

# 1. INTRODUCTION

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*The Peoria General Plan strives to build a synchronous vision of the City's future from the visions of a diverse population. It integrates the aspirations of the City's residents, businesses and officials into a strategy for managing change. The General Plan is the primary tool for guiding the future development of the City. It provides a framework for making decisions by describing long-term goals for the City's future as well as policies to guide day-to-day decisions.*

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The City of Peoria General Plan Introduction chapter is organized in the following manner:

- 1.a. Peoria's Roots
- 1.b. Purpose of the General Plan
- 1.c. Legislative Framework
- 1.d. Goals, Objectives and Policies
- 1.e. Implementation Program
- 1.f. Major Themes of the General Plan
- 1.g. Use and Organization of the General Plan
- 1.h. Other Components of the General Plan

## 1.A. PEORIA'S ROOTS

Peoria was established in the 1880s when William J. Murphy's vision of fertile farm lands fed by water from the Salt River became reality with the completion of the Arizona Canal in 1885. Once this canal was completed, Murphy went East to interest people in settling in this new community. Mr. Murphy was successful in catching people's attention - over 5,000 acres of land in the new district was purchased by citizens from Peoria, Illinois. Four families from Peoria, Illinois were among the first to move to Arizona to occupy and work their land.

Residences in the new community sprang up and a school and Post Office were established by 1889. More people followed the original families and Peoria continued to grow as a farming community. The farmlands were fertile and the people made a good living, despite having to battle swarms of red ants and the occasional rattlesnake in the kitchen.

Peoria was incorporated in 1954, with boundaries covering one square mile of land. The warm climate and small-town atmosphere of Peoria continued to attract people, and still do today. Currently, Peoria covers nearly 178 square miles and is home to over 132,300155,000 residents. Peoria is currently Arizona's 9th largest city in terms of population.

## 1.B. PURPOSE OF THE GENERAL PLAN

The Peoria General Plan is the fundamental policy document guiding future growth and development in the City and its planning area. It is a plan defined and driven by extensive community participation among its citizens, business interests, community leaders, technical staff and advisors. The Plan is dynamic and intended to be periodically updated to keep pace with the community's changing values and goals regarding growth and development.

The Plan is used by the City Council and Planning & Zoning Commission to evaluate land use changes. It is used by City Staff in reviewing building and development regulations and preparing recommendations

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on projects. It is often used by citizens and neighborhood groups to understand the City's long-range plans and proposals for different areas. The General Plan also provides the basis for the City's development regulations and its Capital Improvements Plan.

### **1.C. LEGISLATIVE FRAMEWORK**

Arizona State Statutes require that all cities prepare a General Plan. Cities with a population exceeding 50,000, such as Peoria, are required to prepare additional elements not required of smaller cities. State Statutes have also initiated a comprehensive review process incorporating the City's legislative body, the county planning agency, each contiguous community, the regional planning agency, the State Department of Commerce, and any individual submitting a written request.

Additionally, the legislation now requires land use decisions to 'conform' to the General Plan. This requirement places a greater standard and linkage with the General Plan than the former 'consistency' guideline.

The General Plan and its subsequent 10-year update must be approved by the City's electorate in a general election. All proposed 'major amendments' to the General Plan must be considered at a single-public hearing (during the calendar year proposed) and receive a two-thirds affirmative vote by the City Council.

### **1.D. GOALS, OBJECTIVES AND POLICIES**

The following definitions explain the functional relevancy of the terms used to present the City's planning policy in the General Plan. They will provide the basis for the City's evaluation of future development proposals.

**Goal:** A concise statement that describes a desired condition to be achieved. A goal is a target or end which planning is directed. A goal is not quantifiable, time dependent or suggestive of specific actions for achievement.

**Objective:** A concise statement or method of action which addresses a goal, and if pursued and accomplished, will ultimately result in achievement of the goal to which it is related. An objective should be achievable and, when possible, measurable and time specific.

**Policy:** A specific statement that guides decision-making to achieve plan implementation. A policy is clearly stated and unambiguous, and is formulated in response to the goals and objectives, ~~as well as the results of the data collection and analysis~~. Where a Policy states that the City "shall" take some action, the City is using "shall" in the directory, as opposed to mandatory, sense. This means that the City is stating a desirable or preferential outcome. The City's failure to follow a specific Policy in no way will invalidate the relevance, intent or applicability of the General Plan, or of the Goals, Objectives and Policies in the General Plan.

### **1.E. IMPLEMENTATION PROGRAM**

Closely related to the Goals, Objectives and Policies found in the General Plan is the Implementation Program. This program provides the City with a comprehensive list of tasks used as benchmarks for progress toward the ultimate vision of the City and the General Plan. The implementation tasks have been compiled in Table 14-3 in the Chapter 14 Plan Administration of the General Plan. Implementation tasks are broadly described in the table and assigned to a City department or a group of departments, since many tasks involve multiple disciplines. Lastly, these tasks are assigned a priority, which range from 'On-going' to 'High' depending on urgency or timing of other related events.

## ~~1.E. PUBLIC PARTICIPATION PROGRAM~~

~~THE GENERAL PLAN IS THE PRODUCT OF AN EXTENSIVE PUBLIC OUTREACH EFFORT THAT INVOLVED HUNDREDS OF PEORIA RESIDENTS AND OTHER INTERESTED PARTIES. EARLY IN THE PROCESS, THE CITY COUNCIL ADOPTED A CITIZEN PARTICIPATION PROGRAM TO FOLLOW IN DEVELOPING THE NEW PLAN. THE PROGRAM WAS DESIGNED TO MAXIMIZE PUBLIC PARTICIPATION IN THE PROCESS THROUGH CITIZEN QUESTIONNAIRES, TOWN HALL MEETINGS, PERIODIC ANNOUNCEMENTS AND NEWSLETTERS AND BROADER ADVERTISING METHODS. THE PROJECT TEAM MAINTAINED A WEB SITE WITH ANNOUNCEMENTS AND DRAFT ELEMENTS AND MAPS FROM THE GENERAL PLAN.~~

~~ADDITIONALLY, 32 PERSONS REPRESENTING DIVERSE INTERESTS WERE APPOINTED TO TWO ADVISORY COMMITTEES FORMED EARLY IN THE PROCESS. THE TECHNICAL ADVISORY COMMITTEE (TAC) CONSISTED OF REPRESENTATIVES FROM SEVERAL CITY DEPARTMENTS AND THE PEORIA ECONOMIC DEVELOPMENT GROUP (PEDG), A PRIVATE NON-PROFIT AGENCY CHARGED WITH ECONOMIC DEVELOPMENT RESPONSIBILITIES FOR THE CITY. THE BROADER PLANNING ADVISORY COMMITTEE (PAC) INCLUDED INTERESTED CITIZENS, LOCAL BUSINESS INTERESTS, THE CITY OF SURPRISE, MARICOPA COUNTY, BLM, ARIZONA STATE LAND DEPARTMENT, MCDOT, ARIZONA GAME AND FISH, THE PEORIA AND DEER VALLEY SCHOOL DISTRICTS AND THE PEORIA CHAMBER OF COMMERCE.~~

~~EARLY PUBLIC PARTICIPATION EFFORTS WERE INSTRUMENTAL IN DEVELOPING A 'VISION' FOR THE CITY. THE VISION IS AN OVERARCHING STATEMENT THAT DEFINES THE DESIRED CONDITION OR STATE OF THE CITY IN TERMS THAT ARE MEANINGFUL TO ITS CITIZENS. THE VISION FOR THE CITY OF PEORIA IS DEFINED BELOW.~~

~~PEORIA, ARIZONA IS AN OUTSTANDING PLACE TO LIVE, WORK AND PLAY WITH SUPERIOR RECREATIONAL FACILITIES, MUNICIPAL SERVICES, AND TRANSPORTATION ACCESSIBILITY TO LOCAL AND REGIONAL ATTRACTIONS. PEORIA IS AN ADVANTAGEOUS CITY FOR COMMERCE AND BUSINESS WITH SUPERIOR SCHOOLS, OUTSTANDING RESIDENTIAL NEIGHBORHOODS AND A THRIVING ECONOMY. IT IS A BIG CITY, WITH SMALL TOWN FRIENDLINESS AND CHARM, ATTRACTING VISITORS, BOTH NEAR AND FAR, FOR BUSINESS, RECREATION AND TOURISM.~~

## **1.FF. MAJOR THEMES OF THE GENERAL PLAN**

### **PROVIDING A BALANCE OF RESIDENTIAL AND EMPLOYMENT OPPORTUNITIES**

Peoria strives to achieve a balance of commercial and high-paying employment opportunities to foster community sustainability, reduce commute times and improve air quality.

### **PROTECTING NATURAL RESOURCES AND COMMUNITY CHARACTER**

However, this land use balance should not be achieved at the expense or without regard to natural habitats, the pristine desert character and other environmentally significant systems. Policies and programs introduced in the Desert Lands Conservation ~~Master Plan~~Ordinance, the Trails Master Plan and the Rivers Master Plan have been woven into the General Plan.

### **DEVELOPING QUALITY ACCESS WITHIN THE CITY**

Upgrades and design aspects of Lake Pleasant Parkway and State Route 74, coordinating access and opportunities with the proposed Loop 303 freeway and existing Loop 101 freeway, ~~and 75~~as well as improving the visual quality of Grand Avenue are important circulation considerations for the City.

### **PROVIDE A RESIDENTIAL-ORIENTED STREET SYSTEM**

This includes addressing truck traffic in residential areas, restricting high traffic generating development in areas with limited access, retaining appropriate travel speeds in regard to safety and congestion, providing access to bus transit and providing bicycle lanes, as well as access to parks and recreation facilities.

### **MEETING THE RECREATIONAL NEEDS OF THE COMMUNITY**

Peoria is fortunate to have an abundance of river corridors and natural landforms. The community has stressed the importance of leveraging these resources with a comprehensive system of trails, bike routes and recreational corridors with regional context and connections to adjoining cities.

### **ENHANCING PEORIA'S OLD TOWN**

Old Town is the heart of the City and provides a window into its early development. The Plan continues to promote the investment and revitalization of this area continuing with efforts identified in the ~~Central Peoria~~Old Town Revitalization Plan.

### **PROVIDING A DIVERSITY OF HOUSING OPTIONS**

As a City located on the fringe of the Phoenix Metropolitan Area, Peoria has predominantly developed with an emphasis on single-family residential home ownership. The Plan recognizes that as the

community continues to mature and employment base increases, it will be important to provide a diversity of proximate housing types and sizes.

**FACILITATING FISCALLY-BALANCED DEVELOPMENT**

As the City continues to grow ~~and expand~~, development should continue to pay for its ~~towards its~~ “fair” share of community resources impacted from the development.

**1.66. USE AND ORGANIZATION OF THE GENERAL PLAN**

Peoria’s General Plan is intended to be used by all segments of the community as well as other individuals interested in the future of the City. A key concept embodied within the Plan is the Vision for Peoria. The vision, though not a short-term binding goal, provides the community the necessary focus and direction it needs in order to grow in a healthy, sustainable manner. ~~is not a binding goal and may not be achievable in the near future. However, it does provide community focus and the direction it desires to proceed.~~

As mentioned previously, State law requires several mandatory sections or “elements.” In preparing the Plan, the City recognized that some elements had overlapping issues and may be better served in a combined format. The table below illustrates the State mandated element and its counterpart in the Peoria General Plan.

~~The General Plan is organized into fourteen chapters, twelve of which are plan elements. Each element shares a common format and uses similar terms and references. Additionally, each element contains background data and discussion, associated goals, objectives and policies, and an implementation matrix of actions to implement the element.~~

**TABLE 1-1 Corresponding General Plan Elements**

State-Mandated Element	Corresponding Peoria General Plan Element
Land Use	Land Use
<u>Growth Areas</u>	<u>Growth Areas</u>
Circulation	Circulation
Bicycling	
*Transit (optional)	
Open Space	Recreation and Open Space
Recreation	
Water Resources	Water Resources
<del>Growth Areas</del>	<del>Growth Areas</del>
<del>Cost of Development</del>	Cost of Development
Housing	Housing
Safety	Safety
Public Services and Facilities	Public Services and Facilities
Public Buildings	
Conservation, Rehabilitation & Redevelopment	Revitalization and Redevelopment
Environmental Planning	Environmental Resources
Conservation	
Energy	
	Economic Development

As you use the General Plan, keep in mind that the goals, objectives and policies are just as important as the various maps in making land use and development decisions. To conform to the Plan, a project must not only be permitted on the Land Use Map, but must also meet the intent of the Plan’s policies.

**1.HHG. OTHER COMPONENTS OF THE GENERAL PLAN**

The Land Use Map and Circulation Map are probably the most familiar parts of the Plan. These maps identify the land use designations and the envisioned roadway system for Peoria and its planning area.

One of the products from the Circulation Map will be the development of a more detailed Street Classification Map. This map is both a planning and engineering tool that identifies specific road widths, number of lanes, intersection configurations and other future right-of-way needs.

