve natural resources and other unique aspects of an area, contributing to the sense of place for the community. Smart growth principles enhance residents' sense of place and community through the creation of interesting, vibrant and unique streets and public spaces.

Infill Development. Infill development and increased densities in developed areas result in the efficient utilization of land, more compact areas and more efficient delivery of municipal services. Guiding new development to existing developed areas of the community also preserves and enhances the vitality of existing areas through economic development and additional goods, services and jobs to support existing developed neighborhoods.

Increasing Transportation Choice. Smart growth communities implement new approaches to transportation planning including integrated transportation / planning coordination, creation of redundant, resilient and connected road networks and ensuring connectivity between pedestrian, bicycle, transit nodes and streets.



3.7 COST OF DEVELOPMENT

A core function of government is the provision of services to maintain and enhance public health and safety within a community. The provision of municipal services also supports economic development efforts and maintains the quality of life of residents. The City of Peoria provides for high-quality public facilities and services including water, wastewater, stormwater management, streets, police, fire, and parks. Public infrastructure and the provision of municipal services represent a significant investment for the City of Peoria. This investment is comprised of the cost of the initial construction or deployment of resources, as well as the long-term operating and maintenance costs associated with the infrastructure and municipal service; which represents a significant financial commitment by the City

Smart Growth includes a myriad of principles that address growth and development within a City. A key component of those principals is financial sustainability. With regard to the provision of municipal infrastructure and services, financial sustainability involves consideration of the complete financial cost, including capital costs (initial cost of infrastructure), and operating costs (on-going services and maintenance of the facility or service). This principle of smart growth is intended to ensure that growth and development are sustainable and are not subsidized over the long-term by current residents and businesses. This section is intended to identify primary resources, standards, and policies the City of Peoria utilizes to achieve the broad objective of financial sustainability. This section also establishes goals and policies to guide future decision-making and ensure equitable and sustainable funding for the construction, operation and maintenance of infrastructure and municipal services.

City of Peoria Principles of Sound Financial Management

The City has long embraced the fiduciary responsibility for accounting for and managing public funds and planning for municipal facilities and services to serve residents. The City of Peoria Principles of Sound Financial Management (2016) expresses the City's overall financial goals:

- To deliver quality services in an affordable, efficient, and cost-effective basis, providing full value for every dollar.
- To maintain an adequate financial base to sustain a sufficient level of municipal services, thereby preserving the quality of life in the City of Peoria.
- To have the ability to withstand local and regional economic fluctuations, to adjust to changes in the service requirements for our community, and to respond to changes in Federal and State priorities and funding as they affect the City's residents.
- To maintain a high bond credit rating to ensure the City's access to the bond markets and to provide assurance to the City's taxpayers that the City government is well-managed and financially sound.

The City achieves these goals through strict management policies, including the Principles of Sound Financial Management, providing financial guidance for fiscal planning, identifying policies that avoid leapfrog development, and management of public funds for growth-related infrastructure and services



Funding Growth Impacts

As a steward of public funds, the City's overall policy regarding funding for growth related impacts, is that to the extent reasonable, growth should pay for itself. There are a variety of methods and funding sources used by the City to provide infrastructure and services that address the infrastructure needs of growth without laying the financial responsibility at the feet of existing residents and businesses. Those methods include developer exactions / constructed infrastructure, development impact fees, the City's Capital Improvement Program (CIP), the Annual Operating budget, Utility Enterprise Funds, Community Facilities Districts, General Obligation Bonds, Highway Use Revenue Funds, and other state and federal funds. The primary methods and funding sources utilized by the City to provide for infrastructure and services to serve future growth are summarized as follows:

Developer Exactions / Constructed Infrastructure

Developer exactions and constructed infrastructure are one piece of the two most direct funding sources to ensure that development pays for itself as the City continues to grow. Developer exactions allow the City to obtain the necessary dedications to accommodate the requirements associated with growth such as right-of-way, or park dedications that prevent the City from having to go back later after development has occurred and acquire property for right-of-way from fractured ownership. The construction of infrastructure calls for developers to provide the infrastructure necessary to service their development. This often includes adjacent half-street construction (street, curb, gutter, sidewalk, etc.), and the continuation of water and sewer connections that will serve future residents and businesses. Due to the complex nature of larger developments, development agreements are an important mechanism aid in formalizing developer and city obligations related in part to infrastructure and services and the timing associated with those required improvements.



Development Impact Fees

A significant portion of the initial costs to provide infrastructure associated to growth is paid by the development community at the time of building permit issuance through development impact fees. Impact fees may only be used by the City to expand infrastructure, or pay down bonds issued by the City that covered infrastructure expansion prior to the assessment of the impact fee. Although development fees cannot be used to fund operation and maintenance costs associated with infrastructure and municipal services, they provide a vital offset to ensure that residents and businesses are not subsidizing the initial cost of growth. Development Impact Fees are assessed for parks, police, fire, and streets.

The City previously contained a broader array of impact fee categories in an effort to appropriately allocate funds for the initial costs associated with development; however, state statute has since identified limitations in those categories resulting in the aforementioned list. The City completes a review of the development impact fee program periodically, and adjusts the required impact fees to ensure that the overarching policy of development paying for itself is accommodated.

Capital Improvement Program

The City utilizes a Capital Improvement Program (CIP) to fund the construction of core infrastructure for streets, water, sewer, parks, public safety and other municipal buildings and infrastructure. The improvements identified within this program can have a cascading effect on all kinds of City priorities, from parks to business attraction. To provide clear direction for all of the implications of the Capital Improvement Program, the City strategically drafts it to provide a schedule of planned infrastructure improvements over a ten-year planning horizon. To maintain its strategic position, the City of Peoria maintains a ten (10) year Capital Improvement Program. The purpose of the Capital Improvement Program is to systematically identify, plan, finance, and monitor capital projects to ensure cost-effectiveness and conformance to the City's financial goals.

