

2. LAND USE ELEMENT

The City of Peoria desires to create a balance of jobs and residents towards establishing a truly sustainable community. The Land Use Element establishes the primary framework for shaping the City's development pattern. Because it directly affects every aspect of the City's form and function, it is paramount to clearly define and communicate



each of the goals and strategies of the Land Use Element and present them as they relate to the past, present, and future of Peoria. The Land Use Element is the long-range planning tool used in conjunction with the other General Plan elements to guide future growth, revitalization, and preservation efforts in the City. The Land Use Element also illustrates how the City of Peoria anticipates addressing future population and employment growth while promoting a development pattern that integrates natural and manmade features in a manner consistent with the vision for the City of Peoria.

The Land Use Element is organized in the following manner:

- 2.a. Introduction
- 2.b. Goals, Objectives and Policies
- 2.c. Land Use Plan
- 2.d. Implementation Program

2.a. INTRODUCTION

Explosive population growth over the last 30 years has transitioned a former small agricultural city of approximately 2,500 in 1970 to a large city exceeding 100,000 with diverse needs. High sustained growth rates during this relatively short time span produce a myriad of challenges including traffic volumes, type and intensity of development, the protection of natural resources and the provision of essential public services. Fortunately, to aid in its efforts to address the *quantitative* and *qualitative* impacts associated with rapid, sustained growth, the City has recently adopted several new tools and plans. These efforts are summarized below.

DES has projected a 2010 population for Peoria at 141,235 persons.

LAKE PLEASANT AREA ANNEXATIONS

In 1996 and 1999, the City extended its municipal boundary to include Lake Pleasant Regional Park and the surrounding public and private lands. These lands, which contain dramatic scenery as well as a wealth of natural and cultural resources, were annexed allowing the City to exercise its land use authority around Lake Pleasant Regional Park for the long-range benefit of its citizens and the park's visitors.

UPDATED IMPACT FEES

In 1999, the City adopted an updated impact fee schedule requiring developers to pay their 'fair' share of costs to provide the utilities, infrastructure, and City services necessary to support new development. These updated impact fees encourage growth near available infrastructure.

Refer to the Tischler & Associates Development Fee report.

LAKE PLEASANT AREA PLANS

Recognizing the enormous potential and sensitivity of the Lake Pleasant Area, the City adopted the Loop 303 Specific Area Plan and Lake Pleasant/North Peoria Area Plan, addressing land use and transportation in the undeveloped areas of the northern part of the City. The Loop 303 Specific Area Plan identifies land uses and circulation objectives for the Loop 303 Corridor, the Lake Pleasant

Parkway Corridor, Carefree Highway and SR 74 south of Lake Pleasant. The Lake Pleasant/North Peoria Area Plan outlines specific implementation policies to preserve and protect the natural beauty of the northern part of the City around Lake Pleasant.

OPEN SPACE, CONSERVATION AND RECREATION

The City adopted three significant open space related plans in 1999. This is reflective of the community values placed upon open space planning and providing appropriately scaled recreational opportunities along the City’s river corridors. They include the Peoria Desert Lands Conservation Master Plan and the Peoria Rivers Trails Master Plans. The Peoria Desert Lands Conservation Master Plan identifies sensitive lands and native plant communities in the northern reaches of the City. Additionally, it provides policy guidance for the acquisition, preservation and administration of open space areas. Elements of the plan were incorporated into the General Plan to establish the proper relationship and conformity needed between the Master Plan and General Plan.

The Rivers and Trails Master Plans are separate complementary documents that identify a comprehensive system of trails (varying types) throughout Peoria. The Rivers Master Plan provides guidance and recommendations for development along Peoria’s three river corridors. The river corridors were identified as the “recreational spines” of the City as they contain the potential to provide trail access and recreational facility opportunities for regional and local destinations.

The General Plan also respects federal lands and other publicly-owned lands such as Maricopa County’s Lake Pleasant Regional Park. Large federal land holdings of the Bureau of Land Management (BLM) and Bureau of Reclamation (BOR) are shown as Park/Open Space. While Growing Smarter Plus legislation guarantees a development right of one dwelling unit per acre for Park/Open Space designated lands, it is the current desire of the federal agencies and the City to limit development on these lands.

See Chapters 9: Recreation and Open Space Element, and 10: Environmental Resources Element.

DOWNTOWN REVITALIZATION

Peoria has also taken steps to enhance development in its city center by adopting the Downtown Peoria Redevelopment Plan in 1997 and the Central Peoria Revitalization Plan in 2000. Together, these redevelopment and revitalization plans provide a specific action plan for further development of the central downtown area that supports new and existing businesses and economic growth; pedestrian-friendly urban design; integrating new residential development while preserving existing residential neighborhoods.

COMMUNITY APPEARANCE

The Design Review Manual (1997) articulates the City’s standards for improving the quality of development in the City. The Design Review Manual establishes criteria and a scoring system considering both qualitative and quantitative standards for development proposal review and approval.

INTEGRATION INTO THE GENERAL PLAN

The combined effect of these planning efforts has been to establish an extensive body of community development, resource management, and land use planning policies and programs that were not expressed in the previous General Plan. This General Plan recognizes, supports, and incorporates the key features of the recently adopted plans and policies that have given direction to the development of the city in recent years and provides direction for future informed planning and development decision-making.

While the City’s recent planning efforts have provided excellent guidance for specific areas of the City, resolving key issues, the City still must address several challenges. Within the unincorporated General Plan Study Area, development projects approved by Maricopa County affect Peoria’s land use pattern and transportation system. By addressing currently unincorporated land in this General Plan, the City intends to coordinate its planning efforts with those of the County. Maricopa County’s

*See Policy
2.1.A.4.*

Comprehensive 2020 Plan refers to a portion of the Study Area included in the New River and White Tanks Area Plans.

For example, Lakeland Village is a development approved by Maricopa County within the Study Area boundary. Within an approximately five-square-mile area, the County has approved 9,373 units of low, medium, and high-density residential development, as well as commercial and industrial employment areas. This project would have a significant impact on Peoria by defining the character of the central-northwest part of the City. Future development proposals within the Study Area are required to conform to Peoria's established land use designation and target density requirements per the Maricopa County Comprehensive Plan.

The City of Peoria is also challenged to integrate older, approved Specific Area Plans such as Lake Pleasant Heights and Camino a Lago into the land use pattern. Strategies used to address these existing developments include:

- Buffering these areas with less intensive land uses;
- Coordinating new commercial and mixed-use centers with respect to existing designations and population concentrations; and
- Updating the City's transportation model to include these projects.

Implementation of these strategies would help ensure that new projects developed under City jurisdiction could co-exist with plans approved by Maricopa County.