Each element contains an Implementation Matrix which describes the action tasks or activities to be accomplished. The matrix also specifies the lead City Department, the projected timeframe for accomplishing the task and potential funding sources.

The Plan Administration section outlines the process and measures for updating the General Plan. Contained within this section are the criteria for determining if an action constitutes a major amendment to the General Plan. Such proposals may only be considered once annually and must be affirmed by a 2/3 vote of the City Council.

The supportive figures and statistics of the General Plan are contained within a separate background report edition.

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## 2. ~~LAND USE ELEMENT~~LAND USE ELEMENT

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~~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.

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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 ~~30-40~~ years has transitioned a former small agricultural city of approximately 2,500 in 1970 to a large city exceeding ~~100,55,000.~~ ~~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.

#### LAKE PLEASANT ~~AREA~~ AREA PLANNING EFFORTS/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. Additionally, 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.

#### UPDATED IMPACT FEES

In ~~1999~~, 2008 the City adopted an updated impact fee schedule through the acceptance of the Red Oak Impact Fee Study 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 are intended to encourage growth near available infrastructure. ~~INSERT LANGUAGE REGARDING RED OAK IMPACT FEE STUDY – POSSIBLE LINK TO WEBSITE CONTAINING STUDY?~~

**LAKE PLEASANT AREA PLANNING LOOP 303 SPECIFIC AREA PLANS**

Recognizing the enormous potential ~~and sensitivity~~ of the emerging Loop 303 corridor, Lake Pleasant Area, the City adopted ~~the~~ 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. In 1999, the City adopted three major open space plans - They include~~ the Peoria Desert Lands Conservation Master Plan and the Peoria Rivers and Peoria 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 throughout Peoria. ~~The Rivers Master Plan~~ provides guidance and recommendations for development along Peoria's three river corridors ~~and identifies them.~~ ~~The river corridors were identified~~ as the "recreational spines" of the City ~~since~~ as they contain the potential to provide trail access and recreational ~~facility~~ opportunities ~~for regional and local destinations.~~

In 2006, the City adopted the Parks, Recreation, Open Space and Trails (PROST) Master Plan which essentially consolidated the efforts of the Peoria Desert Lands Conservation Master Plan, Rivers Master Plan and Trails Master Plan into a single document. All four master plans are still in effect and all provide direction as to where and how the City's open space resources shall be used. The PROST Master Plan establishes in greater detail the types of amenities to be located in each form of open space and describes the connections and crossings between open spaces.

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.

**DOWNOLD TOWN REVITALIZATION**

Peoria has also taken steps to enhance development in its city center by adopting the *Downtown Peoria Redevelopment Plan* in 1997, ~~then and~~ the *Central Peoria Revitalization Plan* in 2000 ~~and most recently the Old Town Revitalization Plan in the Summer of 2009.~~ ~~Together, these redevelopment and These revitalization plans provide~~ a specific action plans for ~~future~~ the development of the historic core area that supports new and existing businesses and economic growth; pedestrian-friendly urban design; integrating new residential development while preserving existing residential neighborhoods.

**PEORIA SPORTS COMPLEX AREA PLAN**

In 2009, the City completed a multi-dimensional plan and implementation program for the 570-acre area around the Peoria Sports Complex. Although the area has been largely successful, the purpose of

the Plan is to identify the conditions, regulatory framework and implementation strategies to enhance the area as a cohesive, pedestrian-focused mixed-use destination and position the area for a successful evolution.

#### **COMMUNITY APPEARANCE**

The City adopted its first *Design Review Manual* in 1997 that set forth ~~The Design Review Manual (1997)~~ articulates the City's standards for improving the quality of development in the City. A major overhaul of this document was completed early in 2008 in responses to input from our residents, the development community and recognized changes in building design in the decade since the original Manual was adopted.

#### **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.

#### **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, ~~h~~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, Peoria is recapturing 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. 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 which will move Peoria towards its long-term goal of reaching equilibrium between housing and employment.

~~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.~~

~~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~~It 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~~Old Town 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.

**INTENT OF THE LAND USE ELEMENT**

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.

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**

The following ~~are the~~ goals, objectives and policies are 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, Infill Development, Resort Development, and Amendments to the General Plan. ~~Smart Growth~~

<b>GOAL</b> <b>2.1:</b>	<b>PROVIDE A BALANCE OF LAND USES THAT WILL PRESERVE AND ENHANCE NEIGHBORHOODS, PROMOTE ECONOMIC DEVELOPMENT AND ENCOURAGE REDEVELOPMENT AT APPROPRIATE LOCATIONS. <del>AND PROTECT ENVIRONMENTALLY SENSITIVE AREAS.</del></b>
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**SMART GROWTH**

**Objective ~~2.1.A:~~**

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

**Policy ~~2.1.A.1:~~**

Promote planned developments where resources and infrastructure are in place to facilitate orderly and efficient growth.

**Policy 1.A.2:**

Establish and monitor an orderly plan to phase the extension of public utilities and streets within the City limits.

**Policy 1.A.3:**

Encourage development to occur as master planned communities with an appropriate mix of land use types in areas where infrastructure is adequate or planned.

**Policy 1.A.4:**

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.

**Policy 1.A.5:**

Consider areas that are consistent with the criteria contained within the adopted Annexation Policy as suitable for annexation.

**Objective ~~2.1.GB~~:**

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

**Policy ~~2.1.GB.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.

**Objective ~~2.1.BCH~~:**

Encourage sustainable business practices through the rehabilitation and repurposing of existing and / or underutilized development employment sectors to provide high quality, attractive buildings, site design, and landscaping.

**Policy ~~2.1.HC.1~~:**

~~The City shall promote~~ the revitalization of underutilized buildings through site rehabilitation and / or adaptive reuse ~~by improving site design, landscaping, and recommended design review components.~~

**Policy ~~2.1.HC.2~~:**

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

**Policy ~~2.1.HC.3~~:**

~~Utilize The City shall establish~~ performance standards and site design elements to ~~(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.

**Objective ~~2.1.ID~~:**

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

**Policy ~~2.1.D.1~~:**

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

**Objective ~~2.1.JE~~:**

Support the preservation of Luke Air Force Base.

**Policy ~~2.1.JE.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.JE.2~~:**

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

**Policy ~~2.1.E.3~~:**

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

**Policy ~~2.1.JE.4:~~**

~~Observe~~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.

**Policy ~~2.1.JE.5:~~**

~~A~~The City shall attend pertinent 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.KF:~~**

~~Encourage~~Promote sustainable developments that elevate community identity and convenience, reduce vehicular trips, minimize infrastructure needs, improve air quality and provide a diversity of uses, mixed-use developments that promote residential, commercial, office, and clean industrial uses that minimize infrastructure needs and transportation demands.

**Policy ~~2.1.KF.1:~~**

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

**Policy ~~2.1.KF.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.)~~Develop guidelines that establish criteria to determine optimal locations for mixed-use and / or infill development.

**Policy ~~2.1.KF.3:~~**

~~D~~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.~~

**Objective ~~2.1.LG:~~**

~~Attract~~Promote mixed-use development templates to advance the City's sustainability efforts. ~~to create new economic niches within the City.~~

**Policy ~~2.1.LG.1:~~**

~~The City shall promote~~Identify opportunities for mixed-use and neighborhood-centric core areas properties to niche industries such as resorts, eco-tourism, sports and leisure developments, corporate office parks, art and cultural institutions. throughout the City.

**Policy 1.G.2**

Integrate 'place making' design principles such as streetscape and building orientation, Strongly encourage mixed-use development propublic spaces, multi-modal transportation options, walkability and overall community appearance in all mixed-use developments. ~~ects that include amenities for transit use, ridesharing, bicycling and pedestrian access.~~

Policy 1.G.3

~~Ensure that the~~ Adjust the Zoning Ordinance as necessary to allow opportunities for mixed-use development including residential, office, retail, and cultural and public facilities at varying levels of intensities.

INFILL DEVELOPMENT

Objective 1.H

~~Encourage the development or redevelopment of vacant and/or underutilized infill sites within the City. parcels within the urbanized area that is consistent with the character of the area or with the area's transitional objectives.~~

Policy 1.H.1

~~Identify potential infill areas for targeted incentive strategies.~~

Policy 1.H.2

~~Develop infill strategies to promote reinvestment in the community.~~

Policy 1.H.13

~~The City shall encourage compatible infill development for single family detached and attached housing, multiple family housing, live/work housing and neighborhood retail and office uses. Identify ways to provide parks/open space and recreational opportunities in infill areas neighborhoods deficient in open space and recreational opportunities.~~

Policy 1.H.4:

~~Encourage infill residential development that takes advantage of existing municipal services, utilities, transportation facilities, schools, and shopping areas.~~

Policy 1.H.2

~~THE CITY SHALL IDENTIFY POTENTIAL INFILL AREAS AND / OR CRITERIA TO QUALIFY FOR FUTURE INFILL INCENTIVES.~~ **RESORT DEVELOPMENT**

**Objective 2.1.MJ:**

**Promote resort development that provides tourism opportunities within the City.**

**Policy 2.1.MJ.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.MJ.2:**

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

**Objective 2.1.NJ:**

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

**Policy 2.1.NJ.1:**

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

**Policy ~~2.1.NJ.2:~~**

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

**Objective ~~2.1.OK:~~**

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

**Policy ~~2.1.OK.1:~~**

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

**Objective ~~2.1.PL:~~**

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

**Policy ~~2.1.PL.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.

**RESIDENTIAL COMMUNITIES**

**Objective 1.M:**

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

**Policy 1.M.1:**

Accommodate an adequate supply and mix of developable residential land for variable housing needs.

**Objective 1.N:**

**Support healthy residential environments that provide for safe and convenient access, open space and recreational opportunities, access to public schools and services and protection from incompatible land uses.**

**Policy 1.N.1:**

Require adequate buffering to protect residential neighborhoods from intrusion by incompatible land uses.

**Policy 1.N.2:**

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

**Policy 1.N.3:**

Locate housing developments in areas that can be adequately served by police, fire and ambulance services.

**Policy 1.N.4:**

Require adequate provision of open space or direct access to open space in housing developments and, in particular, medium- and high-density multiple-family housing developments.

**Policy 1.N.5:**

Require new residential developments to provide pedestrian linkages to parks, schools and other appropriate public facilities.

**Policy 1.N.6:**

Encourage the development of master planned communities where large land holdings can be designed to provide a wealth of amenities to City residents.

**Policy 1.N.8:**

Support and facilitate convenient access to schools.

**Policy 1.N.9:**

Partner with local school districts to coordinate the timely development schools and neighborhoods.

**Objective 1.O:**

**Support multifamily residential development in suitable areas in which they will not adversely impact lower density developments.**

**Policy 1.O.1:**

Support the development of alternate forms of housing, such as attached and detached townhouses and condominiums in appropriate locations.

**Policy 1.O.2:**

Discourage target densities for residential designations of eight units/acre or greater from being exceeded unless at least three 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 neighborhood-level commercial, service, or employment centers.
- c) The site creates a transition between existing or approved lower residential densities and non-residential uses.
- d) Development of the site will not disrupt or negatively impact adjacent lower density land uses.
- e) 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.
- f) The site and proposed development comply with or promote other goals, objectives and policies of the General Plan.

**Policy 1.O.3:**

Encourage multifamily housing units adjacent to community level parks and public open space areas.

**Policy 1.O.4:**

Promote the development of high-quality multi-family housing projects adjacent to transit routes and facilities.