The City adopts a financially balanced, multi-year Capital Improvement Program each year in conjunction with the annual operating budget. In adopting the CIP, the City assesses the operating impacts associated with a capital project to ensure necessary operating revenues are available to support maintenance and operation of infrastructure and services into the future.

Annual Operating Budget

The City utilizes the annual operating budget to fund ongoing maintenance and operating costs associated with infrastructure and services. That annual operating budget includes the City's forecasts for the long-term operation and maintenance costs of capital construction such as a roads, trails, or parks. This fundamental principle of fiscal sustainability involves consideration of the complete impact of growth over the long-term and provides guidance for future decision-making to ensure current residents and businesses are not subsidizing future growth. A variety of sources fund the City's annual budget, including Primary and Secondary Property Taxes, Transaction Privilege Tax (Sales Tax), Specialty Industry Tax (Hotel bed Tax), and Excise Tax.

Utility Enterprise Funds

Once infrastructure systems are developed, services must be provided to the customers within the newly developed areas in addition to existing residents and businesses. Utility enterprise funds allow for revenue generating services to cover the cost of the City to provide those services. Revenue to recover the cost of providing water, wastewater, and solid water services is generated by the City billing customers for those services. User fees are established at appropriate levels to recover the direct and indirect costs, including operations, capital outlay, cash reserve requirements, debt service and debt coverage requirements for services to residents. As with any other service these rates are reviewed periodically to verify that service and fee levels are sustainable.

Community Facilities Districts (CFD)

In some cases, larger developments finance costly infrastructure improvement requirements through what is called a Community Facilities District (CFD). A CFD is a special taxing district, which provides tax revenues from a geographic area for the repayment of bonds used to construct the original development infrastructure. A CFD can be established upon petition by the developer and approval by the City. Community Facility debt is not a liability of the City, but rather is assessed against the real property that specifically benefits from the improvement. The Vistancia Community Facilities District is an example of this method of providing for infrastructure to serve growth within a particular area. The use of CFD financing for public infrastructure should be limited and consistent with the policies of this document.





Land Use Categories

Rural Residential

The Rural Residential designation identifies areas of large-lot residential development in areas with a semi-rural or agricultural character. Most rural residential areas were developed prior to annexation into the city, or during the early years of city development and expansion starting in the late 1980s. These areas developed organically in smaller tracts of land. They highlight the City's growth over the years and are a reminder of our agricultural past. They may have alternative or reduced streetscape standards in recognition of the desired character. In some areas, the land uses are predominantly agricultural and occupy large areas for the raising of crops, fowl and/or livestock.

Character

- The density ranges from 0 to 1.0 dwelling units per acre with lot sizes typically above 1 acre in size.
- Some lots have irrigation rights for landscaping or agriculture, and may be framed by irrigation ditches at property lines
- Substantial setbacks from the street and between homes emphasizes the semi-rural character of these areas
- Accessory uses such as barns, stables, and other outbuildings are common, and are agricultural in form and function
- Architectural styles are diverse, ranging from Sante Fe architecture to single-story ranch
- Agricultural animals such as livestock or horses are common
- Rural Residential areas enjoy mature landscaping due to the age of many of these areas
- Streets in these areas are rural in design, with gravel shoulders, and often do not have sidewalks

Zoning Districts

AG, SR-43, and SR-35

Example Communities

- Southwest Corner of Calle Lejos Road and 83rd Avenue
- Acoma Drive and 83rd Avenue





Estate Residential

Estate Residential areas are low-density developments or areas that feature large lot single-family neighborhoods. These areas may be gated and/or include custom home lots. Residences are typically large, detached estate or executive-type homes which are one or two stories. In addition to the residential homes, these areas often feature accessory structures such as casitas and architecturally compatible RV garages.



Character

- The density ranges between 0 – 2.0 dwelling units per acre with lot sizes typically ranging between 18,000 square feet and above.
- Residences are moderately set back from the street to accommodate ample landscaping and grand entryways or circular driveways
- Lots often feature large rear yards to accommodate a variety of accessory uses such as pools, casitas, RV garages, or outdoor living spaces
- Architectural styles are diverse but are predominantly contemporary in style
- Development entries are often gated and characterized by monumentation or a sense of arrival through thematic elements
- Streets in these areas are local only, with sidewalks on one or both sides of the right-of-way
- The street network is curvilinear to create visual interest along longer block lengths or to accommodate topographical constraints of the site
- Neighborhoods are bounded by a collector street network



Zoning Districts

R1-43, R1-35, R1-18, and PAD

Example Communities

- Melton Ranch
- Copper Creek Estates
- Estates at Happy Valley

Traditional Residential

Traditional Residential areas encompass a diversity of neighborhood types, from older subdivisions to newer master planned areas. These areas feature moderately-sized lots with detached single-family homes. Traditional Residential supports a suburban lifestyle with increased density while maintaining a detached single-family character.

Character

- The density range is between 2.0 to 5.0 dwelling units per acre with lot sizes typically ranging between 7,000 square feet and 18,000 square feet.
- Neighborhoods include a diversity of one and two-story housing types. Homes are moderately set back from the street and may feature side-entry garages
- Driveways and entries are more constrained than Estate Residential and may not accommodate tandem parking on the driveway
- Residences are accessed by the local streets and feature on-street parking
- Side yards between homes are moderate and residences often share privacy walls
- Internal and external connectivity is provided by sidewalks and open space trails throughout the area
- Ample open space is provided with amenities such as tot lots, dog runs, and ramadas interspersed or centralized within the community

Zoning Districts

R1-18, R1-12, R1-10, R1-8, and PAD

Example Communities

- The Meadows Parcels 1 & 3
- Querencia
- Happy Valley 40





Suburban Residential

Suburban Residential areas are intended to provide a range of residential uses from small lot attached and detached single-family to multi-family residences. This category supports a suburban lifestyle and provides an appropriate transition between less intense residential areas or non-residential areas. These areas of the City are a more intense residential land use, and residences may have limited private outdoor space, thereby relying on common open space amenities for recreation and connections with nature.