COMMERCE AND EMPLOYMENT-GENERATING DEVELOPMENT

The nature of commercial development has changed dramatically in the last 30 years. In many instances, services vacated the traditional core for more lucrative locations along major transportation corridors with better access and visibility. Traditional family-oriented businesses have been replaced with "big box" retail establishments promoting economies-of-scale.

Many cities are trying to recapture the experiences associated with a thriving and vibrant, pedestrian-scale City through downtown revitalization efforts and promoting new commercial nodes that employ progressive development strategies. Peoria is on-board, having recently approved a downtown revitalization plan, design review, and the Loop 303 Specific Area Plan, which limits commercial development in developing areas of the City to attractive nodes with characteristics similar to traditional city centers. These actions, along with limiting strip-style development and commercial spot zoning and promoting mixed-use developments with office and housing components, will provide more dynamic and successful centers of commerce. Another strategy the City is initiating is the identification of mixed-use town centers to address growth area needs, economic development and land conservation.

Community input received during the preparation of the General Plan continually emphasized the need for good jobs and attractive new development. Commercial development can achieve those desires. The linear nature of the Study Area, historical development patterns, and the landscape of the northern reaches of the City influence how the City will address this need.

The linear nature of the planning area presents a challenge with respect to providing new centrally-located commercial nodes to serve residents who otherwise would have to commute significant distances just to purchase groceries and other needed goods. Historically, retail, service, and professional office projects have been placed at arterial street intersections. The unique landscape and topography of the northern reaches of the planning area warrants alternative development patterns. Rather, specified and limited commercial nodes and mixed-use centers are envisioned for the currently undeveloped northern lands. The City will hold these limited commercial development opportunities to the highest development standards and judiciously approve desired and needed uses to serve the community.

See the Policies contained under Objectives 5.1.A, 5.1.B, 5.1.C and 5.1.D for employing "Smart Growth" principles into targeted areas.

Business Park and industrial development opportunities exist within the City with direct access provided by the Loop 101 and proposed Loop 303 freeways.

TRANSPORTATION LINKAGES

The General Plan also addresses the strong relationship between land use and transportation. The General Plan incorporates the future arterial roadway network identified in the Northwest Valley Transportation Study (Maricopa County Department of Transportation, 2000), including Loop 303. Community commercial and mixed-use centers are designated at major regional transportation intersections, but not at every arterial intersection. Loop 303 greatly affects land use patterns in the City by adding additional interchanges within the existing City limits.

Existing major transportation corridors such as Loop 101, Lake Pleasant Parkway/State Route 74, Grand Avenue, and Bell Road are also key elements of the General Plan because of the connections and continuity they provide through the Northwest Valley and the Phoenix Metropolitan Area. Loop 101 provides direct access to commercial centers, industrial parks, and high-density residential development. Lake Pleasant Parkway/State Route 74 provides access to key commercial nodes and recreation amenities. Land use designations along Grand Avenue reflect those adopted in the Central Peoria Revitalization Plan. These include plans for future mixed-use centers, cluster housing, a transit center, and an attractive warehouse center. Bell Road continues to serve the regional commercial shopping district, including the Peoria Sports Complex and supporting business community.

The inventory and analysis of existing conditions, historic development pattern, and input from community involvement efforts have helped guide the development of an overall vision and supporting goals, objectives, and policies that will ensure that future City of Peoria decision-making is consistent with the interests of the community.

The Land Use Element, guided by its supportive goals, objectives, and policies, describes the desired land uses and development densities and intensities for future development in Peoria. The Land Use Element is the guide for implementation of the Zoning Ordinance and Official Zoning Map, two legal planning tools used to enforce the General Plan. The Land Use Element does not change or alter the existing zoning or approved development rights, although Growing Smarter Plus requires that future zoning changes conform to the General Plan Land Use designations.

Arizona's Growing Smarter legislation does not change existing zoning or approved development rights.

The adopted land use policies, land use plan, and implementation measures will assist the Peoria Planning and Zoning Commission and City Council in their review and consideration of development proposals and rezoning requests. The Land Use Element also assists in programming public facilities and utilities needed by the dynamic growing and changing City.

2.b. GOALS, OBJECTIVES AND POLICIES

Following are the goals, objectives and policies developed to define the essential components of the Land Use Element. They are listed under the following categories: Smart Growth, Residential Communities, Employment Related Development, Mixed-Use Development, Resort Development, and Amendments to the General Plan.

SMART GROWTH

GOAL	PROVIDE A BALANCE OF LAND USES THAT WILL PRESERVE AND ENHANCE NEIGHBORHOODS, PROMOTE ECONOMIC DEVELOPMENT, ENCOURAGE REDEVELOPMENT AT APPROPRIATE LOCATIONS, AND PROTECT ENVIRONMENTALLY SENSITIVE AREAS.
2.1:	

Objective 2.1.A:

Manage and control development to facilitate orderly growth and an efficient urban form.

Policy 2.1.A.1:

The City shall promote planned developments where resources and facilities are in place to facilitate a high quality, attractive and efficient urban development pattern.

Policy 2.1.A.2:

The City shall establish and monitor an orderly plan to phase the extension of public utilities and streets within the City limits to stimulate quality economic and neighborhood development.

Policy 2.1.A.3:

The City shall encourage development to occur as master planned communities with an appropriate mix of land use types in areas where infrastructure is or will be adequate.

Policy 2.1.A.4:

The City shall partner with Maricopa County to ensure that development and infrastructure located within Peoria's planning area is compatible with the City of Peoria's development and utility standards.

*See Policies
2.1.A.3,
2.1.C.6,
9.1.B.8,
10.1.A.7.*

*See Objective
5.1.D and
Policies
3.1.B.2 and
8.1.A.4.*

*See Policies
2.1.A.3,
2.1.C.6,
9.1.B.8,
10.1.A.7.*

*See Policy
9.2.A.2.*

Policy 2.1.A.5:

The City shall consider only those areas that can meet the criteria contained within the adopted Annexation Policy as suitable for annexation.

The City of Peoria Annexation Policy identifies criteria for considering future annexations.

RESIDENTIAL COMMUNITIES

Objective 2.1.B:

Provide a diversity of housing types to meet the needs of persons of all income levels and ages.

See Policies contained within Objective 7.1.A.

Policy 2.1.B.1:

The City shall zone an adequate supply and mix of developable residential land to accommodate future housing needs.

Objective 2.1.C:

Create high-quality residential environments that provide for safe and convenient vehicular circulation, open space and recreational opportunities, access to public schools and services and protection from incompatible land uses.

See Policies 2.1.A.3, 2.1.C.6, 9.1.B.8, 10.1.A.7.

Policy 2.1.C.1:

The City shall require adequate buffering to protect residential neighborhoods from intrusion by incompatible land uses.