**EMPLOYMENT RELATED DEVELOPMENT**

**Objective 1.P:**

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

**Policy 1.P.1:**

**Encourage adequate and proximate commercial and employment opportunities within large scale development master plans.**

**AMENDMENTS TO THE GENERAL PLAN**

**Objective 2.1.QQ:**

**Consider periodic amendments to the General Plan Land Use Map to ensure ~~that it remains a valid and applicable document~~relevancy.**

**Policy 2.1.Q.Q.1:**

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

**Policy 2.Q ~~Policy 2.1.QQ.23:~~**

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

**GOAL 2: ENCOURAGE TRANSIT ORIENTED DEVELOPMENT (TOD) APPROPRIATE TO THE SCALE AND INTENSITY OF THE SURROUNDING COMMUNITY. WHILE STILL SATISFYING THE DEMAND FOR THE USE.**

**Objective 2.A:**

**Reduce dependence on the automobile for daily trips and activities by promoting mixed-use and high-density development types along major ~~transportation~~transportation corridors.**

**Policy 2.A.1:**

**Develop land use and design regulations governing land close to transit centers and light rail stations, to maximize the potential for ridership.**

**Policy 2.A.2:**

**Promote compact, mixed uses, and pedestrian-oriented land development adjacent to transit stations.**

**GOAL 3: PROMOTE LAND USES OR OTHER PROGRAMS THAT HELP PROTECT AND PRESERVE THE SONORAN DESERT IN ITS NATURAL STATE**

**Objective 3.A:**

**Explore~~Develop~~ programs that encourage the clustering of development in areas with existing concentration of population and activity in exchange for preserved natural open space area.**

**Policy 3.A.1:**

**Open space preservation and planning is equally as important to the City as all other components of development review when considering the appropriateness of development proposals.**

**Policy 3.A.2:**

~~Encourage creative development patterns to ensure preservation of open spaces.~~

~~2.c — Land Use Plan 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 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 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.~~

**RESIDENTIAL COMMUNITIES**

~~Objective 2.1.B: Policy 2.1.B.1: The City shall zone Accommodate an adequate supply and mix of developable residential land to accommodate for variable future housing needs. healthy residential environments that provide for safe and convenient vehicular circulation access, open space and recreational opportunities, access to public schools and services and protection from incompatible land uses. The City shall require adequate buffering to protect residential neighborhoods from intrusion by incompatible land uses.~~

**Policy 2.1.C.2:**

~~Ensure 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.~~

~~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.~~

**Policy 2.1.C.5:**

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

**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.~~

**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.~~

~~**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. Policy 2.1.C.9:**~~

~~**Partner with local school districts to coordinate the timely development schools and neighborhoods. 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.**~~

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**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~~ Support multifamily residential development in suitable areas in which they will not adversely impact lower density developments.**

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**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.~~

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~~Policy 2.1.E.2: The City shall prohibit discourage target densities for residential designations of eight units/acre or greater from being exceeded unless at least four three 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 neighborhood level commercial, service, or employment centers.~~
- ~~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 multifamily housing units adjacent to community level parks and public open space areas.~~

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**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.~~

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

~~Policy 2.1.F.1: The City shall encourage adequate and proximate commercial and employment opportunities within large scale development master plans.~~

**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 residential 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”

**TABLE 2-1 -- General Plan Land Use Designations/ Zoning Correlation**

<u>General plan land use designation</u>	<u>Density (du/ac) or Intensity</u>	<u>Existing Zoning district<sup>1</sup></u>
<u>Residential Estate</u>	<u>0-2</u>	<u>SR-43/35, R1-43, R1-35, R1-18</u>
<u>Residential Low</u>	<u>2-5</u>	<u>R1-12, R1-10, R1-8</u>
<u>Residential Medium</u>	<u>5-8</u>	<u>R1-6, RM-1</u>
<u>Residential Medium High</u>	<u>8-15</u>	<u>RM-1</u>
<u>Residential High</u>	<u>15+</u>	<u>RM-1</u>
<u>Office</u>	<u>LowN/A</u>	<u>O-1, C-1</u>
<u>Neighborhood Commercial</u>	<u>LowN/A</u>	<u>PC-1, C-2</u>
<u>Community Commercial</u>	<u>MediumN/A</u>	<u>PC-2, C-3, C-4</u>
<u>Regional Commercial</u>	<u>High15+</u>	<u>C-4, C-5</u>
<u>Business Park</u>	<u>MediumN/A</u>	<u>BPI</u>
<u>Business Park / Industrial</u>	<u>Medium/HighN/A</u>	<u>BPI, PI-1, I-1</u>
<u>Industrial</u>	<u>HighN/A</u>	<u>PI-1, I-1, I-2</u>
<u>Park / Open Space<sup>2</sup></u>	<u>0-1</u>	<u>SR-43/35, R1-43, R1-35</u>
<u>TOD / Transit Corridor</u>	<u>18-35</u>	<u>Planned Area Development</u>
<u>Mixed Use<sup>3</sup></u>	<u>Variable</u>	<u>CCM, CRM, Planned Area Development</u>
<u>Neighborhood Commercial Mixed Use<sup>3</sup></u>	<u>12</u>	<u>Planned Area Development</u>
<u>Community Commercial Mixed Use<sup>3</sup></u>	<u>18</u>	<u>Planned Area Development</u>
<u>Regional Commercial Mixed Use<sup>3</sup></u>	<u>25</u>	<u>Planned Area Development</u>
<u>Business Park Mixed Use<sup>3</sup></u>	<u>25</u>	<u>Planned Area Development</u>
<u>Public / Quasi-Public<sup>3</sup></u>	<u>n/aN/A</u>	<u>All Zones</u>

<sup>1</sup> A PAD (10-600 acres) or PCD (600+ acres) may be used to implement any of the land use designations identified above.

<sup>2</sup> Parks and other open space may be located in any zoning district.

<sup>3</sup> Refer to the relevant sections in the Loop 303 Specific Area Plan, ~~Central Peoria~~Old Town Revitalization Plan or General Plan Mixed-Use Guidelines (Land Use Element) for the density prescriptions.

See Figure 2-1

INSERT LAND USE PLAN / MAP

**TABLE 2-2 -- Residential Land Use Designations and Target Density**

<u>Land Use</u>	<u>Density Range</u>	<u>Target Density</u>
<u>Estate 0-2</u>	<u>0-2.0 du/ac</u>	<u>1 du/ac</u>
<u>Low 2-5</u>	<u>2.0-5.0 du/ac</u>	<u>3 du/ac</u>
<u>Medium 5-8</u>	<u>5.0-8.0 du/ac</u>	<u>6 du/ac</u>
<u>Medium-High 8-15</u>	<u>8.0-15.0 du/ac</u>	<u>12 du/ac</u>
<u>High 15+</u>	<u>15+ du/ac</u>	<u>18 du/ac</u>
<u>TOD / Transit Corridor</u>	<u>18-35 du/ac</u>	<u>30 du/ac</u>
<b>Residential Components of Mixed Use Areas</b>		
<u>Neighborhood Commercial Mixed Use</u>	<u>N/A</u>	<u>12 du/ac</u>
<u>Community Commercial Mixed Use</u>	<u>N/A</u>	<u>18 du/ac</u>
<u>Regional Commercial Mixed Use</u>	<u>N/A</u>	<u>25 du/ac</u>
<u>Business Park Mixed Use</u>	<u>N/A</u>	<u>25 du/ac</u>

**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 ~~should all be in proportion to the effect of the following~~ comensurate to the overall public benefit provided by the following: ~~substantially exhibit:~~

- Efficient and appropriate utilization of the development site (i.e. mixed-use, ‘town centers’ / ‘main street development’, transit-oriented development);
- Significant and measurable water conservation measures, and/or additional renewable water resources in a quantity sufficient to offset demand above the target density;
- Substantial ~~V~~variation in product type, ~~locations~~ and lot sizes;
- Incorporation of open space and/or d-amenities beyond ~~above required~~ minimum standards amount ~~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;~~
- Dedication to the City of park sites, hillside areas or other desired open space areas.
- Guaranteed improvements to existing City parks or open spaces unrelated to development site in lieu of providing additional open space area or amenities on site. Minimum required open space must be provided on site.

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

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.

~~In addition to increases in residential densities, designated infill proposals may also be granted:~~

~~Expedited zoning or rezoning procedures.~~

~~Expedited processing of plans and proposals.~~

~~Waivers of municipal fees for development activities.~~

~~Relief from development standards.~~

## **DESCRIPTIONS OF RESIDENTIAL 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 or areas of maximized open spaces are sought. 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 transitional areas between natural open spaces and residential development 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 multi-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.

**TRANSIT ORIENTED DEVELOPMENT / TRANSIT CORRIDOR RESIDENTIAL (18-35 DU/AC, TARGET DENSITY= = 30 DU/AC):**

Denotes areas along designate major transportation corridors such as Grand Avenue, Bell Road, Loop 101, Loop 303, Northern Avenue and Commercial Core areas along Lake Pleasant Parkway. Developments in this category shall provide a retail and / or office component in proportion to the entire project and shall integrate into the project enhanced public transit facilities. These developments provide dedicated and enhanced pedestrian access to adjacent paths, trails, open space and commercial development.

**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:

- 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.

**CALCULATION OF DWELLING UNITS 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. The City’s density formula gives credit to and accounts for fully dedicated school sites.

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

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

<u>D = Residential Density</u>	<u>c = Total Commercial Land Area</u>
<u>du = Total Number of Dwelling Units in a Project</u>	<u>i = Total Industrial Land Area</u>
<u>A = Total Site Area (gross acres, including dedicated school sites*)</u>	<u>n = Non-Dedicated School Sites</u>
	<u>* = dedicated school sites are included in A</u>

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 2-3 -- Population Density**

<u>Designation</u>	<u>Target Density</u>	<u>Anticipated Units Per Square Mile</u>	<u>People Per Square Mile**</u>
<u>Estate 0-2</u>	<u>1 du/ac</u>	<u>512</u>	<u>1,331</u>
<u>Low 2-5</u>	<u>3 du/ac</u>	<u>2,400</u>	<u>6,240</u>
<u>Medium 5-8</u>	<u>6 du/ac</u>	<u>4,800</u>	<u>12,480</u>
<u>Medium-High 8-15</u>	<u>12 du/ac</u>	<u>9,600</u>	<u>24,000</u>
<u>High 15+</u>	<u>18 du/ac</u>	<u>14,400</u>	<u>36,000</u>

\*\* 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 pristine Sonoran desert 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 875,000 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 2-4 -- Net Acreage, Dwelling Units and Population of Residential Lands**

<u>Land Use Category</u>	<u>Net Acreage</u>	<u>Dwelling Units</u>	<u>Population</u>
<u>Estate 0-2</u>	<u>23,068</u>	<u>23,068</u>	<u>47,982</u>
<u>Low 2-5</u>	<u>28,380</u>	<u>85,140</u>	<u>177,092</u>
<u>Medium 5-8</u>	<u>7,169</u>	<u>43,014</u>	<u>89,475</u>
<u>Medium-High 8-15</u>	<u>1,311</u>	<u>15,732</u>	<u>23,918</u>
<u>High 15+</u>	<u>1,252</u>	<u>22,536</u>	<u>34,247</u>
<u>High 15+ (developed in Mixed-Use-Mixed-Use)*</u>	<u>2,328</u>	<u>11,164</u>	<u>53,177</u>
<u>TOTAL</u>	<u>64,504</u>	<u>200,052</u>	<u>425,891</u>

\* Acreage based on assumed 50% commercial and 50% residential land use distribution within each category.

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 balance mobility and access with the exchange movement 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 2-5 -- 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)	6.6372

Source: 6<sup>th</sup> Edition, Trip Generation, Institute of Transportation Engineers, 1997.

~~**TRANSIT ORIENTED DEVELOPMENT / TRANSIT CORRIDOR RESIDENTIAL (18-35 DU/AC, TARGET DENSITY = 30 DU/AC): DENOTES AREAS ALONG DESIGNATE MAJOR TRANSPORTATION CORRIDORS SUCH AS GRAND AVENUE, BELL ROAD, LOOP 101, LOOP 303, NORTHERN AVENUE AND COMMERCIAL CORE AREAS ALONG LAKE PLEASANT PARKWAY. DEVELOPMENTS IN THIS CATEGORY SHALL PROVIDE A RETAIL AND / OR OFFICE COMPONENT IN PROPORTION TO THE ENTIRE PROJECT AND SHALL INTEGRATE INTO THE PROJECT ENHANCED PUBLIC TRANSIT FACILITIES. THESE DEVELOPMENTS PROVIDE DEDICATED AND ENHANCED PEDESTRIAN ACCESS TO ADJACENT PATHS, TRAILS, OPEN SPACE AND COMMERCIAL DEVELOPMENT. DESCRIPTIONS AND GUIDELINES FOR NON-RESIDENTIAL LAND USE DESIGNATIONS**~~

~~**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.**~~

#### OFFICE:

~~The designation of Office supports low-intensity commercial development consisting of office uses that provide services directly to residential neighborhoods in residential scale buildings. Developments in this Land Use Designation are intended to be small to moderate in scale with an emphasis on creating a pedestrian environment. Buildings 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. Small lot or small-scale business sites may be located in areas with this designation.~~

#### OFFICE DEVELOPMENT GUIDELINES

~~Areas given the land use designation of Office are intended for low-intensity non-residential development that is compatible with nearby residential areas. Areas designated for office are often located in areas unsuited for more intense development due to the potential for negative impacts on adjacent residential uses. As the least intense non-residential designation, these areas often serve as buffers between residential land uses and other more intense uses, while providing employment opportunities and services for the neighborhood.~~

**NEIGHBORHOOD COMMERCIAL DEVELOPMENT GUIDELINES**

**NEIGHBORHOOD COMMERCIAL:**

~~Neighborhood Commercial areas~~ Denotes areas where ~~consist of offices and commercial centers which provide daily commercial and office activities that support neighborhoods may take place~~ services and goods that support the day-to-day needs of the surrounding neighborhood. 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. ~~Retail centers are significantly smaller in scale and scope than those found in areas designated Community Commercial or Regional Commercial and are typically located on sites of less than 10 acres. Uses are located inside single story buildings.~~ Buildings and uses generally relate to adjacent residential neighborhoods with respect to architectural style ~~and scale and adjacent uses.~~ Uses are contained within buildings. ~~This designation~~ Also Denotes areas where small lot or small-scale business sites may be located. Neighborhood Commercial Development Guidelines

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 areas typically consist of limited, convenience-oriented establishments that serve the immediate neighborhood. Developments in Neighborhood Commercial areas are to be designed in a manner, particularly in terms of their size and scale, which will not detrimentally affect adjacent residential neighborhoods. To this end, the following guidelines will influence the siting of Neighborhood Commercial uses.