Character

- The density range is between 5.0 to 12.0 dwelling units per acre with housing options ranging from small-lot single-family residential (attached or detached), townhomes, casitas and other multi-family residential types.
- Three story multi-family buildings are appropriate along arterial roadways and create a sense of arrival, with a context appropriate transition to surrounding residential
- Suburban residential areas are bounded by collector or arterial roadways, but boast good internal connectivity
- Roads are curvilinear in single-family neighborhoods, with sidewalks on both sides
- Architectural styles are diverse but often share Southwestern vernacular and theming
- Communities feature higher concentrations of neighborhood parks and other common open space amenities such as tot lots or trails
- These areas often connect to regional parks or open spaces that serve multiple neighborhoods



Zoning Districts

R1-8, R1-6, RM-1 and PAD

Example Communities

- The Meadows Parcel 12A
- Westcreek Villas
- Lakeside Terrace at Westbrook Village
- The Bungalows on Olive

Urban Residential

Urban Residential areas enjoy a high level of access, and are located near services, employment centers and transportation corridors. Multi-family residential development is desirable within these areas. Urban Residential is where the highest multi-family residential density development is appropriate. The density range is intended to provide for multi-story apartments, condominiums, and townhouses which are close to employment and service areas. This category is traditionally located along transportation corridors and serves to buffer Suburban Residential areas from non-residential areas or Mixed Use areas. Substantial common open space, recreational amenities and on-site support facilities serve the residents.

Character

- Density exceeds 12 dwelling units per acre and are typified with a range of ownership and rental housing options including townhomes, casitas and other traditional multi-family residential types.
- Residences enjoy shared common open space and amenities such as clubhouses, pools, outdoor kitchens, fitness rooms, and gaming areas
- Internal connectivity is supplemented with external connectivity to adjacent open spaces, sidewalks, and non-residential.
- Community theming creates a cohesive architectural form, and a varied color and material palette to maximize neighborhood interest.
- These areas present a variety of contemporary-inspired architectural forms and materials with unified theming

Zoning Districts

RM-1 and PAD

Example Communities

- Fairway Ridge at Westbrook Village
- Pillar @ Bella Vista
- Peoria Estates





Master Planned Area

The Master Planned Area category is for large-scale developments that go beyond standard community design to gain greater flexibility for land uses and layout. These areas comprise a minimum of 1300 acres, or any area containing a Specific Area Plan (SAP). This land use category conforms with and enhances the policies and programs contained within the Peoria General Plan. The Master Planned Areas within the City include the Vistancia Planned Community District, Lake Pleasant Heights SAP, Saddleback Heights SAP, Verlago Planned Community District, and the Old Town SAP.

These areas go through a separate entitlement process and have unique development standards specific to the community that establish the land uses, densities and intensities of development, and the character of the area. Master Planned Areas are designed as a cohesive development with common infrastructure, open space, and coordination of different land uses throughout the development. Master Planned Areas typically provide for a mixture of residential, commercial and support uses. Cohesively planning for a balance of residential and non-residential uses ensures each Master Planned Area has abundant open space and amenities, a cohesive street and pedestrian network, and unique community identity that is showcased on wayfinding signage.



Zoning Districts

CCM, CRM, PAD, and PCD

Office and Local Commercial

The Office and Local Commercial category supports low-intensity commercial development consisting of a variety of small to moderate in scale professional offices, medical and legal services, and ancillary retail uses. Office buildings and complexes are characteristic of this category, providing services and employment to the larger community area. Office and Local Commercial areas provide convenient access to goods and services such as office and locally-oriented neighborhood uses. For example, medical offices, financial institutions, convenience stores, pharmacies, personal services such as dry cleaners, and restaurants.

Future changes to the Retail and Local Commercial areas are building and landscape improvements that enhance the pedestrian environment.

Character

- Building heights typically are one to two stories due to proximity with residential neighborhoods
- Building architecture and scale are compatible with adjacent residential areas
- Lighting is low level and pedestrian-oriented
- Internal and external connectivity with adjacent development is encouraged
- Edge treatments include enhanced landscaping and transitional setbacks, walls and building orientations to enhance compatibility
- To provide shade and encourage pedestrian use, parking areas are broken up through landscaping islands and public spaces that provide refuge and gathering spaces
- All sides of buildings are given architectural treatment to increase street-level activity
- Overhangs, awnings, and arcades are used to create shadow patterns on large buildings, while protecting pedestrians

Zoning Districts

O-1, PC-1, PC-2, C-1, and PAD

Typical Uses

- Administrative and professional offices, clinics, neighborhood-scale retail, dining and services
- Retail, office and service uses serving the neighborhood within two miles





Typical Uses *(continued)*

- Office and commercial uses are typically under 50,000 square feet in floor area on property ranging from 2 to 5 acres
- No residential uses are permitted

Example Centers

- Pinnacle Peak and Lake Pleasant Parkway
- Thunderbird Wellness Centre
- Greenway Medical and Professional Condominium
- Desert Harbor Professional Plaza

Commercial

Commercial areas typically include large-scale retail uses, grocery stores, specialty stores, and hospitality or entertainment uses. These areas have a wider variety of goods and services than neighborhood shopping areas located in Office and Local Commercial areas. Located along arterial streets for ease of access, Commercial areas are typically auto-oriented developments that often feature internal circulation to get to anchor buildings or pad sites. Due to the regional draw of these areas, the land uses are more intensive, and therefore may not be suited to be adjacent to lower density residential.