Policy 2.1.C.2:

The City shall ensure that high-density residential developments have direct access to arterial streets without traversing existing or proposed lower density residential areas.

Policy 2.1.C.3:

The City shall locate housing developments in areas that can be adequately served by police, fire and ambulance services.

*See Policies
2.1.A.3,
2.1.C.6,
9.1.B.8,
10.1.A.7.*

Policy 2.1.C.4:

The City shall require adequate provision of open space or direct access to open space in all large-scale housing developments and, in particular, medium- and high-density multiple-family housing developments.

*See Policies
2.1.C.8,
3.1.E.8,
8.2.B.3.*

Policy 2.1.C.5:

The City shall require new residential developments to provide pedestrian linkages to parks, schools and other appropriate public facilities.

*See Policies
2.1.A.1,
2.1.A.3,
9.1.B.8,
10.1.A.7.*

Policy 2.1.C.6:

The City shall encourage the development of master planned communities where large land holdings and focused development can be designed to provide a wealth of amenities to City residents.

*See Objective
6.1.B; also see
Chapter 5, Growth
Areas Element,
Section 5.d,
Implementation
for "Infill Incentive
Districts."*

Policy 2.1.C.7:

The City shall encourage infill residential development that takes advantage of existing municipal services, utilities, transportation facilities, schools, and shopping areas.

Policy 2.1.C.8:

The City shall ensure that schools are accessible to residents of all housing units. Schools should have the current or potential capacity to support the increased enrollment generated by the new development.

*See Policies
2.1.C.5,
3.1.E.3,
3.1.E.8,
8.2.B.3*

Policy 2.1.C.9:

The City shall coordinate the development of new residential neighborhoods with the development of new schools and preparation of long-term school development plans.

Objective 2.1.D:

Promote the resolution of conflicts between incompatible land uses.

Policy 2.1.D.1:

The City shall investigate the use of regulatory and cost-effective financial redevelopment incentives to resolve critical land use incompatibilities throughout the City, with particular attention to the Downtown Revitalization Area.

Objective 2.1.E:

Locate multi-family residential development in suitable areas in which they will not adversely impact lower density developments.

Policy 2.1.E.1:

The City shall support the development of alternate forms of housing, such as attached and detached townhouses and condominiums in appropriate locations.

Policy 2.1.E.2:

The City shall prohibit target densities for residential designations of eight units/acre or greater from being exceeded unless at least four of the following conditions are met.

- (a) The site is located adjacent to an arterial roadway and/or transit corridor.
- (b) The site is within one mile of community-level commercial, service, or employment centers.

See Policies 8.2.A.1, 8.2.A.2, 8.2.A.3.

Peoria has implemented Infill Incentive Districts and identified strategies within the Downtown Revitalization Plan and Design Review Manual to address and resolve land use conflicts.

Peoria encourages the development of quality multi-family residential homes. To ensure that multi-family development is a benefit to the community and its residents, the City's policies address land use compatibility, transportation impacts and access, recreational access, supportive commercial land uses, and proximity to transit opportunities.

- (c) The site plan proposed for the development exhibits a well-designed arrangement of on-site structures and includes three or more of the following amenities: embellished architectural/landscape architectural treatments; recreational amenities that substantially exceed City requirements; separation and screening between buildings so that residents will enjoy privacy in their living units; preservation of natural landforms; and more than 10 percent on-site usable open space.
- (d) The site creates a transition between existing or approved lower residential densities and non-residential uses.
- (e) Development of the site will not disrupt or negatively impact adjacent lower density land uses.
- (f) The development proposed for the site provides on-site amenities in addition to those required by the City that will improve the livability and function of the development.
- (g) The site and proposed development comply with or promote other goals, objectives and policies of the General Plan.

Policy 2.1.E.3:

The City shall encourage multi-family housing units adjacent to community level parks and public open space areas.

*See Policy
2.1.C.4.*

Policy 2.1.E.4:

The City shall encourage the construction of developer-financed City parks in conjunction with multi-family developments by providing infrastructure, density bonuses, land exchanges, and/or joint development agreements.

Policy 2.1.E.5:

The City shall promote the development of high-quality multi-family housing projects adjacent to transit routes and facilities.

*See Policies
3.1.G.2 and
3.1.G.4*

Policy 2.1.E.6:

The City shall not consider schools or their proposed sites as open space for the purpose of making a determination on the granting of zoning for high density residential developments.

EMPLOYMENT RELATED DEVELOPMENT

Objective 2.1.F:

Develop appropriate commercial, business park, industrial, and mixed-use employment centers within large-scale residential master planned areas.

The City strives to provide employment opportunities within master planned communities and provide needed commercial opportunities such as grocery shops and neighborhood commercial opportunities. This balance of land uses will reduce vehicle miles traveled and encourage dynamic self-supporting communities.

Policy 2.1.F.1:

The City shall encourage adequate and proximate commercial and employment opportunities within large scale development master plans.

Objective 2.1.G:

Maintain a supportive relationship between established commercial proprietors and the City's business retention and expansion efforts.

Policy 2.1.G.1:

The City shall work to enhance commercial activity by attracting, retaining, and expanding those developments (commercial, office or residential) which improve economic conditions in Peoria.

*See Policies
4.1.A.1 and
4.3.B.2.*

Objective 2.1.H:

Encourage employment sectors to provide high quality, attractive buildings, site design, and landscaping.

See Objective 10.1.H.

Policy 2.1.H.1:

The City shall promote the revitalization of underutilized buildings by improving site design, landscaping, and recommended design review components.

Policy 2.1.H.2:

The City shall provide assistance to promote private and public-sector improvement programs for underutilized employment centers.

Policy 2.1.H.3:

The City shall establish performance standards (such as the number of employees, project phasing plan, delivery schedule, operation hours, noise/glare impacts, etc.) that will address and reduce compatibility conflicts with adjacent uses.

Economic incentive zones were adopted in May 2000.

Objective 2.1.I:

Foster commercial, industrial and business park employment centers that are compatible with Peoria's economic needs and opportunities.

Also, refer to Chapter 5, Growth Areas Element, Section 5.d., Implementation, "Infill Incentive Districts" for a discussion on the City's "Infill Incentive Districts" program.

Policy 2.1.I.1:

The City will work to develop and market an incentive zone profile listing that includes a summary of parcels, location, existing zoning, infrastructure and site characteristics.

Objective 2.1.J:

Support the preservation of Luke Air Force Base.

Policy 2.1 J.1:

The City shall support state and regional organizations which are established to protect the military mission of Luke Air Force Base and are compatible with City policies.

Policy 2.1 J.2:

The City shall support the formation of a preservation zone around the Luke Air Force Base perimeter.

Policy 2.1 J.3:

The City shall continue to coordinate airport feasibility efforts in north Peoria with Luke Air Force Base officials.