- Sites will be located with access to collector or arterial streets
- Neighborhood Commercial sites should not exceed 10 acres of non-residential uses.
- Neighborhood Commercial areas are not intended to be located at all four corners of an intersection.
- No single retail use may exceed 100,000 square feet gross floor area.

**SEE FIGURE 2-1**

**LAND USE PLAN / MAP**

**COMMUNITY COMMERCIAL:**

Denotes areas where ~~intense~~ commercial development that is more intense than that of neighborhood commercial areas 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 rely on larger trade areas and 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~~ should coincide with ~~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 gross floor area space and integrated residential uses~~. Residential uses are encouraged to develop in conjunction with Regional Commercial uses subject to the Residential High Density (15+ du/ac) or the Transit Oriented Development / Transit Corridor (18+ 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 ~~be located~~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.

**COMMUNITY AND REGIONAL COMMERCIAL, BUSINESS PARK / INDUSTRIAL, AND INDUSTRIAL 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 near the future intersection of the Loop 303 and Lone Mountain Road. A large Business Park/Industrial node is~~

~~located south of Olive Avenue and 75th Avenue that provides industrial opportunities for the southern portion of the City. Business Park/Industrial parcels are also located at the Loop 101 interchanges and at a small node along State Route 74 and Sarival Avenue. For more information regarding the economic value and goals of the industrial and business park designations, refer to the Economic Development Element of this document.~~

**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.~~

~~Mixed-use developments are more compact than conventional developments and can therefore accommodate efficient future growth by using less land and facilitating complementary activities such as shared parking, access and multi-modal facilities to 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 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:~~

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

**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.

**MIXED-USE DEVELOPMENT GUIDELINES**

~~The mixed use designations will facilitate a diversity of land use types in targeted areas. The size and shape of the City does not limit Peoria to only 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 using 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 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:~~

- ~~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~~
- ~~Functional, physical and spatial integration of land uses and project components; and~~
- ~~•Pedestrian-oriented scale and design with a full range of amenities to promote and support pedestrian and multi-modal activity; and~~
- ~~Architectural and thematic integration of project components.~~

**PARK / OPEN SPACE:**

~~Denotes areas that are intended for public, private and semi-private passive and/or active park/open space and recreational opportunities. Typically, Park / Open Space areas include areas exhibiting hillside conditions (10% slope or greater), overhead utility corridors, public and private parks and open spaces, and/or areas with natural significance such as primary washes and riparian areas. The Land Use Map~~

illustrates Park / Open Space areas, however due to the general nature of the Map, these areas may be subject to interpretation on a case-by-case basis at the time of first development activity. State Trust Lands or privately held lands identified as Park / 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.

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

As the City plans for the future and continually faces new development challenges, 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. Five such overlays are delineated on the Land Use Plan. They are as follows:

- 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 and/or office developments are to be sited and designed such that its activities in a manner that will not detrimentally affect the adjacent residential neighborhoods. 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 only 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 using 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 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 near the future intersection of the Loop 303 and Lone Mountain 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 challenges, 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 Five 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
- Triana Park 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 as 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.

### **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 SR-74. 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.

- Provide development standards to protect the scenic views from the roadway and provide a uniform appearance for developments fronting on the corridor,
- 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,
- Protect the traffic capacity of the parkway by limiting development that would need direct access to an arterial street,
- Protect residential neighborhoods from commercial traffic and encourage cluster or nodal neighborhood development,
- Plan for regional trails, pedestrian and bicycle linkages,
- Protect native plants and conservation features within the corridor, and
- 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 regular updates to 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, a 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 Old Carefree Highway, and for Old Carefree Highway and SR-74 from Lake Pleasant Parkway to the Agua Fria River bridge. This plan superseded 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 FOR THE LAKE PLEASANT PARKWAY CORRIDOR**

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 may be supported in the locations shown below.

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

Commercial nodes are planned to be located at various intersections along Lake Pleasant Parkway, Old 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.

<u>Intersection</u>	<u>LPPCSAP</u>	<u>Peoria General Plan</u>	<u>LOOP 303 SAP</u>
<u>Deer Valley Road</u>	<u>Community Node</u>	<u>Community Commercial</u>	
<u>Happy Valley Road</u>	<u>Community Node</u>	<u>Community Commercial</u>	
<u>Dynamite Boulevard</u>	<u>Community Node</u>		<u>Community Commercial</u>
<u>Carefree HighwaySR-74</u>	<u>Regional Node</u>		<u>Community Commercial</u>
<u>El Mirage Road/Castle Hot Springs Road</u>	<u>Community Node</u>	<u>Community Commercial</u>	
<u>Sarival Avenue</u>	<u>Community Node</u>	<u>Community Commercial</u>	
<u>North of Dynamite Boulevard</u>	<u>Employment Center</u>		<u>Employment Center</u>

Buffer policies first established in the LPPCSAP are effective in changing perceptions of the roadway to evoke a more scenic 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.

<u>Urban Section</u> <u>(Rose Garden Lane to Happy Valley Road)</u>	<u>Suburban Section</u> <u>(Happy Valley Road to Dynamite Boulevard)</u>	<u>Rural Section</u> <u>(North of Dynamite Boulevard)</u>
<u>Buffer - 15 feet</u>	<u>Buffer - 30 feet</u>	<u>Buffer - 50 feet</u>

**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.

**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:

<b>Implementation Measure</b>	Lists the action necessary to carry out the Land Use Element of the General Plan.
<b>Lead Department/Agency</b>	Identifies the responsible City department for accomplishing that particular measure.
<b>Projected Timeframe</b>	Identifies and prioritizes the timeframe for the measure to be initiated.
<b>Potential Funding Sources</b>	Lists the potential funding, City staff, volunteer or other community resource necessary to carry out the implementation action.

TABLE 2-65 -- Land Use Implementation Program

Implementation Measure	Lead Department/ Agency	Projected Timeframe (Years) Priority	Potential Funding Sources
1. Evaluate the Design Review and Zoning Ordinance for opportunities to introduce Identify 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 and preservation).	Community Development Department	0-2 Ongoing 1	General Fund Revenues
2. Develop an adaptive reuse strategy to revitalize for underutilized buildings and sites.	Community Development; Department / Office of Economic Development	2-5 1	General Fund Revenues
4. Develop and delineate Infill Incentive Districts and incentive criteria an infill incentive strategy.	Community Development/ Department / Economic Development	0-2 2	General Fund Revenues ½ cent Sales Tax Fund CDBG
5. Develop a Mixed-Use Zoning Category conforming to the General Plan mixed-use development program that addresses regulatory and infrastructure constraints.	Community Development, Fire Safety, Building Safety, Engineering and Utilities Departments Department	0-2 2	General Fund Revenues
9. Develop appropriate strategies to encourage sustainable developments such as transit-oriented development (TOD).	Community Development, Public Works Department, Engineering Department Department	2	General Fund; Revenues Possible Federal Grants

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	* General Fund Revenues
7. Develop appropriate strategies and incentives to attract resort-style development.	Office of Economic Development/ Community Development	Ongoing	* General Fund Revenues * ½ cent Sales Tax Fund

Implementation Measure	Lead Department/ Agency	Projected Timeframe (Years) Priority	Potential Funding Sources
<del>8. Develop a process guide for evaluating and considering Major and Minor amendments.</del>	Community Development Department	0-1	*General Fund Revenues
<del>9. Develop appropriate strategies to encourage sustainable developments such as transit-oriented development (TOD)</del>	Community Development Department	0-2	*General Fund Revenues Possible Federal Grants

~~Source: BRW, Inc., 2001The 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.~~

~~Provide development standards to protect the scenic views from the roadway and provide a uniform appearance for developments fronting on the corridor,~~

~~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,~~

~~Protect the traffic capacity of the parkway by limiting development that would need direct access to an arterial street,~~

~~Protect residential neighborhoods from commercial traffic and encourage cluster or nodal neighborhood development;~~

~~Plan for regional trails, pedestrian and bicycle linkages;~~

~~Protect native plants and conservation features within the corridor, and~~

~~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 regular updates to 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, a 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 may be supported in the supportable located as locations shown below.~~

Intersection

Compatibility Criteria

Uses Allowed

Yearling Road

1. Scale and Architecture

Office Only

Pinnacle Peak Road 2. Height

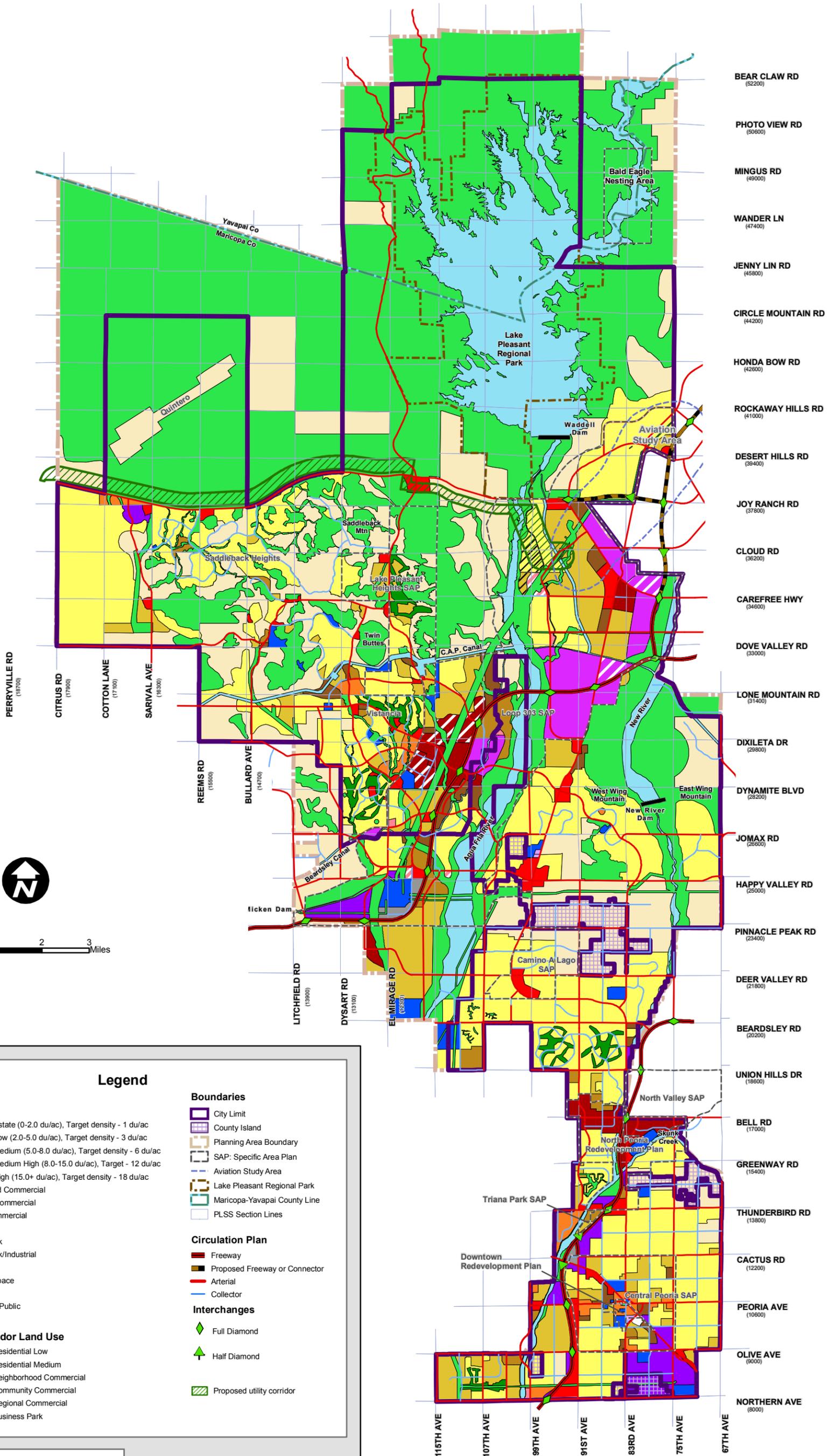
Commercial nodes are planned to be located at various intersections along Lake Pleasant Parkway, Carefree Highway and SR 74 with a regional employment center located north of Dynamite Boulevard. Planning for these “nodes” is as shown in the table below.

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.