Character

- Each development is characterized with design solutions to promote a “sense-of-arrival”, reduce large parking fields and provide shaded public gathering areas.
- Development is typically comprised of one or more anchor buildings, associated shops and pad sites
- Architectural style is often consistent throughout a center, although pad sites may differ from anchor buildings in colors and materials
- Internal and external connectivity with adjacent development is emphasized for the efficient movement of visitors and employees
- Shaded sidewalks throughout the center should be protected from vehicle-conflicts
- All sides of buildings are given architectural treatment to increase street-level activity and ensure rear elevations do not become dead spaces
- To increase pedestrian activity, building fronts feature large windows
- Overhangs, awnings, and arcades are used to create shadow effects and provide pedestrian refuge
- Multistory buildings have well defined bottom, middle, and top building masses to provide visual variety
- Buildings with large footprints, or with multiple suites, break the primary building façade into distinctive fronts connected by public spaces or pedestrian gathering areas

Zoning Districts

C-2, C-3, C-4, C-5, and PAD





Typical Uses

- Community Commercial uses are typically 50,000+ on property ranging from 10 to 50 acres
- Hotels and Convention facilities
- Restaurants, including fast food
- Major office buildings and complexes
- Automobile dealerships
- Hospitals and related medical uses

Example Centers

- Marketplace at Thunderbird
(Thunderbird Road and 83rd Avenue)
- Ventana Lakes Village Center
- Fry's at 83rd Avenue and Deer Valley Road



Mixed-Use

The Mixed-Use land use categories are intended to provide a wide range of commercial, office, employment, and compatible residential uses integrated into a single development. The catalyst behind these categories is walkable development that blends non-residential land uses with compact and more intense residential uses. Rather than having discrete separation of non-residential from residential neighborhoods, the City is encouraging a fine-grained mix of residential and supporting commercial, office, and employment. These areas are intended to minimize the impacts traditionally associated with growth by providing housing, shopping, and employment in the same area. The compact nature of mixed-use areas makes them prime for multi-modal connections with other developments.

Mixed-use developments are more compact than conventional developments and can therefore accommodate efficient future growth by using less land and facilitating complementary activities such as shared parking, access, and multi-modal facilities to create an integrated transportation system throughout the city. Mixed-use developments can also serve as key areas for placemaking, as there is an emphasis on the pedestrian realm and creating a lively atmosphere with the spaces active with residents and visitors throughout the day thanks in part to the variety of uses and services in a given area.

The functional, physical and thematic integration of uses with a pedestrian-oriented lens distinguishes mixed-use development from other more conventional projects. Mixed-use developments occur in both vertical (floor area-intensive) and horizontally (land area-intensive) integrated formats. Three subtypes are established within the Mixed-Use category: Main Street District, Neighborhood Village Center and Community District, provided in the following subsections.





Main Street

The Main Street captures the traditional downtown development pattern of storefront commercial on the street level with residential or office on the second floor historically seen in America. These areas are meant to be a unique blend of housing, shopping, employment, and civic uses that serve as the social and commercial hub for the surrounding neighborhoods. Also serving as the cultural center of the City, Main Street will require market sensitive infill developments and selective replacement of existing developments to achieve a sustainable design approach. These areas should coordinate development to contain public gathering spaces with civic uses, such as schools, libraries, and parks. Main Street districts should have a distinct identity and theme and may be achieved through horizontal or vertical integration of land uses. While land uses within these areas are more intense, the Main Street designation can provide an appropriate transition between lower-density residential areas and high intensity commercial uses.



Character

- Building heights typically range between one and three stories
- Buildings typically maintain a zero-lot line setback on the street edge, creating an urban, pedestrian focused environment
- Parking is typically provided as angled or parallel on-street parking or to the side and rear of buildings
- Outdoor uses of the street frontage are typical and encouraged, such as areas with outdoor dining
- Internal and external connectivity with adjacent development is critical to the walkable environment
- Street and drive aisle widths discourage high speeds while promoting pedestrian activity
- Context sensitive infill development should be built to suit the scale of architecture present
- Residential density should be in excess of 12-20 units per acre and is encouraged above first-floor commercial and office uses
- Main Street should include public gathering spaces such as plazas, parklets, water features or splash pads, and public art installations
- The streetscape is heightened with elements such as pavers, wide sidewalks, larger landscape islands, street furniture, and pedestrian scale lighting
- Signage and wayfinding are themed for the development and add to the distinctive sense of place for each development
- Residential buildings often have ground floor retail or shared gathering spaces on the ground floor to increase activity at the street level



- Main Street encourages diverse and compatible architectural styles throughout the development to avoid a dated “strip mall” effect

Zoning Districts

PAD and PCD

Typical Uses

- Multi-family residential, attached single-family, and detached single-family based on context
- Employment
- Ground floor office and retail
- Bars, nightclubs and entertainment venues
- Pedestrian-oriented restaurants and service establishments
- Hotels
- Educational Institutions
- Museums
- Centers for performing arts
- Civic Uses
- Mixed-use with commercial and residential integrated vertically or horizontally
- Central public gathering spaces





Neighborhood Village Center

Neighborhood Village Centers are higher intensity locations along transit corridors, either existing or future planned expansions, and are a cluster of commercial, office, high density residential, civic and institutional uses, and employment. The Neighborhood Village Center development pattern offers a more sustainable land use strategy as buildings are pulled to the sidewalk, often with zero lot lines, and parking is provided either on-street or as structures which are screened from the street, allowing for a more efficient and fine-grained use of the land. The intensive mix of uses allows for the integration of public and private spaces anchored in a walkable environment. Neighborhood Village Centers are stop and stay developments where employment is supported by contiguous residential units that are conveniently accessible by walking or biking. Residents and visitors are able to walk to retail, entertainment, public gathering spaces, and other office or commercial services. These areas easily cater to residents who cannot or prefer not to drive as a primary means of transportation, such as empty nesters or young professionals.

