

## 5. GROWTH AREAS ELEMENT

*Peoria can absorb growth and remain a vibrant community if it is managed and targeted to areas that can best accommodate it. Targeting the type and location of new growth allows us to enhance areas of the City that need improvement or can absorb new jobs and housing without increasing traffic or intruding*



*on neighborhood quality of life. The Growth Areas Element therefore seeks to identify areas that can efficiently and logically accommodate growth resulting in a diverse concentration of land uses, multi-modal opportunities and natural resources.*

The Growth Areas Element is organized in the following manner:

- 5.a. Introduction
- 5.b. Goals, Objectives, and Policies
- 5.c. Growth Areas Plan
- 5.d. Implementation Program

### 5.a. INTRODUCTION

The City of Peoria has experienced rapid gains in population growth and territorial expansion. From a former small agricultural satellite of 12,000 persons in 1970, Peoria has grown into a large city exceeding 102,000 and encompassing more than 144 square miles. Within the same period, Maricopa County has grown from approximately 971,000 to nearly 3 million residents today. Like other Valley communities, Peoria is expected to experience continued growth into the near future.

The impacts of sustained and rapid growth have been at the forefront of public attention in recent years. Local communities have been grappling with the challenges and perceived impacts from rapid growth including traffic congestion, cumulative air and water quality impacts, the loss of natural habitats and agricultural areas and the disruption of view corridors. Additionally, peripheral development ('leapfrog development') and lowdensity enclaves peppered throughout the area create cost inefficiencies in terms of providing municipal services and extending infrastructure resources.

These development patterns are not particularly unique to the Phoenix area. After World War II, the population gravity of the United States generally shifted to the west and south. Many cities, particularly those in the 'Sun Belt' and western United States, experienced massive gains in population and jobs. In Phoenix, this rapid growth occurred as the automobile gained prominence resulting in an urban form that is oriented to vehicular traffic. The Valley's urban form was also facilitated through traditional zoning practice in which land uses are typically segregated. In other words, commercial zones allow commercial uses, residential zones only permit residential uses and so on. This form is perpetuated as land uses are physically removed from each other necessitating automobile trips to destinations. Some concerns have been leveled at this development pattern in that it has resulted in ubiquity ('sameness') and areas void of character and diversity.

It was in this context that the Arizona legislature enacted new legislation through Growing Smarter (1998) and its subsequent amendments (Growing Smarter 'Plus' - 2000). To manage growth and address the impacts from what is perceived as 'urban sprawl', the new legislation required the integration of a new element - the Growth Areas Element - into its updated General Plan Legislation.

The requirements within the *Growth Areas Element* directed Peoria and other affected municipalities to employ Smart Growth

principles to encourage new growth into targeted development areas ('growth areas'). These areas should be particularly well suited (or planned) to accommodate new efficient and rational development patterns. As outlined in the Growing Smarter Plus legislation, the policies and strategies within the *Growth Areas Element* should be designed to:

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

In short, these growth areas are intended to discourage "sprawl" by promoting new development into targeted areas that are amenable to creating viable and concentrated areas integrating open spaces, natural resources and accommodating a variety of land uses (commercial, office, residential, tourism, industrial), oriented to multi-modal (transit, pedestrian, bicycling etc.) activity.

It should be understood that a *growth area* **is not** an "urban growth boundary." A few states such as Oregon, Florida and Washington employ urban growth boundary templates to manage growth in high-growth areas. Although the templates differ among states and municipalities that utilize them, urban growth boundaries are typically specific geographic boundaries within an area that delineate new development or infrastructure limits. In contrast, the Arizona Growing Smarter Plus growth areas are not prohibitive – rather new development is encouraged ('targeted') within identified areas that exhibit certain characteristics consistent with Smart Growth principles. In addition, it should be noted that these areas do not need to be neither contiguous nor defined by any rigid boundary.