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

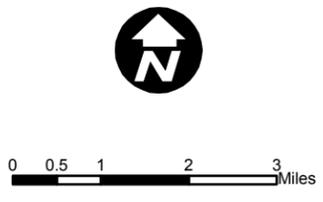
**SEE FIGURE 2-1**  
**LAND USE PLAN / MAP**



- BEAR CLAW RD (52200)
- PHOTO VIEW RD (50600)
- MINGUS RD (49000)
- WANDER LN (47400)
- JENNY LIN RD (45800)
- CIRCLE MOUNTAIN RD (44200)
- HONDA BOW RD (42600)
- ROCKAWAY HILLS RD (41000)
- DESERT HILLS RD (39400)
- JOY RANCH RD (37800)
- CLOUD RD (36200)
- CAREFREE HWY (34600)
- DOVE VALLEY RD (33000)
- LONE MOUNTAIN RD (31400)
- DIXILETA DR (29800)
- DYNAMITE BLVD (28200)
- JOMAX RD (26600)
- HAPPY VALLEY RD (25000)
- PINNACLE PEAK RD (23400)
- DEER VALLEY RD (21800)
- BEARDSLEY RD (20200)
- UNION HILLS DR (18600)
- BELL RD (17000)
- GREENWAY RD (15400)
- THUNDERBIRD RD (13800)
- CACTUS RD (12200)
- PEORIA AVE (10600)
- OLIVE AVE (9000)
- NORTHERN AVE (8000)

- PERRYVILLE RD (18700)
- CITRUS RD (17900)
- COTTON LANE (17100)
- SARIVAL AVE (16300)
- REEMS RD (15500)
- BULLARD AVE (14700)
- LITCHFIELD RD (13900)
- DYSART RD (13100)
- EL MIRAGE RD (12300)

- 115TH AVE
- 107TH AVE
- 99TH AVE
- 91ST AVE
- 83RD AVE
- 75TH AVE
- 67TH AVE



**Legend**

- |  |   |
|--|---|
| <p><b>Land Use</b></p> <ul style="list-style-type: none"> <li>Mixed Use</li> <li>Residential/Estate (0-2.0 du/ac), Target density - 1 du/ac</li> <li>Residential/Low (2.0-5.0 du/ac), Target density - 3 du/ac</li> <li>Residential/Medium (5.0-8.0 du/ac), Target density - 6 du/ac</li> <li>Residential/Medium High (8.0-15.0 du/ac), Target - 12 du/ac</li> <li>Residential/High (15.0+ du/ac), Target density - 18 du/ac</li> <li>Neighborhood Commercial</li> <li>Community Commercial</li> <li>Regional Commercial</li> <li>Office</li> <li>Business Park</li> <li>Business Park/Industrial</li> <li>Industrial</li> <li>Park/Open Space</li> <li>Golf Course</li> <li>Public/Quasi-Public</li> <li>Water</li> </ul> <p><b>Loop 303 Corridor Land Use</b></p> <ul style="list-style-type: none"> <li>Mixed Use - Residential Low</li> <li>Mixed Use - Residential Medium</li> <li>Mixed Use - Neighborhood Commercial</li> <li>Mixed Use - Community Commercial</li> <li>Mixed Use - Regional Commercial</li> <li>Mixed Use - Business Park</li> </ul> | <p><b>Boundaries</b></p> <ul style="list-style-type: none"> <li>City Limit</li> <li>County Island</li> <li>Planning Area Boundary</li> <li>SAP: Specific Area Plan</li> <li>Aviation Study Area</li> <li>Lake Pleasant Regional Park</li> <li>Maricopa-Yavapai County Line</li> <li>PLSS Section Lines</li> </ul> <p><b>Circulation Plan</b></p> <ul style="list-style-type: none"> <li>Freeway</li> <li>Proposed Freeway or Connector</li> <li>Arterial</li> <li>Collector</li> </ul> <p><b>Interchanges</b></p> <ul style="list-style-type: none"> <li>Full Diamond</li> <li>Half Diamond</li> <li>Proposed utility corridor</li> </ul> |
|--|---|

### 3. CIRCULATION ELEMENT

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*Meeting the transportation needs of residents, visitors and businesses calls for comprehensive and forward-looking solutions and a recognition that the transportation system must integrate multi-modal opportunities to reduce reliance on the automobile. The Circulation Element provides a policy framework for improving this system. Although it is intended to guide decisions over the life of this Plan (10-year horizon), Peoria must continue to make long-term plans and lay the groundwork for the distant future and its ultimate build-out. The City must develop transportation systems that serve local and regional travel and make infrastructure investments that will lead to a truly integrated system.*

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The Circulation Element is organized in the following manner:

- 3.a. Introduction
- 3.b. Goals, Objectives and Policies
- 3.c. Circulation Plan
- 3.d. Implementation Program

#### 3.A. INTRODUCTION

The Circulation Element outlines the necessary transportation system components to serve the future needs of residents and visitors of the City and its planning area. The element utilizes the policy framework and Circulation Plan to depict and identify implementation measures to realize this system. One of the implementation tools identified in this element and discussed below is the development of a detailed Street Classification Map, consistent with the network depicted in the *Circulation Map* (Figure 3-1).

The Circulation Plan Map is a planning tool used to portray and define the envisioned roadway transportation network of the future. This network represents both the functional and locational criteria desired by citizens and City staff to provide transportation mobility and quality access to existing and future residential, recreation, and economic uses throughout the City.

The Street Classification map is both a planning and engineering tool that identifies specific road widths, number of lanes, future right-of-way needs, and intersection configurations for each collector and arterial roadway in the City. The Street Classification map is the product of a highly sophisticated traffic simulation model utilizing the build-out density of the Land Use Plan and the identified Circulation Plan. The traffic model identifies the future roadway capacity needed to maintain an acceptable level of mobility in the City.

The goals, objectives and policies contained within this element will provide guidance for future recommendations on street and other transportation system improvements. The recommendations in these plans assist the City Council and staff in decision-making on future development and redevelopment activities.

This Circulation Element also outlines bikeway, pedestrian, transit, light rail and commuter rail needs as critical components to the City's circulation system. The projected population forecasts suggest that upgrades and expanded multimodal opportunities are a high priority need.

### 3.B. GOALS, OBJECTIVES AND POLICIES

The following goals, objectives and policies provide the guidance for implementing the Circulation Plan and the subsequent completion of a consistent Street Classification tool.

#### GOAL 3.1:

**PROVIDE FOR A MULTI-MODAL TRANSPORTATION SYSTEM THAT WILL SERVE THE COMMUNITY AND REGION IN A SAFE, EFFICIENT, COST EFFECTIVE AND AESTHETIC MANNER WHILE MINIMIZING ADVERSE IMPACTS TO NEIGHBORHOODS, BUSINESSES, AND THE NATURAL ENVIRONMENT.**

#### Objective 3.1.A:

**Develop a transportation system within Peoria that is compatible with and designed to compliment, the existing and proposed land uses as provided in the Land Use Plan, without diminishing the efficient movement of people, goods, and services.**

##### Policy 1.A.1:

Maintain a Street Classification map which identifies future freeway, arterial and collector right-of-way (ROW), ROW width, typical street cross-sections and functional classification. The map shall be consistent with the General Plan Circulation Plan.

##### Policy 1.A.2:

Encourage land development patterns that promote the operational efficiency of the existing and future transportation system.

##### Policy 1.A.3:

Require conveyance of right-of-way and the design and improvement of arterials and collectors consistent with the City's Street Classification map.

##### Policy 1.A.4:

Require that all developments substantially meet the following criteria:

- a) Development shall be located or designed in a manner that will not inhibit or impair future improvement of the transportation system.
- b) Dedications of land may be required to implement the adopted Circulation Plan and Street Classification map.
- c) Residences should be located away and buffered from major arterial intersections.
- d) Developments shall be designed and located so that access requirements and traffic generation characteristics do not impair the safety and maintenance of the transportation system.
- e) Direct access to arterial streets from individual parcels shall be discouraged. Access will be controlled through the use of median-divided arterials, frontage roads and background collector streets and vehicle non-access easements.
- f) The number of driveways on arterial streets shall be limited to improve traffic flow and safety.
- g) A uniform spacing pattern of all new driveways and median breaks shall be required to simplify timing to support progression for traffic signals.
- h) Intersections with arterial streets should be minimized; they should be limited to intersections with other arterials, collectors and major driveways/access roads.

- i) Provisions should be made for safe pedestrian and bicycle crossings of collector, arterial or key intersections where high vehicular, pedestrian and bicycle traffic volumes are common or anticipated.
- j) The City should encourage and support the development of a multi-modal path and trail network as alternative safe routes that connect with adjacent regional networks.

**Policy 1.A.5:**

Require the provision of parking facilities in a manner that will support the economic vitality of the land uses served, by ensuring that:

- a) Off-street parking facilities are designed and located to minimize disruption and inconvenience to adjacent properties and streets.
- b) Large parking areas are developed with screen walls or landscaped perimeter planting strips, bays and islands to provide visual screening from direct traffic flow and high speed travel areas.
- c) Adequate lighting is provided to minimize safety hazards.

**Policy 1.A.6:**

Promote the construction of new street system segments in coordination with its adopted Land Use Plan, Growth Areas, Street Classification map and Capital Improvement Program (CIP).

**Policy 1.A.7:**

Monitor the condition and use of all existing streets, and maintain these streets, as required, on a regular phased basis.

**Policy 1.A.8:**

Conduct an assessment that identifies street improvement projects, estimates costs, establishes timing and identifies revenue sources to implement the projects in the CIP on an annual basis.

**Policy 1.A.9:**

Coordinate its efforts in transportation, transit, light rail, commuter rail and major roadway capital improvements programming with the Arizona Department of Transportation (ADOT), Maricopa County Department of Transportation (MCDOT), Maricopa Association of Governments (MAG), Regional Public Transit Authority and Valley Metro to ensure timely provision of required transportation improvements.

**Policy 1.A.10:**

Develop designated routes for heavy use such as freight traffic and heavily utilized regional highways. These include Roads of Regional Significance (RRS), State Routes, freeways, and City major arterial roadways.

**Objective 1.B:**

**Provide for the functional needs of the City's transportation system by addressing urban, suburban, and rural conditions.**

**Policy 1.B.1:**

Maintain a hierarchy of arterials, collectors and transit service levels based principally upon:

- a) Existing one-mile grid system in urban areas.

- b) Identified major and minor arterials and collectors in suburban and rural areas.
- c) Land management regulations to maintain the established hierarchy.

**Policy 3.1.B.2:**

~~The City shall~~ require that new transportation facilities be developed as necessary to support the planned incremental growth of Peoria and designed to their planned function.

**Policy 3.1.B.3:**

~~The City shall~~ ensure that as the City grows, it will be prepared to design and employ traffic control and access management measures to ensure that the roadways function as intended.

**Objective 3.1.C:**

**Develop neighborhood street (local) patterns and circulation systems which preserve neighborhood integrity and serve local traffic and discourages non-local or through traffic.**

**Policy 3.1.C.1:**

~~The City shall approve the design and construction of local and collector streets only when it is demonstrated to contribute to quiet neighborhoods and will not promote cut-through traffic.~~

Ap~~The City~~rove the design and construction of local and residential collector streets that contribute to the residential environment and minimize cut-through traffic and speeding.

**Policy 3.1.C.2:**

~~The City shall develop a system of local streets that provides safe and convenient access to all residential developments while ensuring that all such developments are accessible by a minimum of two routes for emergency and service vehicles.~~

**Policy 3.1.C.3:**

a. ~~The City shall~~ ensure that residential areas have convenient access to local and collector roadways that connect to arterial streets. Residential developments may be permitted access to arterial roadways contingent on a site plan review that assesses the size of the development, daily trips generated, and impact on the functional integrity of the arterial roadway.

b. Connections to the arterial grid system should not result in a negative impact to the functional integrity of the roadway or in a manner that would reduce safety and mobility.

**Policy 3.1.C.4:**

~~The City shall~~ discourage private streets unless the Peoria City Council determines that the streets meet the adopted standards and that the benefit to the City exceeds the liability.

Any private street permitted must meet all access and connectivity standards established by the City.

**Objective 3.1.D:**

**Develop and maintain certain limited-access or controlled-access roadways throughout Peoria.**

**Policy ~~3.1.D.1:~~**

~~The City shall e~~Maintain Lake Pleasant Parkway, Happy Valley Road, El Mirage Road, and Vistancia Boulevard as limited-access arterial roadways.

**Policy ~~3.1.D.2:~~**

~~The City shall e~~Enforce the goals and objectives of the State Route 74 Access Management Plan.

**Policy ~~3.1.D.3:~~**

~~The City shall e~~Enforce the goals and objectives of the Northern Parkway design concept report.

**Objective ~~3.1.E:~~**

**Develop a comprehensive, coordinated, and continuous multi-use modal transportation system.**

**Policy ~~3.1.E.1:~~**

~~The City shall c~~Continually monitor, evaluate and update the adopted Trails Master Plan. The alternative modes identified in the Trails Master Plan should be consistent with emerging development patterns, and respond to opportunities presented, particularly in north Peoria. Additionally, the City shall develop a city-wide Bicycle Development Plan as a supplement to the Trails Master Plan.