The Neighborhood Village Center category is meant to provide opportunities for people to live, work, and play without relying solely on a private vehicle. As the name implies, these “villages” within the City are meant to be relatively self-contained districts that have a unique sense of place. Larger in height and the number of uses, Neighborhood Village Centers feature taller buildings and a greater mix of residential uses than the Mixed-Use Main Street category. Vertical mixed-use is highly encouraged, though horizontal mixed-use may be appropriate in areas as well.

Character

- Context sensitive architecture that responds to the area should be utilized instead of corporate templates which do not blend with our unique community
- Located with direct access to arterial and collector streets, access to transit or future expansions is fundamental to Neighborhood Village Centers
- Residential components typically contain a density between 12-20 units per acre
- Residential densities below the typical range may be appropriate when used as a transition with adjacent lower intensity residential neighborhoods
- Building heights range from one to six stories, should vary throughout the development, and be appropriate to adjacent land uses
- Zero lot-line setbacks should be utilized to create a definable “outdoor space” and a sense of place
- Restaurant uses should not be auto-oriented in scale or access



- To avoid a towering effect from taller buildings, upper stories should employ setbacks for vertical differentiation
- Internal and external connectivity with adjacent development is required and “midblock” connections for pedestrians are highly encouraged
- Neighborhood Village Centers offer multiple types of open spaces or common areas which serve different user needs, such as public art installations, splash pads, or a plaza
- Design of these areas should address multimodal transportation incorporating transit stops and multiuse sidewalks which can accommodate bikes or scooters
- Retail and commercial should be located on ground floors to activate the street level, with office and residential uses on upper floors of multistory buildings
- The streetscape is heightened with elements such as pavers, wide sidewalks, larger landscape islands, street furniture, and pedestrian scale lighting

Zoning Districts

PAD and PCD

Typical Uses

- Multi-family and attached single-family residential
- Suburban (5-12 du/ac) density may be appropriate as a transition on the perimeter of the project abutting adjacent neighborhoods
- Residential over ground floor office and retail
- Ground floor office and retail
- Limited automotive oriented uses may be suitable if sited appropriately
- Bars, nightclubs and entertainment venues
- Pedestrian oriented restaurants and service establishments
- Hotels
- Educational institutions
- Employment and Civic uses
- Central public gathering spaces



Community District

Community Districts are high-intensity centers supporting a variety of commercial activity serving the needs of the region and multifamily housing. Due to the regional draw and concentration of uses, Community Districts should be located adjacent to freeways. Occasionally, Community Districts may be located along transit corridors served by multiple arterials when their size exceeds 50 acres. As a regional destination for employment, shopping, and entertainment, these areas should be well connected with adjoining projects and be transit-oriented in design. Community Districts provide an urban environment that offers a pedestrian-focused internal street network, tall buildings pulled to the street, multiple outdoor amenities such as greens, plazas, and water features, and pedestrian-scaled detailing such benches, uplighting, and decorative paving. Parking within Community Districts should be located behind buildings, in wrapped parking structures, or otherwise screened from the street and on-street parking is encouraged to help buffer sidewalks.

The urban design of Community Districts frames the streetscape creating “outdoor rooms” for residents and visitors to enjoy an indoor-outdoor lifestyle. As a regional destination, these areas may include prominent and unique entertainment uses as well. Uses within Community Districts may be mixed both vertically and horizontally; however, the core activity of the center should be mixed vertically to achieve the densities needed to create the desired character of a Community District.

Character

- Community Districts typically have a market radius of more than 5 miles
- Typical “big-box” commercial center design is excluded (e.g. monolithic buildings with expansive parking fields)
- These areas are sited with access to freeways, or large sites served by multiple arterial streets
- Residential density is typically in excess of 20 units per acre
- Buildings are mid-rise in character to create necessary densities and mixes of uses
- Buildings should be sited to create a definable “outdoor space” and a sense of place
- Restaurants should feature outdoor dining where appropriate
- To avoid a towering effect from taller buildings, upper stories should employ setbacks for vertical differentiation



- Internal and external connectivity with adjacent development is required in addition to “midblock” connections for pedestrians
- Commercial Districts offer multiple types of open spaces or common areas which serve different user needs, such as public squares, water features, light installations, or parks
- Design of these areas should address multimodal transportation incorporating transit stops and multiuse sidewalks which can accommodate bikes or scooters
- Retail and commercial should be located on ground floors to activate the street level, with office and residential uses on upper floors of multistory buildings
- To achieve necessary densities, parking should be structured and wrapped parking structures are highly encouraged
- Architecture for national brands should be context sensitive

Zoning Districts

PAD and PCD

Typical Uses

- Multi-family residential
- Residential over ground floor office and retail
- Ground floor office and retail
- Bars, nightclubs and entertainment venues
- Restaurants excluding drive-throughs
- Hotels
- Educational institutions
- Employment
- Centers for performing arts
- Civic uses
- Central public gathering spaces



Employment

These areas provide employment opportunities that contribute to the overall local and regional economy. Employment areas are classified into two separate sub-types, Business Commerce and Industrial. Peoria strives to be a community that supports a culture of entrepreneurship. By allocating land within the city that allows for business expansion dedicated solely to employment uses, supportive or complimentary uses may be collocated near each other for synergy in sharing of technology infrastructure and information.

Business Commerce

Business Commerce areas contain business offices, corporate headquarters, incubator space, research and development, and light industrial uses within a campus format that features common landscaping and centralized access points. These areas are typically low intensity in scale and land use intensive. Site planning should balance siting of the building for visibility with appropriate screening of loading bays, truck access, screened storage areas, and employee parking.