*Growth  
Area vs.  
Urban  
Growth  
Boundaries*

**GROWTH AREAS**

This element identifies several Targeted Development Areas ('Growth Areas') throughout the Peoria planning area and is illustrated on Figure 5-1, *Growth Areas Plan*. The identified growth areas were largely identified based upon the factors listed below:

- Areas that contain strategically located vacant or underutilized parcels which may accommodate or spur higher intensity development or redevelopment based on their proximity to new or emerging infrastructure and multimodal transportation facilities;
- Areas which may be amenable to integrating Smart Growth principles and which enable the concentration of a variety of land uses such as commercial, residential, office, tourism and industrial uses;
- Areas suitable for the logical (incremental) and economical expansion of infrastructure; promotes timely/fiscally sound infrastructure expansion commensurate with development activity; and
- Areas that incorporate urban open spaces, community recreational facilities or conserves significant natural resources (i.e. open spaces). The natural resources recognize regional context consistent with the Open Space element;

*The growth area at Bell Road and the Peoria Sports Complex has many conducive elements in a well defined area encircling the Peoria Sports Complex. These complementary elements include office, entertainment venues (ice arena, theater), hotels, restaurants, multi-family housing, transit opportunities and an emerging recreational river trails system.*

The *Growth Areas Element* advocates several strategies for targeting growth. The completion and implementation of specific area plans for each delineated growth area will be the chief mechanism for incurring change. Specific area plans determine precise land use patterns, development standards and design within defined areas. Each specific area plan has a different overall focus consistent with that area's character, needs and constraints.

See Figure 5-1  
GROWTH AREAS PLAN



The next section contains the goals, objectives and policies for this element which provide the guidance for the preparation and utilization of the growth areas. These areas provide for targeted development that will enhance the quality of life. The policies are intended to provide safe and well-defined public spaces, preserve the City’s heritage, ensure the accessibility of services, and foster our stewardship of the natural environment.

**5.b. GOALS, OBJECTIVES AND POLICIES**

<b>GOAL</b> <b>5.1:</b>	<b>PROMOTE EFFICIENT DEVELOPMENT AREAS WHICH SUPPORT A VARIETY OF LAND USE TYPES, CONSERVE NATURAL RESOURCES, REDUCE AUTOMOBILE DEPENDENCY, AND EXHIBIT A LOGICAL EXTENSION OF INFRASTRUCTURE AND SERVICE CAPACITIES.</b>
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*Specific Area Plans can be tailored to a local community’s needs and typically include guidelines addressing design standards, streetscape, bulk and massing of buildings (floor area ratio - FAR, maximum height, setbacks, lot coverage), intensity and location of housing, linkage of land use types and compatibility.*

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**Objective 5.1.A:**  
 Direct attractive development into identified growth areas, creating dynamic urban pockets with diverse economic, housing, cultural and entertainment opportunities.

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**Policy 5.1.A.1:**  
 The City shall continue to develop and utilize specific area plans including revitalization and redevelopment plans as the principal implementation tools for growth areas.

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**Policy 5.1.A.2:**  
 The City shall adopt design guidelines for each growth area in conjunction with a specific area plan.

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**Policy 5.1.A.3:**  
 The City shall encourage a mix of land uses within each growth area, including varied housing types and densities, employment opportunities and businesses.

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**Objective 5.1.B:**

Within growth areas, promote attractive, inviting public spaces and streets that reduce automobile dependency and enhance the function and character of the community.

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**Policy 5.1.B.1:**

The City shall balance traffic circulation needs with the goal of creating pedestrian-friendly neighborhoods and employment centers.

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**Policy 5.1.B.2:**

The City shall identify street improvements that promote pedestrian-oriented development including wider sidewalks, street furniture, landscaped medians, angled parking on local streets and inviting landscaped areas.

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**Policy 5.1.B.3:**

The City shall encourage street frontages that contribute to retail vitality; particularly, street corners with buildings that approach the sidewalk or form corner plazas should be expressly promoted.

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**Policy 5.1.B.4:**

The City shall identify funding for the expansion of bicycle facilities and transit related improvements (bus pullouts, park and rides etc.) commensurate with the Trails Master Plan and the Circulation Element.

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**Objective 5.1.C:**

Preserve and acquire open spaces and other natural resources in growth areas to foster community image and enhance the quality of life.

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**Policy 5.1.C.1:**

The City shall encourage and require, where feasible, the incorporation of publicly accessible urban open spaces, including parks, courtyards, water features, gardens,

*There are numerous design components that can be incorporated into street design that assist in elevating a street's function beyond moving automobile traffic. They include: street width; the size, type and location of landscape medians; size, type and density of trees, shrubs and groundcover; bicycle provisions; the height and setbacks of abutting buildings; changes in the ground plane at crossings; color and texture of paving materials at crossings; the inclusion of street furniture and public art; and the amount of speed and traffic.*

passageways and plazas into public improvements and private projects.