~~Policy ~~3.1.E.2:~~The City shall encourage the incorporation of bike facilities and access to trail systems into new developments to promote bicycle and pedestrian use.~~

The City shall cContinually monitor, evaluate, and update a city-wide Bicycle Development Plan.

**Policy ~~3.1.E.3:~~**

~~The City shall d~~Develop a safe and convenient network of sidewalks, crossings, and paths for walking and bicycling that provide connections between schools, recreation facilities, residential areas and business centers.

**Policy ~~3.1.E.4:~~**

~~The City may d~~Design, construct and revise culvert and bridge details as needed to allow for safe pedestrian/bicycle crossings.

~~and maintain bicycle routes and multi-use paths that minimize conflict between motorists, pedestrians and cyclists.~~

~~Policy 3.1.E.5:—~~

~~The City should continue to investigate the feasibility of incorporating bicycle lanes or shoulders on all new arterial roadways.~~

~~Or The City shall adopt roadway cross sections that provide bike lanes for all collector and arterial street types.~~ Policy 3.1.E.6:—

~~The City shall develop on-street bicycle connections wherever possible in conjunction with a planned off-street trail system.~~

~~Policy 3.1.E.7:—~~

~~The City should incorporate bicycle lanes or shoulders, where feasible, on all new arterial and collector roadways and in conjunction with the Pavement Maintenance Plan, Capital Improvements Program, and other roadway improvement projects.~~

~~Policy 3.1.E.8:~~

~~The City shall work with the adjacent jurisdictions, Flood Control District of Maricopa County, Maricopa County, and the Maricopa Association of Governments (MAG) to ensure bicycle and pedestrian network continuity at municipal boundaries.~~

~~Policy 3.1.E.9:—~~

~~The City shall develop a city-wide Pedestrian Plan as a supplement to the City of Peoria Trails Master Plan.~~

~~Policy 3.1.E.10:~~

~~The City should develop a city-wide plan for the improvement and maintenance of the overall sidewalk system, including the installation of handicapped access ramps at key intersections throughout the City.~~

~~Policy 3.1.E.11:~~

~~The City should seek grant funding to implement the city-wide pedestrian and bicycle systems in addition to encouraging incremental development by the private sector through various new development and/or redevelopment projects.~~

~~Policy 3.1.E.12:~~

~~The City should develop equestrian use facilities where access can be coordinated with regional trail systems, existing equestrian facilities and horse properties, and designated open space areas.~~

**Objective 3.1.F:**

**Efficiently expand Peoria’s transit and express route system, and identify the light rail corridor and the commuter rail access points as an attractive and convenient alternative for Peoria’s residents, workers workforce, and visitors.**

**Policy 3.1.F.1:**

~~The City should contract with Valley Metro to expand local fixed route transit service along major arterial streets in Peoria at a minimum of two-mile spacing south of Bell Road. The City shall plan and adopt both short-term and long-term fixed route and express route transit services. along major arterials.~~

**Policy 3.1.F.2:**

~~The City should seek to increase the frequency and service area of transit service.~~

**Policy ~~3.1.F.3:~~**

~~The City should s~~Seek express route service at strategic City locations to major employment centers. ~~in Glendale and Phoenix. By dam~~

**Policy ~~3.1.F.46:~~**

~~The City shall p~~Partner ~~with -with MAG and~~ Valley Metro Rail in the identification and adoption of a light rail route that extends from ~~the Glendale and/or Phoenix route~~ into the West Valley.

**Policy ~~3.1.F.57:~~**

~~The City shall p~~Partner with MAG and ADOT in the development of a commuter rail access plan along the BNSF railroad corridor. ~~Policy 3.1.F.8: \_\_\_\_\_~~

**Policy 1.F.6:**

~~The City shall d~~Develop a Transit Master Plan that identifies potential locations for multi-modal stations and other transit related features.

**Objective ~~3.1.G:~~**

**Provide for the existing and future linkage of pedestrian and automobile traffic with existing and future public transit, light rail and commuter rail systems and facilities.**

**Policy ~~3.1.G.1:~~**

~~The City should c~~Coordinate with the Regional Public Transportation Authority (RPTA) to develop passenger transit and Park-and-Ride facilities at selected locations in commuter corridors.

**Policy ~~3.1.G.2:~~**

~~The City shall E~~ncourage site planning and transit-oriented design and land uses around future express route, light rail and commuter rail transit centers to emphasize the ease and safety of pedestrian circulation and orientation of compatible and mutually supportive uses.

**Policy ~~3.1.G.3:~~**

~~The City shall i~~nclude sidewalks, bus pullout bays and transit shelters within future development located along designated commuter corridors and transit routes.

**Policy ~~3.1.G.4:~~**

~~The City should e~~stablish transit-oriented and rail-oriented development regulations, guidelines and incentives to provide land uses and improvements around future transit and rail centers that facilitate and encourage ridership.

### 3.C. CIRCULATION PLAN

The transportation system for Peoria should be well maintained and improved to accommodate the existing needs and long-range objectives for growth, revitalization, and redevelopment. Each component of the Circulation Element achieves a wide range of objectives which, when combined into a comprehensive network, allow for the satisfaction of a variety of travel demands throughout the City.

To address each of the identified issues, a functional classification system establishing a hierarchy of streets has been prepared to meet the needs of the designated land uses and functional circulation components. The functional classification system addresses both urban and rural conditions (based on the character of the recommended land use pattern) and provides for the comprehensive needs for all

citizens whether they are driving a car to work, riding a bus to the store, ~~or~~ riding a bicycle to school or walking to the neighborhood neighborhood park.

In general, the primary purpose of roadway classifications is to:

- Establish a logical, integrated system for each jurisdiction;
- Relate geometric traffic control and other design standards to the roadways in each classification; and
- Establish a basis for developing long-range programs, improvement priorities and fiscal plans.
- Define the relationship between accessibility and mobility on existing and planned roadways.

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

Roadways have two basic functions:

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

From a design standpoint, these two functions are incompatible. For property access with ingress and egress, low speeds are desirable, usually accompanied by inconsistent flows with a large number of turning movements. Mobility demands higher speeds and uniform flows with limited turning movement interference.

### FUNCTIONAL CLASSIFICATION

In the City of Peoria, five functional categories are used to classify roadways. These categories are:

- Freeway
- Principal Major Arterial Roadways;
- Minor Arterial Streets;
- Major Collector Streets;
- Minor Collector
- Local Streets; and
- Rural Streets.

These categories comprise the hierarchy of functional roadway classes in Peoria and relate directly to the different types and lengths of generated trips as well as Access. Travel demand determines these characteristics.

Freeway is a major highway that provides access via interchanges only.

Major Arterial is a roadway that is of regional importance and is intended to serve high volumes of traffic traveling relatively long distances. A major arterial is intended primarily to serve through traffic, and access is controlled.

Minor Arterial is a roadway that is similar in function to major arterials, but operated under lower traffic volumes, serves trips of shorter distances, and provides a higher degree of property access than major arterials.

~~Major Collector is a roadway that provides for traffic movement between arterials and local streets and carries moderate traffic volumes over moderate distances. Collectors may also provide direct access to abutting properties except individual residences.~~

~~Minor Collector is a roadway that is similar in function to a major collector, but carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor Collectors may also provide direct access to abutting properties except individual residences.~~

~~Local is a roadway that is intended to provide access to abutting properties, tends to accommodate lower traffic volumes, serves short trips, and provides connection to collector streets.~~

~~Rural is the same as local, just in a rural setting versus an urban or suburban setting for local. Principal arterial roadways (e.g. freeways, expressways), and controlled access arterials are designed and constructed to satisfy the demand for high mobility. Rapid travel between points in a safe manner is the primary objective of these roadways. Access to land uses is tightly controlled, limited only to approved intersections or interchanges in order to preserve the speed and high volume characteristics of the facility. Dangerous conditions would result if low speed, multiple access traffic were permitted on these roads. Conversely, local roadways are developed with the primary objective of providing convenient access to adjacent land areas. Between these two extremes are arterials and collectors. These roadways must provide both land access and mobility.~~

Roadway function establishes the type of transportation service provided, which is related to the degree of access control. Increasing access control allows traffic to travel at higher speeds in a more uniform manner. Table 3-1, *Functional Classification System*, illustrates the relationship between roadway categories, primary function and degree of access control.

TABLE 3-1 -- Functional Classification System

Roadway Category	Primary Function	Degree of Private Access Control
<del>Freeway</del> <u>Principal Arterial</u>	Mobility	High
<del>Principal Major</del> Arterial Streets	Mobility	High
<del>Minor Arterial</del> <u>Collector Streets</u>	<del>Mobility and Accessibility</del> Transition	<del>High</del> <u>Moderate</u>
<del>Major Collector</del> <u>Minor Collector</u> <del>Collector Local Streets</del> <u>Local</u>	<del>Mobility and Accessibility</del> transition  Accessibility	<del>Moderate</del> <u>Moderate</u> <u>Low</u>
<u>Minor Collector</u>	<u>Transition</u>	<u>Moderate</u>
<u>Local</u>	<u>Accessibility</u>	<u>Low</u>

Source: BRW, Inc., 2000 TRB Access Management Manual

In addition to the ability of each classification to satisfy various travel demands, facility spacing, continuity and access control mechanisms are key distinguishing features of the functional system. Table 3-1 documents important characteristics of each functional class.

The ~~three major recommended~~ Functional Classification's (Freeway, Arterial (major and minor)), and Collector (~~major and minor~~) System to serve the proposed Land Use Plan is illustrated on Figure 3-1, *Circulation Plan*, ~~with detailed definitions of each functional class presented. The Street Classification Map, that is~~ maintained through the Engineering Department, ~~provides the differentiation per Arterial and Collector definitions as defined above. The Principal Arterial system includes the network of freeways and expressways that are significant to the region in terms of the nature and composition of the travel served. The Principal Arterial and arterial system should serve the major activity centers and link with the major recreation areas in the north and should have the highest traffic volumes and carry a high proportion of the total urban traffic on a minimum of mileage.~~

The ~~Major Principal~~ Arterial system should carry the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass major City centers. In addition, significant internal travel between commercial business districts and outlying residential areas, between older mature communities and between suburban centers should be served by this classification of roadway. Lake Pleasant Parkway currently serves as a ~~Major Principal~~ Arterial connecting ~~to the~~ Carefree Highway ~~and~~ (State Route 74). Loop 303, when completed, will provide a regional freeway route complementing Loop 101. In accordance with the Regional Transportation Plan, Northern Parkway, from 71<sup>st</sup> Avenue to 115<sup>th</sup> Avenue, Happy Valley Parkway, from 67<sup>th</sup> Avenue to Litchfield Road, ~~and El Mirage, L 303 to SR 74,~~ will also serve as ~~Major Principal~~ Arterials, and will maintain access control as outlined within this section.

Because of the nature of the traffic volumes served by the ~~Major Principal~~ Arterial system, ~~almost~~ all fully controlled access facilities will be part of this functional classification. Design types that are often included under the ~~Major Principal~~ Arterial system are ~~Limited Freeways~~ Access Controlled Roadways (e.g., Lake Pleasant Parkway).

The distance between ~~Major Principal~~ Arterials will depend upon the developed densities/intensities of particular portions of the urban ~~and suburban~~ areas. The spacing of ~~Major Principal~~ Arterials may vary from less than two miles in highly developed central business areas to five miles or more in undeveloped areas in the north. The addition of ~~the three seven yet to be determined~~ interchanges on Loop 303 within the planning area will also directly impact the Principal Arterial system.

For ~~Major Principal and~~ Arterials, service to abutting land is secondary to the provision of service for major traffic movements. It should be noted that only partially controlled access facilities are capable of providing any direct access to land, and such service should be incidental to the primary functional responsibility of mobility.

The Minor Arterial street system for the City of Peoria should interconnect and augment the Major Principal Arterial system to provide service trips of moderate length and a somewhat lower level of travel mobility than principal arterials. This system also distributes travel to geographic areas smaller than those identified in the Major Principal Arterial system, and provides north-south and east-west continuity within the City.

The Minor Arterial system includes facilities that allow more land access than the Major Principal Arterial system, at a lower level of traffic mobility. Such facilities provide inter-community continuity, but ideally should not penetrate identifiable neighborhoods. Because of the potential destination type land uses that has a high multi-modal (pedestrian and bicycle) destination and located near the Arterial system, additional specific area access plans may be required as the development of the area adjacent to the Arterial occurs.

The spacing of Major and Minor Arterial streets may vary from ~~¼ to~~ ½ mile to 1 mile in central commercial areas, but may be more than two to three miles elsewhere in the City, based on physical barriers. In the central and southern portions of the City, the Major and Minor arterial streets are usually located along and within the section-line grid system.