Policy 2.1 J.4:

The City shall respect Luke Air Force base AICUZ and JLUS maps and departure and approach routes when considering developments that could potentially interfere with the Luke Air Force Base mission.

*See Policy
13.1.B.7.*

Policy 2.1 J.5:

The City shall attend and support planning coordination meetings regarding Luke Air Force Base activities and missions and Maricopa County and City projects and activities.

MIXED-USE DEVELOPMENT

Objective 2.1.K:

Encourage mixed-use developments that promote residential, commercial, office, and clean industrial uses that minimize infrastructure needs and transportation demands.

*See Policies
3.1.A.2,
5.1.A.3.*

Policy 2.1.K.1:

The City shall develop a mixed-use zoning district consistent with the land use designation framework.

Policy 2.1.K.2:

The City shall promote the benefits of mixed-use development (i.e., reduced parking needs, commercial enterprise activity, greater activity for commercial enterprises, reduced impacts to the existing transportation network, etc.)

Policy 2.1.K.3:

The City shall develop a residential density bonus program for mixed-use projects that includes specific performance criteria. These criteria should include provisions for any of the following: affordable housing, multi-modal or transit oriented development, dedicated infrastructure improvements and park/open space dedication.

*See Policy
7.1.B.3.*

*See Policy
2.1.P.1.*

Objective 2.1.L:

Attract mixed-use development to create new economic niches within the City.

*See Objective
4.2.B &
Policies
2.1.N.4,
4.1.B.1,
4.1.B.2.*

Policy 2.1.L.1:

The City shall promote mixed-use properties to niche industries such as resorts, eco-tourism, sports and leisure developments, corporate office parks, art and cultural institutions.

RESORT DEVELOPMENT

Objective 2.1.M:

Promote resort development that provides tourism opportunities within the City.

Policy 2.1.M.1:

The City shall identify and designate resort development sites that have direct access to significant recreational corridors and open space areas.

Policy 2.1.M.2:

The City shall develop recreational corridors with future access points to resort areas and visitor access that encourage tourism and visitor activity.

Objective 2.1.N:

Promote the provision of convenient housing and support infrastructure for resort development service employees.

Policy 2.1.N.1:

The City shall promote the development of affordable housing options for service employees near major resort and commercial areas.

Policy 2.1.N.2:

The City shall require adequate road, transit, utility, and water service infrastructure in conjunction with resort development.

Objective 2.1.O:

Establish incentives to attract appropriately-scaled resort developments integrating a mix of land uses.

Policy 2.1.O.1:

The City shall develop a marketing and incentive program to attract large resort developments in appropriate locations.

Objective 2.1.P:

Utilize mixed-use development to create specialty resort commercial developments including residential and employment components.

See Section 2.c. "Land Use Plan," 'Resort Development' for resort development guidelines.

See Objectives 2.1.M. & 4.2.B.

Policy 2.1.P.1:

The City shall encourage mixed-use developments in coordination with resort developments to attract specialty retail consumers and increased tax revenues for the City.

*See Objective
2.1.L.*

AMENDMENTS TO THE GENERAL PLAN

Objective 2.1.Q:

Consider amendments to the General Plan to ensure that it remains a valid and applicable document.

Policy 2.1.Q.1:

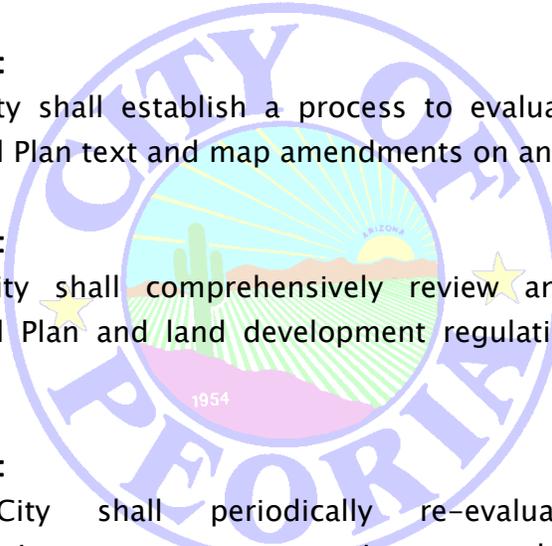
The City shall establish a process to evaluate and adopt General Plan text and map amendments on an annual basis.

Policy 2.1.Q.2:

The City shall comprehensively review and revise the General Plan and land development regulations every ten years.

Policy 2.1.Q.3:

The City shall periodically re-evaluate land-use designations to ensure consistency and coordination between the land use and transportation elements.



2.c. LAND USE PLAN

The Land Use Plan assigns land within the Study Area in accordance with a diverse arrangement of land use designations. These designations are spatially depicted in Figure 2-1, *Land Use Plan*, and described below. Each descriptor includes an indication of targeted density or intensity, as well as the types of uses anticipated under the designation. The City of Peoria has developed target densities for each of the designations with allowances for considering densities above the target, for projects exhibiting superior design as demonstrated through an evaluation of the criteria indicated below under “Residential Target Densities”

RESIDENTIAL TARGET DENSITIES

The target density number within each of the density ranges represents the maximum allowable density for those projects meeting the minimum City requirements. The target density number may be exceeded, up to the maximum within each range, for those projects which exhibit superior quality and design and/or which provide amenities, dedications or improvements above and beyond the minimum city standards. The granting of development approval for projects exceeding the target density shall substantially exhibit:

- Efficient and appropriate utilization of the development site;
- Significant and measurable water conservation measures, and/or additional renewable water resources in a quantity sufficient to offset demand above the target density;
- Variation in product type, location and lot sizes;
- Incorporation of additional amounts of open space;
- Incorporation of developed recreational amenities;
- Integration of plans to retain, replace or salvage native desert vegetation; and
- Mitigation of potential development related impacts;

See Figure 2-1
“Land Use Plan”

Density increases exceeding the target density may also be granted for development projects located in an Infill Incentive District according to the following formula:

- **Projects less than 10 acres in total size:**
An increase of up to one (1) dwelling unit per acre above the target for the category.
- **Projects more than or equal to ten (10) acres in size:**
An increase up to two (2) dwelling units per acre above the target for the category.

LAND USE DESIGNATIONS

Estate Residential (0–2.0 du/ac, target density = 1.0 du/ac): Denotes areas where large-lot single-family residential development is desirable. The density range (0–2.0 dwelling units per gross acre) is intended to provide sufficient open space and lots that create an open environment. Building envelopes are encouraged to minimize disturbance. Municipal water and sewer connections are required. This category also denotes where open areas are desirable based on environmental sensitivity or the presence of cultural resources and may serve as a transitional land use buffer between areas of differing single-family densities as stated in the goals, objectives and policies of this General Plan.