**Policy 5.1.C.2:**

The City shall preserve, enhance and acquire public parks and open spaces in areas proximate to residential communities and employment centers.

**Objective 5.1.D:**

**Promote the cost-efficient and logical expansion of infrastructure.**

*See Policies  
2.1.A.2 and  
3.1.B.2.*

**Policy 5.1.D.1:**

The City shall provide priority funding for infrastructure and transportation projects within growth areas that will enhance the community's economic vitality.

**Policy 5.1.D.2:**

The City shall coordinate infrastructure financing and improvement with existing and projected development activity.

**Policy 5.1.D.3:**

The City shall promote public and private development of timely and financially sound infrastructure expansion.

**5.c. GROWTH AREAS PLAN**

The Growth Area Plan includes six identified areas for development. These areas are identified and described below.

*See Land Use  
Policy 2.1.C.7  
on residential  
infill.*

**PEORIA SPORTS COMPLEX/BELL ROAD CORRIDOR**

**Description:** This growth area is generally delineated by the Bell Road commercial corridor located east of the Loop 101 and encompassing areas to the south surrounding the Peoria Sports Complex and north of the Skunk Creek and ACDC (Arizona Canal Diversion Channel).

**Opportunities:** This area is anchored by the Peoria Sports Complex which serves as the host site for the Seattle Mariners and San Diego Padres during spring training. Bell Road is located one of the premier commercial corridors in the Valley and frames this growth area along the north. The area on the north side of Bell Road is located within the City of Glendale and includes a regional mall and other high intensity commercial uses. The ‘synergy’ from this corridor and Arrowhead Mall has moved south along 83<sup>rd</sup> Avenue and Paradise Lane. The area contains existing mid-rise Class A office buildings, hotels and restaurants. More offices, restaurants and retail uses are planned near the new 18-plex Harkins Theater. Although many of the vacant spaces shown below have projects proposed for them, this growth area may have the highest potential outside of Central Peoria of developing into a mixed-use, multi-modal environment. Particularly, Arrowhead Fountains Center Drive located west of busy 83<sup>rd</sup> Avenue may be the most amenable to streetscape and pedestrian-oriented design improvements.

The convergence of these land uses in conjunction with an emerging trails system along Skunk Creek, potential transit opportunities, tourism and excellent visibility from Loop 101 bodes well for this area. Currently two specific area plans (North Valley Specific Area Plan 1989, North Peoria Specific Area Plan 1993) provide overlapping coverage for this area. Future amendments or any new specific area plan should be cognizant of these efforts and provide supplemental definition.

**CENTRAL PEORIA “OLD TOWN”**

**Description:** Central Peoria is the original town site and historic heart of the City. The existing small, rural town structures and small-block grid system offers a historic window into Peoria’s early development. Many of the structures are still occupied and good candidates for restoration and continued use. Grand Avenue and the Burlington Northern-Santa Fe Railroad traverses Central Peoria at a 45 degree angle providing links to downtown Phoenix and the greater Northwest Valley. Central Peoria contains a mix of land uses including Peoria City Hall, schools, Osuna Park, older

*This area contains natural (canal) and man-made (major transportation facilities) “boundaries” which can play a positive role in providing definition to an area and creating a sense of “place.”*

*The original Peoria town site was staked out in 1887.*

established single-family neighborhoods and small commercial and industrial uses (multiple-space and freestanding buildings). Several small and very large vacant parcels are interspersed throughout the area.

Unfortunately, this area has been in economic decline. Grand Avenue is divisive to community building efforts and provides limited and indirect access to the old town area businesses. The Agua Fria Expressway (Loop 101) is located approximately 1.5 miles to the west and provides excellent consumer access to larger and newly constructed shopping opportunities in North Peoria and Glendale, effectively bypassing Old Town. Additionally, rapid residential development has occurred predominantly in north Peoria.

**Opportunities:** Two recently adopted plans, the Downtown Peoria Redevelopment Plan (1997) and the Central Peoria Revitalization Plan (1999), provide policy guidance and recommendations for short and long term investment strategies. Revitalizing this area into an urban downtown can provide the business, shopping, residential, community, education, social and cultural elements that attract the full range of market and community-oriented interests in the surrounding sub-region. The supply of proximate vacant land makes it feasible to significantly increase the residential base to attract service and job-creating economic development.