The Major and Minor Collector Street system differs from the Major and Minor Arterial system by penetrating neighborhoods and distributing trips from the Arterial system to the ultimate destination, which may be on a Local or Collector street. In some cases, because of the design of the street system, through traffic may be carried on some Collector streets. The Collector system provides land access and local traffic movement within commercial and industrial areas and to residential neighborhoods, ~~commercial and industrial areas.~~

The Local Street system comprises all facilities that are not included within the higher classification systems. This system provides direct access to abutting land and access to the higher roadway systems with minimal through traffic movement. On-street parking is generally permitted on local streets, unless otherwise posted. ~~Design types that are included under the Local Street System are:~~

- ~~Commercial and Industrial Local Streets;~~
- ~~Residential Local Streets;~~
- ~~Rural Residential Local Streets; and~~
- ~~Public and Private Streets.~~

Table 3-2, *Right-of-Way Widths*, provides examples of recommended right-of-way widths for each functional classification (see Street Classification Map for specific location) which include:

**TABLE 3-2 -- Roadway Widths**

Roadway Type	Minimum Right-of-Way Width
Principal Arterial	150' <del>minimum</del>
Arterial	130'-110'
Collector	60'
Rural Collector	60'

Local	50'
Rural Local	50'

Source: City of Peoria, 1999

**BIKEWAYS, TRAILS AND PEDESTRIAN CIRCULATION**

The Circulation Plan illustrated on Figure 3-1, *Circulation Plan*, includes the desired Street System. The Street System includes Major and Minor Collectors, ~~Arterials, Rural Parkways and Major Principal~~ and minor Arterials and Freeways. ~~roadways.~~ The City’s Trails Master Plan establishes corridors that have the potential to become the recreational “spines” of the City and provide significant transportation benefits. The Trails Vision is significant relating to recreation, transportation, and civic pride. *It states:*

*“We envision a City with an inter-linked trails network from Lake Pleasant to Northern Avenue that includes connections to other trails outside Peoria. The trails network has been developed to transition from the natural environment that exists in the northern region of the City to an urbanized character through the developed City. The network of trails provides a safe, non-motorized pathway system for diverse user groups as well as public safety and emergency personnel. The trail system was implemented through a public/private partnership and invites all trail users to enjoy the outdoors and the high quality of life in the City. The system relies on a dedicated group of Peoria private citizens for assistance with ongoing improvements, surveillance and maintenance.”*

The Trails Plan identifies four types of system categories. They include:

- **On-Street Bicycle Routes** that consist of designated and non-designated on-street bicycle lanes that serve as on-street connectors to other bicycle facilities and multi-use paths and trails. Standards for on-street bicycle lanes are identified on the City’s Street Classification Map.
- **Paved Multi-Use Paths** that consist of a paved off-street facility used by multiple user groups such as bicyclists, walkers, runners, hikers, strollers, in-line skaters, skateboarders, and others.
- **Unpaved Multi-Use Trails** that consist of an unpaved off-street facility used by multiple user groups such as mountain bicyclists, walkers, runners, hikers, equestrians, and others.
- **Equestrian Trail** that consists of an unpaved off-street facility designated only for equestrian use that may connect to paved or unpaved multi-use trails.

Trail Classification	Length in Miles
<del>On-Street Bicycle Lane</del>	<del>110</del>
<del>Paved Multi-Use Path</del>	<del>53</del>
<del>Unpaved Multi-Use Trail</del>	<del>52</del>
<del>Equestrian Trail</del>	<del>49</del>
<del>Total Length</del>	<del>264</del>

~~Source: City of Peoria, 1999~~

Each of the trail elements are desired to be integrated into residential areas, City parks, and major activity centers creating a network promoting bicycling, recreational activities, and non-vehicular circulation access. Residential developers are encouraged to develop spur and through trails to neighborhood parks, schools, and business centers. Commercial development is encouraged to develop trail access that minimizes conflict between motorists, pedestrians and cyclists and provide pedestrian amenities such as bike storage racks, water faucets, pedestrian shade structures and benches.

The Bicycle Development Plan is a supplement to the Parks, Recreation, Open Space, and Trails Master Plan (PROST) by addressing the on-street network of bicycle lanes and bicycle routes, with a goal of establishing a network of bicycle facilities on all collector and arterial roadways.

~~A PEDESTRIAN PLAN WILL SUPPLEMENT THE PARKS, RECREATION, OPEN SPACE, TRAILS MASTER PLAN (PROST) BY SPECIFICALLY ADDRESSING THE ON AND OFF-STREET SYSTEM IN THE URBANIZED PARTS OF THE CITY, PROVIDE A COMPREHENSIVE INVENTORY AND ANALYSIS OF PEDESTRIAN AMENITIES, CROSSWALKS, AND NEIGHBORHOOD PARK ACCESS. THIS WILL IDENTIFY STRENGTHS AND WEAKNESSES OF THE RECREATIONAL ORIENTED TRAILS PLAN AND PROVIDE VITAL INSIGHT TO THE CONNECTIONS NECESSARY BETWEEN THE ON-STREET BICYCLE LANES AND OFF-STREET SYSTEM TO CREATE AN INTERCONNECTED NETWORK. THIS EFFORT WILL ALSO BUILD UPON THE MAG REGIONAL OFF-STREET SYSTEM PLAN ('ROSS PLAN') AND THE MAG PEDESTRIAN PLAN 2000 BY INCORPORATING POLICY AND DESIGN EFFORTS BENEFITING PEORIA.~~

~~IN ADDITION, JOHN F. LONG, MAG, FLOOD CONTROL DISTRICT AND SEVERAL WEST VALLEY COMMUNITIES HAVE PARTNERED IN AN EFFORT TO REALIZE AN INTERLINKING REGIONAL TRAIL NETWORK ALONG THE RIVER CORRIDORS (WEST VALLEY RECREATION CORRIDOR) FOR THE WEST VALLEY THAT IDENTIFIES REGIONAL CONNECTIONS THROUGH LOCAL MUNICIPALITIES. THIS WILL BUILD CONSENSUS FOR CITIES IN THE WESTERN PORTION OF MARICOPA COUNTY DESIRING TO CONNECT REGIONAL SYSTEMS OF TRAILS AND EQUESTRIAN FACILITIES.~~

## ~~TRANSIT~~

~~THE CITY COMMISSIONED A LONG-RANGE TRANSIT STUDY IN JULY 2000 THAT EXAMINED PEORIA'S CURRENT TRANSIT INFRASTRUCTURE, FUNDING OPPORTUNITIES, PUBLIC ATTITUDES TOWARDS TRANSIT AND A SURVEY OF~~

~~FUTURE CONDITIONS. THE STUDY SERVES AS A GUIDE FOR TRANSIT INVESTMENTS AND DECISION-MAKING OVER THE NEXT TWENTY YEARS. IT IS INTENDED TO BE COMPATIBLE WITH THE OVERALL VISION, GOALS, OBJECTIVES AND POLICIES ESTABLISHED IN THE GENERAL PLAN. EFFORTS ARE CURRENTLY UNDERWAY TO EXPLORE THE FEASIBILITY OF MODERATE IMPROVEMENTS TO THE EXISTING TRANSIT INFRASTRUCTURE PROVIDED BY RECOMMENDATIONS CONTAINED WITHIN THIS STUDY.~~

~~LIKE OTHER "OUTER-RING" VALLEY COMMUNITIES, THE STUDY INDICATED THAT PEORIA RESIDENTS ARE CURRENTLY UNDER-SERVED BY TRANSIT. REGIONAL FIXED-ROUTE SERVICE TO PEORIA PROVIDED BY VALLEY METRO IS VERY LIMITED AND IS NOT LEVERAGED BY A LOCALLY DEDICATED REVENUE SOURCE FOR TRANSIT SERVICE. IN ADDITION, CURRENT REGIONAL FUNDING THAT PROVIDES PEORIA'S REGIONAL FIXED-ROUTE SERVICE EXPIRES IN 2006.~~

~~THE CURRENT DIAL-A-RIDE SERVICE ADMINISTERED BY THE CITY PROVIDES A BASIC TRANSPORTATION SERVICE TO THE GENERAL PUBLIC, THE ELDERLY, THE DISABLED, AND THE TRANSIT-DEPENDENT. PEORIA'S RESIDENTS HAVE SHOWN SUPPORT FOR IMPROVED TRANSIT SERVICE IN TWO RECENT SURVEYS OF BOTH DIAL-A-RIDE CUSTOMERS AND THE GENERAL PUBLIC. SPECIFIC IMPROVEMENTS REQUESTED INCLUDE PARK-AND-RIDE LOTS, COMMUTER EXPRESS SERVICE, BETTER LOCAL FIXED-ROUTE COVERAGE, AND WEEKEND SERVICE.~~

~~ACCORDING TO THE AFOREMENTIONED TRANSIT STUDY, THE TRANSIT MARKET CAN BE DEFINED BY THREE DISTINCT SEGMENTS:~~

~~THE MOBILITY-IMPAIRED RIDER TAKES TRANSIT BECAUSE THEY CANNOT DRIVE DUE TO AGE OR INFIRMITY. THE TRANSIT-DEPENDENT RIDER IS TYPICALLY A STUDENT OR AN EMPLOYED PERSON WHO CANNOT AFFORD A CAR. DEPENDING ON THE NUMBER OF PEOPLE IN THE HOUSEHOLD, A HOUSEHOLD EARNING UP TO \$30,000 ANNUALLY COULD MAKE GOOD USE OF THE SAVINGS OFFERED BY A GOOD QUALITY TRANSIT SERVICE.~~

~~IN 1990, ONLY 12 PERCENT OF WORK-RELATED TRIPS BEGAN AND ENDED IN PEORIA. THE REMAINING 88 PERCENT COMMUTED TO DESTINATIONS OUTSIDE THE CITY. THE LARGEST DESTINATION BY FAR WAS THE CITY OF PHOENIX WITH 54 PERCENT OF WORK TRIP DESTINATIONS. GLENDALE HAD AN ADDITIONAL 12 PERCENT AND "OTHER COUNTY DESTINATIONS" INCLUDED ANOTHER 14 PERCENT. IMPROVING COMMUTER SERVICE INTO PHOENIX AND GLENDALE SHOULD BE THE TOP PRIORITY FOR PEORIA TRANSIT SERVICE.~~

~~THERE IS SOME JUSTIFICATION FOR ADDING EXPRESS BUS SERVICE FROM PEORIA TO LARGE EMPLOYMENT CENTERS TO THE SOUTH AND EAST. THE SIGNIFICANT DISTANCE COMMUTERS HAVE TO DRIVE TO EMPLOYMENT DESTINATIONS IN PHOENIX, TEMPE, CHANDLER OR SCOTTSDALE MAKES BUS TRAVEL UNATTRACTIVE TO MOST PEOPLE WHO HAVE ACCESS TO AN AUTOMOBILE. FASTER SERVICE IS THE CRITICAL INCENTIVE NEEDED TO ENTICE PEORIA RIDERS ONTO THE BUS.~~

### 3.D. IMPLEMENTATION PROGRAM

The Implementation Program for the Circulation Element is presented in Table 3-4, *Circulation Implementation Program*. The table is presented under the following four headings:

<b>Implementation Measure</b>	Lists the action necessary to carry out the Circulation Element of the General Plan.
<b>Lead Department/Agency</b>	Identifies the responsible City department for accomplishing that particular measure.
<b>Projected Timeframe</b>	Identifies and prioritizes the timeframe for the measure to be initiated.