Character

- Business Commerce areas range in size from 20-50 acres
- Building heights are typically multi-story
- Increased building heights are encouraged at the entrance of developments to lend a sense of arrival
- Architectural treatment of the facades visible to the street should include vertical and horizontal articulation, varied roof lines, and appropriately varied building massing and materials
- Rich landscaping should be utilized as a visual transition zone at the base of buildings to lessens the visual impact of long horizontal stretches of building
- Appropriate landscape buffers and screen walls should be utilized to create a transition with adjacent residential uses
- Open space and developed outdoor areas should provide appropriate amenities to serve employees, including ample shade

Zoning Districts

C-4, C-5, and BPI

Typical Uses

- Office, warehousing, incubator space, mini-storage, research and development, and light industrial uses
- Commercial uses which are complementary or supportive may be appropriate



Industrial

Industrial areas are specific to heavy industrial activities including warehouse uses, manufacturing, processing, repairing and packaging of goods, and distribution. Industrial uses typically require easy access to regional highways and freeways and/or locations convenient to rail service given the delivery and shipping of goods. Industrial uses shall be designed such that building facades where visibility from the street is possible should be given higher architectural treatment in addition to landscaped areas. Appropriate screen walls and outdoor storage of goods should be utilize, both to protect goods and to act as a transition to adjacent land uses.

Character

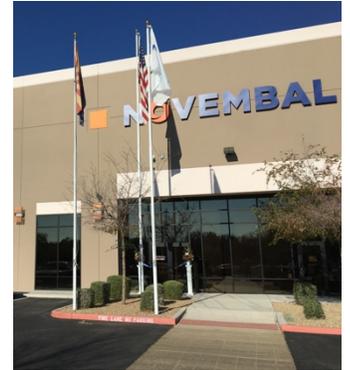
- Industrial areas are land intensive and feature large areas of impervious area for storage yards and the maneuvering of large vehicles
- To reduce incompatibilities, these areas typically have minimal connections to adjacent land uses
- Open space is provided within industrial areas to provide visual relief and to serve as a buffer with adjoining land uses
- Building heights are typically multi-story to accommodate industrial activities
- Building facades which are visible to public right-of-ways should be designed to incorporate vertical and horizontal articulation, varied roof lines, and appropriately varied building massing and materials
- Surface parking should utilize ample parking islands to provide relief from heat island effects

Zoning Districts

PI-1, I-1 and I-2

Typical Uses

- Industrial and manufacturing uses
- Warehousing
- Screened outdoor storage
- Office, warehousing, incubator space, research and development, and light and heavy industrial uses
- Commercial uses which are complementary or supportive may be appropriate

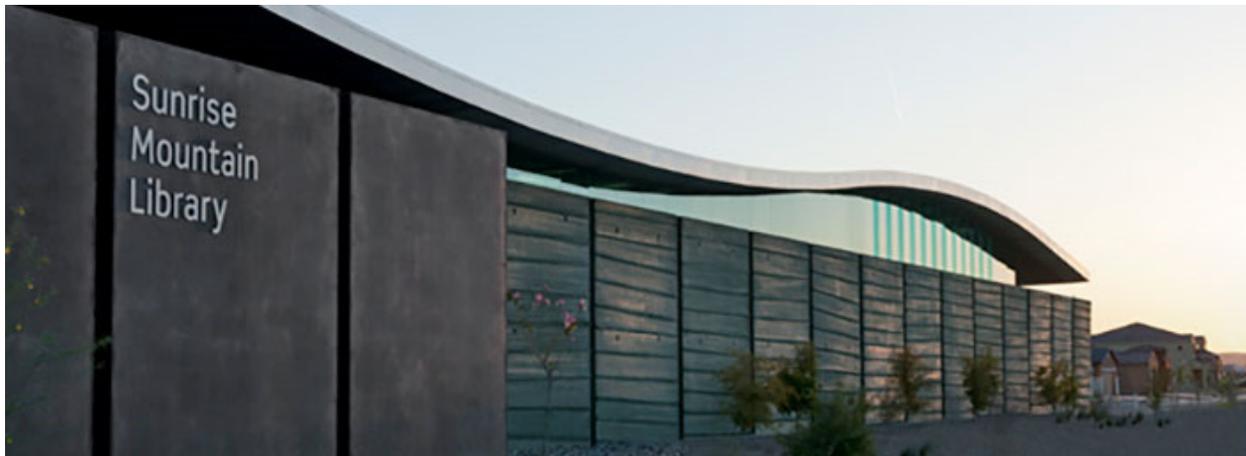




Public Uses

These areas are primarily utilized for civic uses, educational uses, and transportation and utilities, and suitable for all zoning districts. Public Uses include land uses primarily related to conducting civic business, providing municipal services, or advancing recreational or cultural activities. This category is reflective of the land uses rather than being determined on the basis of land ownership as there may be instances where government-owned properties are utilized for recreation or retail, and likewise, government services provided from leased private property.

The buildings may be city owned, or operated by quasi-public or non-profit entities. Civic business includes City government facilities, police, and fire stations. Municipal services include, but are not limited to, water, wastewater and reclamation facilities, well sites, substations, and other public facilities. Public Uses also encompasses recreational land uses where land is primarily used for active or passive recreation or cultural activities; however, it does not necessarily qualify as open space due to significant site infrastructure. For example, this would include City libraries, the Center for the Performing Arts, museums and similar uses. Educational uses includes lands utilized for primary, secondary or graduate education, including public and private facilities and their associated uses, such as playgrounds, ball-fields, gymnasiums, etc.



Park and Open Space

The Park/Open Space category accommodates the full range of public, private and semi-private passive and/or active park and open space and recreational opportunities. There are generally two types of Park/Open Space land uses: Useable Open Space and Natural Open Space.