Low Density Residential (2.0–5.0 du/ac, target density = 3.0 du/ac): Denotes areas where detached moderate-sized lot, single-family residential development is desirable. The density range (2.0–5.0 dwelling units per gross acre) is intended to provide for areas of increased density while maintaining a detached single family residential character. Suitability is determined on the basis of location, access, availability of existing or proposed public facilities and utilities, existing and future land use patterns and natural or man-made constraints, as stated in the goals, objectives, and policies of the General Plan text.

Medium Density Residential (5.0–8.0 du/ac, target density = 6.0 du/ac): Denotes areas where single family detached and attached residential homes are desirable. The density range (5.0–8.0 dwelling units per gross acre) is intended to provide areas suitable for single family, town home, patio home and multi-family type units. Suitability is determined on the basis of location, access, availability of existing or proposed public facilities and utilities, existing land use patterns and natural or man-made constraints, as stated in the goals, objectives, and policies of the General Plan text.

Medium-High Density Residential (8.0–15.0 du/ac, target density = 12.0 du/ac): Denotes areas where multi-family residential development is appropriate. The density range (8.0–15.0 dwelling units per gross acre) is intended to provide for areas of attached single-family homes, apartments, condominiums and townhouses. Suitability is determined on the basis of location, access and availability of existing or proposed public facilities and utilities and existing and future land use patterns.

High Density Residential (15.0+ du/ac, target density = 18.0 du/ac): Denotes areas where the highest multi-family residential density development is appropriate. The density range (15.0+ dwelling units per gross acre) is intended to provide for two- and three-story apartments, condominiums, and townhouses close to employment and service areas and to buffer lower density residential areas. Increases in density above 18.0 dwelling units per acre should be accompanied by the provision of enhanced amenities and should be similar in scale to surrounding land uses. Suitability is determined on the basis of location, access and availability of existing or proposed public facilities and utilities and existing and future land use patterns.

Office Commercial: Denotes areas that contain the least intense commercial development and consist of office uses that provide services directly to residential neighborhoods in residential scale buildings. Buildings do not exceed one story in height and are

compatible with adjacent residential areas with respect to architectural style and proximity of buildings. Office buildings have a more proximate relationship to the street, presenting a pedestrian environment adjacent to street right-of-way. Denotes areas where small lot or small-scale business sites may be located.

Neighborhood Commercial: Denotes areas where daily commercial and office activities that support neighborhoods may take place. These activities include grocery stores, professional offices, drug stores, personal services and other light retail and office uses. Retail centers are usually less intense in development and typically contain grocery stores as the largest land use. Uses are located inside single story buildings. Buildings and uses relate to adjacent residential neighborhoods with respect to architectural style and adjacent uses. Uses are contained within buildings. Denotes areas where small lot or small-scale business sites may be located.

*Compare with
"Neighborhood
Commercial"
guidelines.*

See Figure 2-1



Community Commercial: Denotes areas where intense commercial development may take place in the form of large-scale retail buildings and shopping centers having less than 500,000 square feet aggregate of indoor commercial shopping or office space. Community Commercial areas typically have a wider variety of goods and services than neighborhood shopping areas. They rely on larger trade areas and include such uses as department stores, bookstores, furniture stores, restaurants, theaters and non-retail services such as offices and banks. Community Commercial centers should be located with adequate controlled access to arterial streets. Community Commercial centers are usually designed so that adequate affordable housing is accessible to the center to supply housing for employees.

Regional Commercial: Denotes areas where the most intense retail and office activity takes place. Typical Regional Commercial developments have uses with a market radius of more than 5 miles and contain more than 500,000 square feet of interior space and integrated residential uses. Residential uses are encouraged subject to the Residential High Density (15+ du/ac) category provisions. Uses include regional malls and power centers and automobile dealerships. Regional Commercial areas should be integrated by site and architectural design with internal or adjacent high density residential housing development.

Business Park: Denotes areas where major employment centers and uses may take place. Business Park areas generally consist of uses such as professional offices, research and development, and light manufacturing within wholly enclosed buildings and ancillary eating and retail establishments. In particular, Business Park areas shall be designed such that the least intense uses (i.e., back office, business park) shall be located along arterial streets, where visibility to the public is likely. Adherence to landscape standards, setbacks, and adequate transition of intense uses ensures compatibility with adjacent properties and enhances the visual quality of the community.

Business Park / Industrial: Denotes areas where major employment centers and uses may take place. Business Park/Industrial areas generally consist of uses such as professional offices, research and development, wholesale and storage warehouses, utility centers, the manufacturing, processing, repairing and packaging of goods and ancillary eating and retail establishments. In particular, Business Park/Industrial areas shall be designed such that the least intense uses (i.e., back office, business park) shall be located along arterial streets, where visibility to the public is likely. Adherence to landscape standards, setbacks, and adequate transition of intense uses ensures compatibility with adjacent properties and enhances the visual quality of the community.

Industrial: Denotes areas where general industrial business activity takes place, including warehouse uses, and manufacturing, processing, repairing and packaging of goods and ancillary eating and retail establishments. Manufacturing uses are capital intensive and occur within enclosed or partially enclosed buildings. Industrial uses shall be designed such that landscaped areas and least intense uses shall be located adjacent to arterial and collector streets, where visibility to the public is likely. Industrial developments shall be designed to buffer adjacent residential uses from impacts associated with industrial activity.

Mixed Use: Denotes areas where a horizontally or vertically integrated mixture of land use types is promoted. Such developments exhibit functional, physical and thematic integration in the context of a pedestrian-oriented streetscape. The mixed-use designation is intended to minimize the impacts traditionally associated with growth by providing housing, shopping and employment opportunities together in the same area. Mixed-use projects shall be designed to provide maximum compatibility with surrounding land uses.

Neighborhood Commercial Mixed Use: Denotes areas suitable for a mixture of commercial and residential uses near the intersection of

two arterial streets. Residential uses may be vertically and/or horizontally integrated. Vertical integration of residential uses over commercial and pedestrian office uses is encouraged in a contextual urban form. Residential uses shall not exceed 12 du/ac.

Community Commercial Mixed Use: Denotes areas suitable for a mixture of commercial and residential uses proximate to a community-scale commercial center. Residential uses may be vertically and/or horizontally integrated where horizontally-integrated residential uses occupy visual locations that are secondary to commercial uses. Non-residential uses occupy the majority of the development area. Residential uses shall not exceed 18 du/ac.

Regional Commercial Mixed Use: Denotes areas suitable for a mixture of regional-scale commercial and residential uses located near major transportation corridors. Residential uses may be vertically and/or horizontally integrated where horizontally-integrated residential uses occupy visual locations that are secondary to commercial uses. Non-residential uses occupy the majority of the development area. Residential uses shall not exceed 25 du/ac.