#### **LOOP 101 /NORTHERN AVENUE**

**Description:** This growth area consists of largely vacant land located along the Loop 101 between Olive and Northern Avenues in south Peoria. A recently approved commercial development located at the northwest corner of Northern Avenue and 91<sup>st</sup> Avenue, will be a prime growth catalyst for this area. This Planned Area Development ('Peoria Crossings') project will include over 550,000 square feet of commercial space on 71 acres.

**Opportunities:** The commercial project referenced above will become part of a larger, emerging retail and business district with

major development planned in Glendale on the south side of Northern Avenue. The ‘synergy’ created in this district should spill over to the area west of Loop 101. This area has excellent freeway access and visibility and will be complemented by a proposed bike route along the Butler Drive alignment and proposed trails along the New River. The planned expansion of Northern Avenue into five lanes will improve accessibility from Grand Avenue.

The remaining parcels in this growth area (west of Loop 101) are predominantly vacant with new General Plan designations of business park/industrial, mixed use, residential (2–5 du’s/acre) and park/open space. The mixed-use area designated along Northern Avenue will provide the necessary flexibility to respond to market conditions in this area.

In its Capital Improvement Plan (CIP), the City has identified the need for a three million gallons-per-day (MGD) reclamation plant in the vicinity of 99<sup>th</sup> and Northern Avenues. To accommodate diverse needs in this area, it will be critical that this area be well-planned with particular attention to compatibility with neighboring land uses, reserving access to the emerging trails system along New River and building design which enhances this area as a “gateway” into Peoria.

#### **GRAND AVENUE GATEWAY**

**Description:** This growth area is oriented along the Grand Avenue corridor from downtown Peoria to neighboring Glendale. The area south of Grand Avenue is largely designated and zoned for light industrial and business park uses. Although the area is largely vacant and/or underutilized, some of the land uses include the Municipal Operating Center (‘MOC’), Peoria Industrial Park, SRP Steam Plant and the Navajo Asphalt Plant. The area north of Grand Avenue contains a mix of commercial, light industrial and older low-density single-family neighborhoods.

**Opportunities:** Grand Avenue is a major regional artery providing direct access to the greater Northwest Valley from downtown Glendale and Phoenix. These trips pass through Peoria’s town

center – potential customers to a rejuvenated downtown. As a gateway growth area, this corridor could provide for a transition into downtown in the same manner that Glendale Avenue functions (43<sup>rd</sup> Avenue) to its downtown via a streetscape design.

The City recently adopted economic incentive zones as a strategy to promote infill development. In these zones, all impact fees except water and sewer are waived. As an area with large amounts of vacant land, this growth area is located within an incentive zone. With the planned widening of Northern Avenue (2 lanes to 5 lanes) from 71<sup>st</sup> to the Loop 101 coupled with the incentive zone strategy, it is hoped that this area can attract the office park and employment generating uses that the City desires.

**NORTH CENTRAL PEORIA/LAKE PLEASANT PARKWAY CORRIDOR**

*Description:* Lake Pleasant Parkway was originally adopted as part of the 1987 General Plan Transportation Element. From its inception, this parkway was intended as a limited access roadway consisting of three lanes of traffic in each direction and a raised median. Access to the parkway would be limited to right in, right out only, with the exception of full turning movement arterial intersections and median breaks every half mile. Due to the linear nature of the City and topographic constraints, Lake Pleasant Parkway will continue to serve as the regional connector between North Peoria and the rest of the Phoenix Metropolitan Area.

The Loop 303 Specific Area Plan addresses several parts of the parkway, from Dixileta Drive to Carefree Highway. The Land Use Element recognizes the scenic amenities of the parkway and deters strip commercial development by channeling attractive commercial development into ‘nodes’ at selected intersections. The Parkway is broken up into three defined sections: Urban, Suburban and Rural. This growth area generally coincides with the Suburban delineation beginning at the Happy Valley alignment with Lake Pleasant Parkway and extending northward near the Central Arizona Project (CAP).