Developed Open Space includes public or private recreation areas including, but not limited to, parks, playfields, paths, plazas, retention basins and golf courses. Developed Open Space areas should be integrated into the community and are intended to provide connectivity between neighborhoods and employment centers. Recreational amenities within this type of Park/Open Space serve both residents and visitors and enhance the community's quality of life and overall public health.

Natural Open Space applies to locations set aside to preserve natural, scenic and/or significant environmental or cultural sites. It is intended that lands within this category remain as permanent open space and often are the result of actions to conserve part of a property in return for placing developable intensity in a less environmentally sensitive area. Low-impact recreational activities, such as hiking, equestrian riding, or mountain bicycling trails may be suitable for these sensitive areas.



Waterways

Water areas identified on the land use map can be used for outdoor recreation, events, preservation of natural resources, or for quality of life and public health. This category includes private and public lakes and canals, floodways, the Agua Fria River and New River.





3.8 GOALS AND POLICIES

GOALS

1. **Balanced Land Uses:** Promote a balanced mix of land uses that support a broad range of housing and lifestyle choices, business and employment opportunities and cultural and entertainment spaces.
2. **Focused Growth:** Strategically focus new growth into areas of Peoria that enable the achievement of City goals for economic growth, fiscal sustainability, and environmental stewardship, and support the development of new, attractive neighborhoods.
3. **Ensure Compatibility.** Provide equal protection for residential development and aggregate mining operations by promoting compatible land uses in areas of close proximity to existing or planned aggregate and mineral mining operations.
4. **Sustainable Development:** Promote local growth patterns and sustainable development practices that improve quality of life, celebrate culture, protect open space and natural resources, and reduce traffic congestion.
5. **Complete Neighborhoods:** Offer a range of neighborhoods that offer distinctive, special places to live that are safe and well served by community amenities and gathering spaces.
6. **Array of Housing Options:** Provide an array of high-quality housing types and price points that are built in a sustainable manner and meet the varied needs of segments of the community.
7. **Preserving Housing Stock:** Maintain and improve the quality of existing housing and residential neighborhoods.
8. **Placemaking:** Foster distinctive destinations and gathering spaces that promote health, happiness, and the well-being of residents, employees and visitors.
9. **“Community” by Design:** Advance design and development standards that improve aesthetic quality, form, and functionality of the built environment, and enhance the quality of life for current and future generations.
10. **Streetscapes for People:** Promote the ongoing development of signature streetscapes to foster community identity and walkability, recognizing that they serve as important connectors for retail/commercial businesses and other activities within neighborhood areas.
11. **Connected Corridors:** Provide a continuous system of trails and open space corridors that connect parks, regional open space areas, and other destination points within and beyond the city limits of Peoria.
12. **Fiscal Sustainability:** Operate the city in a fiscally responsible and sustainable manner identifying the resources needed to effectively govern, to provide services at a level consistent with community expectations, and to advance programs and initiatives that further the City’s Vision.
13. **Cost of Development:** Ensure funding availability for growth and maintenance of all planned development, both public and private by equitably assessing and managing fiscal and capital impacts resulting from new development.

POLICIES

Balanced Land Uses

- LUC-1** Promote sustainable planning concepts for growth, new development, areas in transition through active citizen participation.
- LUC-2** Explore refining the community's goals for new public and private developments in strategic areas by developing master plans or character areas plans that identify specific principles and design guidelines that capture the distinctive, diverse local character of that area.
- LUC-3** Integrate a variety of compatible land uses into new and established neighborhoods to provide residents with convenient access to goods, services, and other community amenities.
- LUC-4** Encourage infill and redevelopment opportunities that place residential, work, and retail land uses in proximity to each other to maximize walking, bicycling, and transit opportunities.
- LUC-5** Encourage residential developments that provide a mix of housing types and densities within a development project. Individual parcels within the development may be developed at higher or lower densities than allowed by the General Plan, provided that the net density of the entire development is within the allowed density range.
- LUC-6** Locate commercial and employment uses in proximity to adequate transportation and utility infrastructure.
- LUC-7** Protect Peoria's natural resources and environmental systems by limiting land use and transportation development in sensitive environmental areas.
- LUC-8** Use the principles of sound water management to inform and shape the land use patterns within the community.
- LUC-9** Promote regional planning and increased coordination between local, state and federal agencies to address major land use and transportation challenges.
- LUC-10** Continue the long-standing relationship with Luke Air Force Base by evaluating and coordinating development proposals within the Air Force Base Vicinity with Luke to ensure compatibility with the mission of the Base.
- LUC-11** Maintain and regularly update development regulations and design standards to be clear and predictable, and support the intent and the goals within the Peoria General Plan.
- LUC-12** Discourage new residential zoning where future residences would be adjacent to an existing or planned aggregate /mineral mining operation.
- LUC-13** Discourage new mining operations adjacent to or in close proximity to existing residential development, schools or existing or planned city recreation areas.



LUC-14 Promote non-residential development such as business park and industrial uses adjacent to existing mining operations.

Complete Neighborhoods

CN-1 Promote efforts to make complete neighborhoods by encouraging the development of a mix of complementary uses and amenities that meet the daily needs of residents.

CN-2 Elevate design standards that require the development of neighborhood amenities and complimentary uses in convenient, central locations of the neighborhood whenever feasible.

CN-3 Protect the pattern and character of existing neighborhoods by requiring new infill developments to have complimentary building forms and site features.

CN-4 Encourage residential developments to incorporate design features that encourage walking within neighborhoods by:

- Creating a highly connected block and street network.
- Designing new streets with wide sidewalks, planting strips, street trees, and pedestrian-scaled lighting.
- Orienting homes, townhomes, and apartment and condominium buildings toward streets or public spaces.
- Locating garages for homes and townhomes along rear alleys (if available) or behind or to the side of the front facade of the home.
- Locating parking facilities below or behind apartment and condominium buildings.
- Enhancing the front facade of homes, townhomes, and apartment and condominium buildings with porches, stoops, balconies, and/or front patios.
- Ensuring that windows are provided on facades that front streets or public spaces.