Business Park Mixed Use: Denotes areas suitable for a mixture of employment center, ancillary commercial services and supporting residential uses located in appropriate locations on or near major transportation corridors. Residential uses may be vertically and/or horizontally integrated where horizontally-integrated residential uses occupy visual locations that are secondary to non-residential uses. Non-residential uses occupy the majority of the development area. Residential uses shall not exceed 25 du/ac.

Park / Open Space: Denotes areas that are intended for public, private and semi-private passive and/or active park/open space and recreational opportunities. Open space areas should remain in a relatively natural state (or be restored to such) due to topographic or other natural conditions. State Trust Lands or

privately held lands identified as park or open space may be developed at a maximum density of one dwelling unit per acre per state legislative requirements.

Public / Quasi-Public: Denotes areas intended for a variety of public and private facilities including non-profit, religious and philanthropic institutions, police and fire stations, public buildings, recreational facilities, public and private schools, colleges, hospital medical campus, libraries, post office facilities, cultural centers and similar uses. This category also includes traditional utility service uses such as wastewater treatment plants, water treatment plants, storage reservoirs and tanks, well sites, electric substation sites and electric generating / receiving stations.

DWELLING UNIT AND POPULATION DENSITIES

Residential land use categories and target densities are critical factors in assessing future population capacity. The density ranges and target densities provide the City with the tools to ensure future residential communities are appropriate to the natural and manmade landscape and available infrastructure.

Peoria's density formula gives credit to and accounts for fully dedicated school sites.

Table 2-1, *Residential Land Use Designations and Target Densities*, provides a summary of the residential land use categories and target densities.

**TABLE 2-1
RESIDENTIAL LAND USE DESIGNATIONS AND TARGET DENSITY**

Land Use	Density Range	Target Density
Estate 0-2	0-2.0 du/ac	1 du/ac
Low 2-5	2.0-5.0 du/ac	3 du/ac
Medium 5-8	5.0-8.0 du/ac	6 du/ac
Medium-High 8-15	8.0-15.0 du/ac	12 du/ac
High 15+	15+ du/ac	18 du/ac

Source: City of Peoria, 1998

The following formula is used to determine a project's density:

$$D = du/A - (c+i+n)$$

D = Residential Density

du = Total Number of Dwelling Units in a Project

A = Total Site Area (gross acres, including dedicated school sites*)

c = Total Commercial Land Area

i = Total Industrial Land Area

n = Non-Dedicated School Sites

* = dedicated school sites are included in A

Table 2-2, *Population Density*, provides a general overview of the population densities that relate to the identified target densities. Target densities are used for analysis because they represent the development intensity most desired under the land use designation and serve as an approximate average for analysis purposes. In order to encourage sustainable development that would preserve ecologically sensitive areas, historical sites, open space and other unique characteristics of the land being subdivided, sensitive site design such as cluster development that might reduce the average lot sizes and increase community open space without changing the target density would be encouraged.

For example, a 50-acre piece of land might be subdivided into 50 one-acre parcels, each with a residential dwelling. Under a cluster design, the plan would still call for 50 dwellings, but this time each would be located on half-acre parcels, "clustered" together in groups. This would only use 25 acres of land for residences and would leave 25 acres of open space. Table 2-2 serves as an analytical tool showing population density under traditional layout.

**TABLE 2-2
POPULATION DENSITY**

Designation	Target Density	Anticipated Units Per Square Mile	People Per Square Mile**
Estate 0-2	1 du/ac	512	1,331
Low 2-5	3 du/ac	2,400	6,240
Medium 5-8	6 du/ac	4,800	12,480
Medium-High 8-15	12 du/ac	9,600	18,240
High 15+	18 du/ac	14,400	27,360

** The population density (household size) for Residential 0-2 through Residential 5-8 is 2.6 persons per unit. The population density (household size) for Residential 8-15 and Residential 15+ is 1.9 persons per unit.

Source: BRW, Inc., 2000

Because of the large amount of mountainous areas and Sonoran desert areas within the City, the predominant residential category by geographic area in the Land Use Plan is Low 2-5. The Low 2-5 category also produces the greatest number of dwelling units with over 87,000 units. Also shown in Table 2-3, *Net Acreage, Dwelling Units and Population of Residential Lands*, is the number of dwelling units and population generated by each category. The mixed-use category requires the integration of a residential component into the development plan. For analysis purposes it is projected that residential densities would likely occur in the high density range as part of an integrated proposal.

TABLE 2-3
NET ACREAGE, DWELLING UNITS AND POPULATION OF RESIDENTIAL LANDS

Land Use Category	Net Acreage	Dwelling Units	Population
Estate 0-2	25,866	25,866	67,252
Low 2-5	29,098	87,294	226,964
Medium 5-8	6,526	39,156	101,806
Medium-High 8-15	1,086	13,032	24,761
High 15+	1,492	26,856	51,026
High 15+ (developed in Mixed Use) *	436	7,848	14,911
TOTAL	64,504	200,052	486,720

* Mixed Use residential is calculated using the Residential 15+ standards.

Source: BRW, Inc., 2001

Residential population generates vehicular trips which directly impact the road network and the ability of the City to manage mobility and access with the exchange of people, goods, and services. Single-family detached homes generate a higher amount of trips than condominium, townhouses or apartments. As shown in Table 2-4, *Residential Trip Generation Characteristics*, single-family use typically produces 9.6 trips per day as compared to 5.9 trips per day for condominium/townhouse and 6.6 trips per day for apartments.

**TABLE 2-4
RESIDENTIAL TRIP GENERATION CHARACTERISTICS**

Land Use	Daily Traffic Generation Rates (Average Vehicle Trip-Ends per Dwelling Unit)
Single-Family Detached (210)	9.57
Condominium/Townhomes (230)	5.86
Apartments (220)	6.63

Source: 6th Edition, Trip Generation, Institute of Transportation Engineers, 1997.

GUIDELINES FOR NEIGHBORHOOD COMMERCIAL AND OFFICE USES

In an effort to create quality neighborhoods in Peoria, retail and service commercial and office uses will be permitted as part of the neighborhood form. Neighborhood Commercial and Office areas typically consist of limited, convenience-oriented establishments that serve the immediate neighborhood. Typical uses in commercial areas include supermarkets, bakeries, drugstores, video stores, restaurants, and self-service laundries. Office areas are limited to such uses as medical, dental or health offices, real estate offices, schools, law offices and banks and financial institutions. However, any commercial or office development must be sited and designed such that its activities will not detrimentally affect the adjacent residential neighborhood. To this end, the following guidelines will influence the siting of Neighborhood Commercial uses.