*The Kierland Commons development adapts well to the Phoenix urban form by “pulling” traffic off of a busy arterial and into a commercial node employing Smart Growth principles including pedestrian-oriented amenities and streetscape design. This same type of development may be consistent with the designated nodes along Lake Pleasant Parkway.*

*Opportunities:* The lower part of this growth area is developing as the next, incremental extent of urbanization and infrastructure expansion in Peoria. The City's Five-Year Capital Improvement Plan (CIP) includes the street improvements for the new Lake Pleasant Parkway from 83<sup>rd</sup> Avenue to Pinnacle Peak. Additionally, the CIP includes new water transmission line and sewer line extensions to Jomax Road and Lake Pleasant Parkway. Future impacts within this growth area are anticipated to occur in the 10-year planning horizon with the development of several large-scale master-planned projects that are in various stages of design. One of these projects, West Wing Mountain, includes the dedication of hillside areas to the public open space inventory. This dedication will form the beginning of the City's future mountain preserve system.

Commercial land use designations have been targeted to the nodes around the Happy Valley and Dynamite Boulevard intersections with Lake Pleasant Parkway. Although, Lake Pleasant Parkway is planned as a limited-access, high-volume thoroughfare, the nodes could accommodate efficient, neighborhood scale development integrating desert sensitive design elements and pedestrian amenities.

**CAREFREE HIGHWAY / NORTHEAST PEORIA (FUTURE GROWTH AREA)**

In the future, a major regional-scale growth node is expected to develop at the Lake Pleasant and State Route (SR-74) intersection. The Loop 303 (Estrella Parkway) alignment has not been finalized but is expected to occur near this area in North Peoria. This area will develop at the confluence of major transportation corridors serving the greater Northwest Valley and North Phoenix/Deer Valley areas. It is important to recognize and anticipate the opportunities in this area. However, it is designated as a future growth area as it likely exists outside the 10-year horizon of this plan and not adjacent to existing and planned limits of infrastructure and development activity.

### 5.d. IMPLEMENTATION PROGRAM

The General Plan outlines the fundamental strategies and policy guidance for promoting new “Smart Growth” development into targeted growth areas. Goals, objectives and policies articulated in this element provide a solid legal foundation upon which to base Growth Area implementation programs. This policy direction will also affect the formulation of amendments to the zoning ordinance.

The General Plan Land Use Map promotes appropriate Growth Area development through the designation of land uses and intensities in these areas. Therefore, because specific zoning remains unchanged, the land use designations are implemented through rezoning requests and Planned Area Development (PAD) projects.

#### SPECIFIC AREA PLANS

Based upon the General Plan, an area or specific plan provides a more narrow geographic focus. To this end, it is equipped to provide specific policy direction for a defined geographic area. The Arizona Revised Statutes (9-461.08) provides cities with the authority to prepare specific plans “based on the general plan and drafts of such regulations, programs and legislation as may in the judgment of the (planning) agency be required for the systematic execution of the general plan.” The legislation follows that specific plans may include:

- Regulations determining the location of buildings and other improvements with respect to existing rights-of-way, flood plains and public facilities;
- Regulations of the use of land, buildings and structures, the height and bulk of buildings and structures and the open spaces about buildings and structures;
- Measures required to ensure the execution of the general plan.

The Specific Area Plan was identified as one of the chief tools to advance the objectives within each growth area. These plans provide the detailed analysis, recommendations and programs to address area specific issues.

**ECONOMIC INCENTIVE ZONES**

The City Council adopted Economic Incentive Zones in May of 2000. These zones are located south of Beardsley Road and generally delineated along six transportation corridors: Loop 101 corridor lands; 91st Avenue to Grand Avenue; Grand Avenue corridor including downtown and the industrial areas; Thunderbird Road; Bell Road and Peoria Sports Complex area; and the Union Hills Drive corridor. These areas contain significant vacant infill lots zoned predominantly for commercial and employment generating uses.

Within these zones, all development impact fees are effectively waived except for water and sewer fees (as applicable). The growth areas south of Beardsley Road are located within these incentive zones.

**INFILL INCENTIVE DISTRICTS**

The Growing Smarter Plus amendments introduced the concept of ‘infill incentive districts’ and authorized communities to designate such areas if three (3) of the following characteristics were exhibited:

- There is a large number of vacant older or dilapidated buildings or structures;
- There is a larger number of vacant or underutilized parcels of property, obsolete, or inappropriate lot or parcel size, or environmentally contaminated sites;
- There is a large number of buildings or other buildings or other places where nuisances are present or occur;
- There is an absence of development and investment activity compared to other areas in the City;
- There is a high occurrence of crime; and
- There is a continuing decline in population.