CN-5 Require new commercial and mixed-use developments to have a pedestrian-scale and orientation by:

- Placing the building and outdoor gathering spaces along or near the sidewalk.
- Locating parking to the rear of the building or internal to the property.
- Designing the building with ground floor retail frontages or storefronts that front the street.
- Enhancing the property with landscaping, lighting, seating areas, bike racks, planters, and other amenities that encourage walking and biking.

Growth and Sustainable Development

GS-1 Devise evaluation criteria and methodology to establish priority development areas within the community, and promote effective management and mitigation of growth impacts.

GS-2 Direct dwelling unit density, and employment growth toward infill development sites within the city, especially catalyst and opportunity sites identified within Economic Development related strategic plans or programs.

- GS-3** Seek the revitalization or redevelopment of strategically sited abandoned, obsolete, or underutilized properties through collaboration and incentive programs or if necessary enforcement action to accommodate transition.
- GS-4** Ensure that adequate infrastructure capacities are available to accommodate planned growth throughout the city.
- GS-5** Consider the annexation of adjoining unincorporated properties if the annexation would improve the fiscal health of the City, provide a more efficient delivery of City services to the area, and/or create a more logical City boundary.
- GS-6** Extend reclaimed water services through appropriate CIP efforts especially when in association with adjacent infrastructure improvements, and require development projects to extend services across their frontage.
- GS-7** Accommodate land use proposals that target growth in the area of existing or planned infrastructure and services.
- GS-8** Continually evaluate and make needed revisions to parking regulations to ensure they balance the needs of various transportation options.
- GS-9** Evaluate use of reclaimed water for irrigation of roadside landscaping and parks. Extend reclaimed water systems according to developed master planning to minimize the amount of potable water used for irrigation.

Housing Stock

- HS-1** Distribute a variety of housing types throughout the City to expand the choices available to meet the financial and lifestyle needs of Peoria's diverse population.
- HS-2** Focus high density residential developments and the residential component of mixed use developments in areas of higher employment to provide workforce housing opportunities near employment nodes.
- HS-3** Provide design flexibility within form of each development so that multiple unit types may be provided so long as the overall density of the project complies with land use standards and context sensitive design.
- HS-4** Require variety in architecture and form that allows for the organic design of neighborhoods with cohesive yet distinctive features.
- HS-5** Evaluate methods to reinvigorate existing housing stock.
 - Renovate the existing housing stock to reduce utility and maintenance costs for owners and occupants, conserve energy, and reduce greenhouse gas emissions.
 - Identify and assess the infrastructure needs of older neighborhoods and provide for improvements needed to maintain their sustainability.
 - Provide new pedestrian or transit opportunities where possible in the immediate area.
 - Regularly review and update amenities within neighborhood parks.
 - Coordinate with neighborhood or community leaders to direct them to services that will help address neighborhood vibrancy.



- HS-6** Encourage green practices in housing construction and rehabilitation that support durable, healthy, and energy-efficient homes.

Placemaking & Community

- PC-1** Protect and enhance the unique qualities of Peoria’s notable public spaces and places such as parks, plazas, and streetscapes; and, where needed, enrich those areas lacking distinctive visual character or where the character has faded.
- PC-2** Conduct a needs assessment that identifies areas that may be underserved by placemaking efforts and evaluate opportunities for enhancement.
- PC-3** Plan opportunities for community gathering space as a part of development proposals where appropriate.
- PC-4** Seek out opportunities to activate passive space through programing or physical placemaking installations that facilitate social interaction.
- PC-5** Regularly evaluate design guidelines and ordinances to address opportunities for enhancements that will elevate the design of the built environment.
- PC-6** Provide developers and citizens the ability to make recommendations to enhance community standards.
- PC-7** Implement design standards that address varying design forms and product type to enable the community to provide a sense of place without creating uniformity.
- PC-8** Conduct regular evaluations of design guidelines and ordinances to address opportunities for enhancements that will elevate the design of the built environment.
- PC-9** Implement design standards that address varying design forms and product type to enable the community to provide a sense of place without creating uniformity.

Streetscapes & Corridors for People

- SC-1** Accommodate streetscape design processes that provide for a multi-departmental review of design proposals to ensure active pedestrian streetscapes.
- SC-2** Identify and prioritize key thoroughfares within the City that are ripe for improvement and will maximize opportunities for creating a signature pedestrian experience that acts as a conduit to various points of interest within the City.
- SC-3** Require development to design their frontage so that it focuses on the pedestrian experience and continues any streetscape theming design in place for the area.
- SC-4** Maximize opportunities for shade and appropriate pedestrian refuge while minimizing the potential for nuisance activity.

- SC-5** Coordinate with adjacent jurisdictions to develop plans and policies that provide for logical connection points to existing trails and corridors that create components of a larger regional system to facilitate a green infrastructure network.
- SC-6** Plan future public and direct private open space areas and connections to act as links and nodes for a larger network of open space connectivity.
- SC-7** Provide opportunities for open space connections to integrate with adjacent land uses.

Fiscal Sustainability

- FS-1** Continue to provide services that exhibit an optimal experience for the community while maintaining sound financial management of City resources.
- FS-2** Program reserve or contingency funds that will allow the deployment of assets where necessary to fulfill service needs or obligations of the City.
- FS-3** Regularly evaluate opportunities for efficiency improvements or cost reductions that maintain levels of service as the City grows.
- FS-4** The City shall continue to maintain necessary levels of service with adequate and timely funding of public facility and municipal utility improvements to meet the demands of existing and future residents and businesses.
- FS-5** Development exactions and fees shall focus on addressing the needs placed on the community by new development and requiring those needs to be funded by the developer.



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