- i. All such uses are located within 1320 feet of the intersection of two arterial streets.
- ii. No single arterial corner shall exceed 25 acres of commercial, retail and office uses.
- iii. Commercial, retail, and office uses are restricted to the height limitation of the adjacent residential district.

Resort Development Guidelines: Resort developments are projects that integrate a combination of destination hotels, casitas, timeshares, active or passive recreational amenities and ancillary commercial opportunities in areas of exceptional scenic and environmental quality.

All resort proposals shall substantially exhibit or demonstrate the following characteristics:

- i. The proposal is compatible with the scale and character of surrounding land uses; and
- ii. The proposal will not result in excessive traffic volumes on the surrounding circulation system; and
- iii. The proposal provides for adequate infrastructure needs; and
- iv. The proposal adequately includes measures to protect the natural and scenic qualities of the area.

MIXED-USE DEVELOPMENT GUIDELINES

A key component of the General Plan is the identification of Growth Areas and implementation strategies. The mixed-use designation will facilitate a diversity of land use types in targeted areas. The size and shape of the City does not limit Peoria to one City Center. Rather, mixed use nodes can provide a range of living units, retail establishments, and employment and entertainment opportunities in multiple locations throughout the City. Mixed-use developments are more compact than conventional developments and can therefore accommodate efficient future growth by utilizing less land and facilitating complementary activities such as shared parking, access and multi-modal facilities to manage overall impacts to the community. Mixed-use developments can also serve as key points of orientation for designing the transportation system, including transit services.

The Economic Development Element recognizes tourism/resort activities as a targeted industry cluster.

See Policy 6.1.A.3.

The functional, physical and thematic integration of uses within a pedestrian-oriented development template distinguishes mixed-use development from other more conventional projects. Such developments occur in both vertical (floor area-intensive) and horizontally (land area-intensive) integrated formats. The guidelines should balance necessary structure to facilitate such developments while allowing the flexibility to achieve a successful synergistic composition.

To this end, all mixed-use developments shall substantially demonstrate or exhibit the following characteristics:

- i. The residential component shall be limited to a range of 30–60% of the overall gross floor area (GFA) or total net site area, whichever is greater; and
- ii. Functional, physical and spatial integration of land uses and project components; and
- iii. Pedestrian-oriented scale and design with a full range of amenities to promote and support pedestrian and multi-modal activity; and
- iv. Architectural and thematic integration of project components.

COMMERCIAL, INDUSTRIAL AND BUSINESS PARK DEVELOPMENT GUIDELINES

A key issue determined during the General Plan process is the appropriate amount of land that should be devoted to commercial and industrial use. Achieving a balance is vital. Over-designation of commercial land can lead to a sprawling, disjointed commercial land use pattern including annoyances on residential livability and traffic movement; under-designation of commercial land can result in inflated land prices, consumer inconvenience, and loss of economic development potential (and resultant tax base) from Peoria to nearby jurisdictions.

The Land Use Plan designates four key areas as Industrial and Business Park. Business Park areas include: a major node at the intersection of Carefree Highway and Lake Pleasant Parkway; a large parcel south of the CAP canal and west of Lake Pleasant Parkway; and a large Business Park node west of the Happy Valley Road and Loop 303 intersection. Industrial areas include a large node south of Olive Avenue and 75th Avenue that provides industrial opportunities for the southern portion of the City. Industrial Park parcels are also located at the Loop 101 interchanges and at a small node along State Route 74 and Sarival Avenue. These properties serve as the key opportunity for economic development for the City. For more information regarding the economic value and goals of the industrial and business park designations, refer to the Economic Development Element.

SPECIFIC STUDY AREAS, LAND USE OVERLAYS, AND APPROVED MASTER PLANS

As the City plans for the future and continually faces new development issues, specific areas are identified that relate to a desired development opportunity requiring further research. The Aviation Study Area identified in the northeast region of the Land Use Plan delineates an area that may be a potential site for the development of a general aviation airport. Until further studies and funding can substantiate this possibility, the study area serves as a notation to potential developers and residents.

The City has developed several approved specific areas planning overlays that identify goals and implementation measures addressing key issues in defined areas. Four such overlays are delineated on the Land Use Plan. They are as follows:

- Loop 303 Specific Area Plan
- North Peoria Redevelopment Area
- Downtown Peoria Redevelopment Area
- Central Peoria Revitalization Specific Area Plan

The Land Use Plan also identifies six approved development plans and their approved uses. They are as follows:

- Camino A Lago Specific Area Plan
- Vistancia North Planned Community
- Lake Pleasant Heights Planned Community
- Saddleback Heights Planned Community
- West Wing Mountain Planned Community
- Vistancia South Planned Community

As future development occurs, and the City develops specific area plan overlays, the Land Use Plan will be updated to reflect these changes. Future studies may address areas for resorts, master planned communities, college or community college sites, health care campuses, transportation corridors, or transit-oriented development areas.

2.d. IMPLEMENTATION PROGRAM

The Implementation Program for the Land Use Element of the Peoria General Plan is presented in Table 2-5, *Land Use Implementation Program*. The table is presented under the following four headings:

IMPLEMENTATION MEASURE	Lists the action necessary to carry out the Land Use Element of the General Plan.
LEAD DEPARTMENT/AGENCY	Identifies the responsible City department for accomplishing that particular measure.
PROJECTED TIMEFRAME	Identifies and prioritizes the timeframe for the measure to be initiated.
POTENTIAL FUNDING SOURCES	Lists the potential funding, City staff, volunteer or other community resource

necessary to carry out the implementation action.

**TABLE 2-5
LAND USE IMPLEMENTATION PROGRAM**

Implementation Measure	Lead Department/ Agency	Projected Timeframe (Years)	Potential Funding Sources
1. Evaluate the Design Review and Zoning Ordinance for opportunities to introduce incentive strategies (i.e. density/FAR bonus, zoning flexibility) for providing “Smart Growth” components (i.e. affordable housing, underground parking, streetscape, pedestrian orientation, open space linkages).	Community Development Department	0-2	<ul style="list-style-type: none"> ▪ General Fund Revenues
2. Develop a strategy to revitalize underutilized buildings.	Community Development Department / Office of Economic Development	2-5	<ul style="list-style-type: none"> ▪ General Fund Revenues
3. Develop a strategic approach to incorporate existing County islands.	Community Development Department	Ongoing	<ul style="list-style-type: none"> ▪ General Fund Revenues ▪ Inter-jurisdictional coordination

4. Develop and delineate Infill Incentive Districts.	Community Development Department	0-2	<ul style="list-style-type: none"> ▪ General Fund Revenues ▪ ½ cent Sales Tax Fund ▪ CDBG
5. Develop a Mixed-Use Zoning Category conforming to the General Plan	Community Development Department	0-2	<ul style="list-style-type: none"> ▪ General Fund Revenues