The City of Peoria will be identifying and delineating these districts and a plan as part of its General Plan implementation program. The legislation authorizes the Infill Incentive Plan to include the following tools to encourage redevelopment in the district.

Infill Incentive District Plans may include:

- Expedited zoning or rezoning procedures.
- Expedited processing of plans and proposals.
- Waivers of municipal fees for development activities.
- Relief from development standards.

Many of the growth areas within the urbanized portion of Peoria contain vacant infill lots and exhibit some of the required characteristics (to designate infill incentive districts). Although the City currently has *economic incentive zones* (which also encompass most of the growth areas), the development of the *infill incentive districts* will provide additional tools for directing growth and revitalization efforts.

#### STRATEGIC ECONOMIC PLAN

A focus on economic issues has been identified as a high priority for a community like Peoria that has experienced from a decade of rapid residential development -- without a proportional rate of business and employment center growth. Economic diversification helps insulate the municipal budget from downturns in the economy. Additionally, attracting high-quality employment opportunities offers residents the ability to work in the community in which they live.

To solicit input into the direction and magnitude preferred for economic development efforts in Peoria, a task force was formed to provide input into the development of a strategic economic plan for Peoria. ESI Corporation was retained to develop this plan and the accompanying Economic Element for the General Plan update. Through targeted surveys, the plan identifies industry clusters which are congruent with the priorities of the city and the demographic composition of the community. The strategic plan

*The Task Force consisted of staff, owners, practitioners, residents, and business owners.*

contains a benchmark measure for evaluating the implementation and performance from the goals and action steps.

The Strategic Economic Plan provides strategies that when utilized in conjunction with the General Plan, capital improvements programming and incentive zones will assist in targeting a *type* of development into clustered areas near planned infrastructure improvements.

**CAPITAL IMPROVEMENTS PROGRAMMING**

Over the course of the five-year Capital Improvements Plan (CIP) horizon, millions of dollars will be invested in municipal infrastructure, including the construction/widening of roads, extending water and sanitary sewer lines and the expansion of water and wastewater treatment capacity. Development will occur where there is a presence of infrastructure. In this fashion, local governments can discourage development in exurban areas and encourage development in targeted areas where infrastructure is in place or areas that represent logical and incremental extensions.

The Implementation Program for the Growth Areas Element of the Peoria General Plan is presented in Table 5-1, *Growth Areas Implementation Program*. The table is presented under the following four headings:

- Implementation Measure** Lists the action necessary to carry out the Growth Areas Element of the General Plan.
- Lead Department/Agency** Identifies the responsible City department of 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 5-1  
GROWTH AREAS IMPLEMENTATION PROGRAM**

Implementation Measure	Lead Department/ Agency	Projected Timeframe (Years)	Potential Funding Sources
1. Evaluate and develop incentives promoting private development in Growth Areas.	Community Development Department/ Office of Economic Development	0-2	<ul style="list-style-type: none"> <li>▪ Operating Fund Revenues</li> </ul>
2. 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"> <li>▪ General Fund Revenues</li> </ul>
3. Develop a Mixed-Use Zoning category conforming to the General Plan.	Community Development Department	0-2	<ul style="list-style-type: none"> <li>▪ General Fund Revenues</li> </ul>

**TABLE 5-1**  
**GROWTH AREAS IMPLEMENTATION PROGRAM**  
**(CONTINUED)**

Implementation Measure	Lead Department/ Agency	Projected Timeframe (Years)	Potential Funding Sources
4. Develop and Delineate Infill Incentive Districts.	Community Development Department	0-2	<ul style="list-style-type: none"> <li>▪ General Fund Revenues</li> <li>▪ ½ cent Sales Tax Funds</li> <li>▪ CDBG</li> </ul>
5. Develop and/or amend Specific Area Plans for identified Growth Areas.	Community Development Department	2-5	<ul style="list-style-type: none"> <li>▪ General Fund Revenues</li> </ul>
6. Identify and coordinate transportation and infrastructure projects with the 5-year CIP.	Community Development Department	Ongoing	<ul style="list-style-type: none"> <li>▪ General Fund Revenues - CIP</li> <li>▪ Streets Fund Revenues</li> <li>▪ CDBG</li> <li>▪ TEA-21</li> </ul>

Source: City of Peoria, 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 to pursue implementation of the Peoria General Plan. The Director of the Community Development Department and staff persons responsible for the 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.