**TABLE 2-5
LAND USE IMPLEMENTATION PROGRAM
(Continued)**

Implementation Measure	Lead Department/ Agency	Projected Timeframe (Years)	Potential Funding Sources
6. Incorporate performance standards into the Zoning Ordinance addressing resort-style development (access, open space linkages, compatibility, density etc.)	Community Development Department	0-2	<ul style="list-style-type: none"> ▪ General Fund Revenues
7. Develop appropriate strategies and incentives to attract resort-style development.	Office of Economic Development/ Community Development	Ongoing	<ul style="list-style-type: none"> ▪ General Fund Revenues ▪ ½ cent Sales Tax Fund
8. Develop a process guide for evaluating and considering Major and Minor amendments.	Community Development Department	0-1	<ul style="list-style-type: none"> ▪ General Fund Revenues

Source: BRW, Inc., 2001

The Planning and Zoning Commission should review and provide recommendations to the City Council for revisions to the Implementation Program on an annual basis in order to continue implementation of the Peoria General Plan. The Director of the

Community Development Department and staff persons responsible for General Plan implementation should monitor the status of each implementation action throughout the year and provide a general recommended framework to the Planning and Zoning Commission for annually updating the General Plan's Implementation Program.

Lake Pleasant Parkway Corridor

Lake Pleasant Parkway is a special roadway that serves Sonoran Desert areas of northeastern Peoria. It is planned as the only north/south arterial street that connects Deer Valley Road and the Care Free Highway. In 2000 the City adopted the Lake Pleasant Parkway Corridor Specific Area Plan (LPPCSAP) to establish written policy regarding the corridor. The purposes of the plan were to:

- Identify the significant resources in the area of the corridor,
- Identify current and future trends affecting the corridor, and
- Provide planning policies and guidelines to best maximize the Parkway Corridor's environmental and economic potential.

Protection policies for the north Peoria desert areas were originally outlined in the Desert Lands Conservation Master Plan. Policies that should be utilized to guide the formation of development regulations are listed below.

1. Provide development standards to protect the scenic views from the roadway and provide a uniform appearance for developments fronting on the corridor,
2. Provide planning for the corridor that would limit the development of retail projects to identified nodes and in so doing control strip commercial development and open view corridors,
3. Protect the traffic capacity of the parkway by limiting development that would need direct access to an arterial street,
4. Protect residential neighborhoods from commercial traffic and encourage cluster or nodal neighborhood development,
5. Plan for regional trails, pedestrian and bicycle linkages,

6. Protect native plants and conservation features within the corridor, and
7. Control outdoor lighting.

These policies and controls have been gradually included in this and other planning documents. Updates to this element, adoption of the Loop 303 Specific Area Plan and the Peoria Zoning Ordinance provide much of the protection that the purposes and goals were designed to accomplish. The City has created expanded residential and commercial General Plan categories that are effective in conveying City policy in the location of nodal and cluster type uses. The City of Peoria has also adopted a Desert Lands Conservation Ordinance, Parks, Recreation and Open Spaces Master Plan and updated the Landscape Ordinance to codify protection policy included in the plan.

In 2005 the City adopted the Loop 303 Corridor Specific Area Plan that makes available planning policy for the Lake Pleasant Parkway from Dixileta Drive to Carefree Highway, and for Carefree Highway and SR 74 from Lake Pleasant Parkway to the Agua Fria River bridge. This plan superceded the land use and transportation planning of the LPPCSAP for these parts of Lake Pleasant Parkway, the Carefree Highway and SR 74.

Land Use Planning

Land Use planning for the parkway corridor is designed to be unique. Overall planning is included in this element and the Loop 303 Specific Area Plan. Policies for the corridor encourage nodal and cluster type development to allow for open spaces between developments to open view corridors where these spaces occur. Small office areas providing essential services to neighborhoods should be located away from major nodal development or as a transition to less intensive uses and near access points to the Lake Pleasant Parkway. Office areas along the corridor are supportable located as shown below.

Intersection	Compatibility Criteria	Uses Allowed
Yearling Road	1. Scale and Architecture 2. Height	Office Only
Pinnacle Peak Road		

Commercial nodes are planned to be located at various intersections along Lake Pleasant Parkway, Carefree Highway and SR 74 with a regional employment center located north of Dynamite Boulevard. Planning for these “nodes” is as shown in the table below.

Intersection	LPPCSAP	Peoria General Plan	LOOP 303 SAP
Deer Valley Road	Community Node	Community Commercial	
Happy Valley Road	Community Node	Community Commercial	
Dynamite Boulevard	Community Node		Community Commercial
Carefree Highway	Regional Node		Community Commercial
El Mirage Road/Castle Hot Springs Road	Community Node	Community Commercial	
Sarival Avenue	Community Node	Community Commercial	
North of Dynamite Boulevard	Employment Center		Employment Center

Buffer policies first established in the LPPCSAP are effective in changing perceptions of the roadway to more a desert driving experience. Buffers are supplemental distances between the roadway and development that enhance view corridors for observation of additional amenities on the horizon and afford richer desert experiences with Sonoran Desert plants along the roadway. Buffers should continue to be used as shown in the table below.

Urban Section (Rose Garden Lane to Happy Valley Road)	Suburban Section (Happy Valley Road to Dynamite Boulevard)	Rural Section (North of Dynamite Boulevard)
Buffer – 15 feet	Buffer – 30 feet	Buffer – 50 feet

Circulation

Circulation policies for Lake Pleasant Parkway are now shown in the Loop 303 SAP and the Circulation Element of the Peoria General Plan. These policies are designed to preserve a desert driving experience along the parkway and internalize circulation occurring in residential neighborhoods. Access to the parkway is limited to mile and half-mile street intersections.

Residential Neighborhoods

Residential development is encouraged adjacent to the parkway. Development guidelines for neighborhoods and individual housing projects are found in the City’s Zoning Ordinance and Design Review Guidelines. Circulation policies should guide subdivision design to limit access to the parkway and intrusion of external traffic into the neighborhood.

Essential to the concept of sustainable neighborhoods is the proximity of shopping and services. Where possible, neighborhoods should be walkable with services, parks, schools and shopping within reasonable walking distances. Community and regional commercial nodes are limited to designated intersections.

Trails

Pedestrian, bicycle and multi-use trail policies for this part of Peoria are now contained in this General Plan and the Parks, Recreation, Open Space and Trails Master Plan published by the Community Services Department.

Environmental Protection

Protection of native plants, conservation features and dark skies are currently being implemented through various sections of the City's Zoning Ordinance. Preservation and use of native plants, archaeological sites, washes, rock outcroppings and other unique desert features is the primary function of the Desert Lands Conservation Overlay district. Limitation of artificial lighting in desert areas is also addressed in the Peoria Zoning Ordinance.