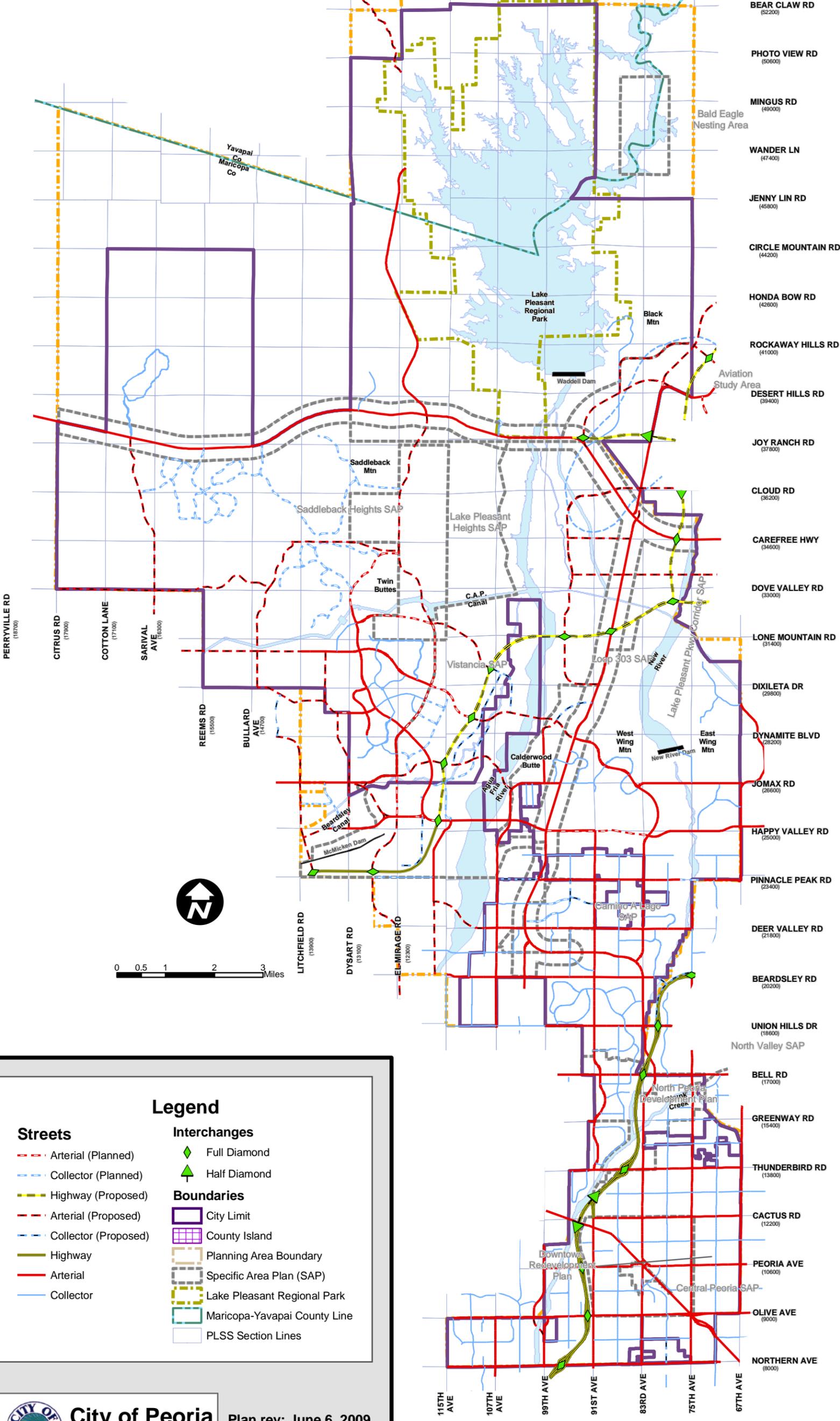
**Potential Funding Sources** Lists the potential funding, City staff, volunteer or other community resource necessary to carry out the implementation action.

**TABLE 3-4 -- Circulation Implementation Program**

Implementation Measure	Lead Department/ Agency	Timeframe (Years)	Potential Funding Sources
<del>1. Develop a Street Classification Map conforming to the General Plan.</del>	<del>Consultant / Engineering / Public Works / Community Development Departments</del>	<del>0-1</del>	<del>*-General Fund Revenues</del>
<del>2. Complete the North Central Peoria Circulation Study.</del>	<del>Engineering / Public Works Departments</del>	<del>0-2</del>	<del>*-General Fund Revenues – CIP *-IGA's; Outside Sources (ADOT &amp; Glendale)</del>
Identify existing and future high volume intersections for additional pedestrian refuge areas and safety amenities.	Engineering / Public Works	<del>0-1</del> <u>Ongoing</u>	Streets Fund Revenues
Identify funding for transportation improvements in identified Growth Areas.	Engineering / Public Works	Ongoing	General Fund Revenues – CIP Streets Funds Revenues Development Impact Fees
<del>Develop a long-range Traffic Management Plan incorporating ITS.5.—Develop a designated Truck / Freight Corridor Plan.</del>	<del>Engineering / Public Works Engineering / Public Works Departments</del>	<del>0-5</del> <u>10-2</u>	<del>General – CIP Street Fund Revenues*—Streets Fund Revenues *—General Fund Revenues—CIP</del>
<del>Develop roadway design features that enhance bicycle &amp; pedestrian use &amp; access.6.Develop a long-range Traffic Management Plan incorporating ITS.</del>	<del>Community Services/ Engineering / Public Works Engineering / Public Works Departments</del>	<del>10-5</del>	Operating Fund Revenues—Revenues
Develop transit and pedestrian-oriented site design guidelines.	Community Development	1	Operating Fund Revenues
Develop a Citywide Transit Plan	Community Development/ Public Works	1	TBD

TABLE 3-4  
Circulation Implementation Program  
(Continued)

**SEE FIGURE 3-1  
CIRCULATION PLAN**



PERRYVILLE RD  
(18700)

CITRUS RD  
(17900)

COTTON LANE  
(17100)

SARIVAL AVE  
(16300)

REEMS RD  
(16500)

BULLARD AVE  
(14700)

LITCHFIELD RD  
(13900)

DYSART RD  
(13100)

EL MIRAGE RD  
(12300)

BEAR CLAW RD  
(52200)

PHOTO VIEW RD  
(50600)

MINGUS RD  
(49000)

WANDER LN  
(47400)

JENNY LIN RD  
(45800)

CIRCLE MOUNTAIN RD  
(44200)

HONDA BOW RD  
(42600)

ROCKAWAY HILLS RD  
(41000)

DESERT HILLS RD  
(39400)

JOY RANCH RD  
(37800)

CLOUD RD  
(36200)

CAREFREE HWY  
(34600)

DOVE VALLEY RD  
(33000)

LONE MOUNTAIN RD  
(31400)

DIXILETA DR  
(29800)

DYNAMITE BLVD  
(28200)

JOMAX RD  
(26600)

HAPPY VALLEY RD  
(25000)

PINNACLE PEAK RD  
(23400)

DEER VALLEY RD  
(21800)

BEARDSLEY RD  
(20200)

UNION HILLS DR  
(18600)

BELL RD  
(17000)

GREENWAY RD  
(15400)

THUNDERBIRD RD  
(13800)

CACTUS RD  
(12200)

PEORIA AVE  
(10600)

OLIVE AVE  
(9000)

NORTHERN AVE  
(8000)

**Legend**

**Streets**

- - - Arterial (Planned)
- - - Collector (Planned)
- - - Highway (Proposed)
- - - Arterial (Proposed)
- - - Collector (Proposed)
- - - Highway
- - - Arterial
- - - Collector

**Interchanges**

- ◆ Full Diamond
- ▲ Half Diamond

**Boundaries**

- City Limit
- ▨ County Island
- ▭ Planning Area Boundary
- ▭ Specific Area Plan (SAP)
- ▭ Lake Pleasant Regional Park
- ▭ Maricopa-Yavapai County Line
- ▭ PLSS Section Lines



**City of Peoria  
General Plan**

Plan rev: June 6, 2009  
Printed: June 16, 2009

**TABLE 3-4  
CIRCULATION IMPLEMENTATION PROGRAM  
(CONTINUED)**

~~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~~

## 4. ECONOMIC DEVELOPMENT ELEMENT

The City of Peoria is well positioned to maximize economic opportunities in the future. The City has good transportation access, a skilled labor force, and is well positioned geographically as a driving force in the expansion of employment and housing the West Valley. Taking advantage of these opportunities is important to the future of the City to provide fiscal stability, enhance employment opportunities for residents, and to retain, attract, and expand appropriate businesses. The Economic Development Element addresses activities that enhance economic prosperity. These activities include targeting appropriate employers to locate in Peoria, ensuring that suitable land, buildings, and infrastructure are available and creating an administrative environment that is a partner among citizens, government, and business.

~~The City of Peoria is well positioned to maximize economic opportunities in the future. The City has good transportation access, a skilled labor force, and is well positioned geographically as a driving force in the expansion of housing and employment in the West Valley. Taking advantage of these opportunities is important to the future of the City to provide fiscal stability, enhance employment opportunities for residents, and for retaining, expanding, and attracting appropriate businesses. The Economic Development Element addresses activities that enhance economic prosperity. These activities include targeting appropriate employers to locate in Peoria, ensuring that suitable land, buildings, and infrastructure are available and creating an administrative environment that is a partner among citizens, government, and business.~~

The Economic Development Element is organized in the following manner:

- 4.a. Introduction
- 4.b. Peoria Employment
- 4.c. Peoria Regional Retail
- 4.d. Redevelopment Opportunities in Peoria
- 4.e. Economic Development Advisory Board
- 4.f. Partnerships
- 4.g. Economic Development Priorities
- 4.h. Goals, Objectives and Policies

### 4.A. INTRODUCTION

The City's Economic Development mission is to grow and diversify Peoria's economic base and improve the quality of life, culture, and business climate for residents and businesses. Peoria has experienced significant business and residential growth and is committed to the development of quality employment and retail generating opportunities to capitalize on and support this growth. Providing employment opportunities within the community, moreover, enhances access to jobs, decreases regional traffic, and improves the overall wealth of the community. To achieve this, the City will focus on identifying and targeting uses that will expand and diversify its economic development infrastructure, thereby developing and supporting an optimal economic and employment environment within the community and region. Targeted uses include educational, medical, and entertainment facilities.

The City is well positioned to optimize economic opportunities for future growth due to its excellent transportation access, a skilled labor force, its geographic location amidst many natural features of the Sonoran Desert, and proximity to highly desirable destinations.

Assets presenting major opportunities include the following:

- Peoria Sports Complex
- Loop 101 Corridor
- Loop 303 Corridor
- Bell Road Corridor
- Lake Pleasant Road Corridor
- Grand Avenue Corridor
- Lake Pleasant Regional Park
- Downtown Peoria

4.a. Introduction

~~The City's Economic Development mission is to grow and diversify Peoria's economic base and improve the quality of life, culture, and business climate for residents and businesses. Peoria is experiencing significant residential and business growth, fueled by a generally expanding economy throughout the region, and is committed to the development of quality retail and employment-generating opportunities to capitalize on and support this growth. Providing employment opportunities within the community, moreover, enhances access to jobs, decreases regional traffic, and improves the overall wealth of the community. To achieve this, the City will focus on identifying and targeting uses that will expand and diversify its economic development infrastructure, thereby developing and supporting an optimal economic and employment environment within the community and region. Targeted uses include educational, medical, and entertainment facilities.~~

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~~Assets presenting major opportunities include the following:~~

~~Peoria Sports Complex~~

~~Loop 101 Corridor~~

~~Loop 303 Corridor~~

~~Bell Road Corridor~~

~~Lake Pleasant Road Corridor~~

~~Grand Avenue Corridor~~

~~Lake Pleasant Regional Park~~

~~Downtown Peoria Taking full advantage of the assets associated with these opportunities is crucial to maintaining fiscal stability, increasing employment opportunities, and retaining, expanding, and attracting appropriate types of businesses. To this end, the Economic Development Element provides a framework for enhancing economic prosperity through activities inclusive of the following:~~

- Development of quality employment opportunities
- Development of Business Development Zones as a means to target and attract specific types of economic activity
- Development of specific strategies to enhance opportunities associated with the aforementioned assets, particularly in a regional context
- Developing partnerships within the community and region to create and support economic activity within Peoria
- Generation of new tax revenues through diversified growth and new capital investment
- Creating a specific focus on redevelopment of both Downtown Peoria and the Sports Complex District into vibrant cultural and commercial centers

~~TAKING FULL ADVANTAGE OF THE ASSETS ASSOCIATED WITH THESE OPPORTUNITIES IS CRUCIAL TO MAINTAINING FISCAL STABILITY, INCREASING EMPLOYMENT OPPORTUNITIES, AND RETAINING, EXPANDING, AND ATTRACTING APPROPRIATE TYPES OF BUSINESSES. TO THIS END, THE ECONOMIC DEVELOPMENT ELEMENT PROVIDES A FRAMEWORK FOR ENHANCING ECONOMIC PROSPERITY THROUGH ACTIVITIES INCLUSIVE OF THE FOLLOWING:~~

~~DEVELOPMENT OF QUALITY EMPLOYMENT OPPORTUNITIES~~

~~DEVELOPMENT OF EMPLOYMENT ZONES AS A MEANS TO TARGET AND ATTRACT SPECIFIC TYPES OF ECONOMIC ACTIVITY~~

~~DEVELOPMENT OF SPECIFIC STRATEGIES TO ENHANCE OPPORTUNITIES ASSOCIATED WITH THE AFOREMENTIONED ASSETS, PARTICULARLY IN A REGIONAL CONTEXT~~

~~DEVELOPING PARTNERSHIPS WITHIN THE COMMUNITY AND REGION TO CREATE AND SUPPORT ECONOMIC ACTIVITY WITHIN PEORIA~~

~~GENERATION OF NEW TAX REVENUES THROUGH DIVERSIFIED GROWTH AND NEW CAPITAL INVESTMENT~~

~~CREATING A SPECIFIC FOCUS ON REDEVELOPMENT OF DOWNTOWN PEORIA INTO A CULTURAL AND COMMERCIAL CENTER~~

#### **4.B.B. PEORIA EMPLOYMENT**

EMPLOYMENT BASE

The City's overarching goal is to develop a one-to-one (1:1) ratio between the City's workforce population and number of jobs within the City by the year 2030. ~~These projections are shown below in the tables for the individual Employment Zones. For purposes related to this ratio, the City's overall population calculations are derived from target densities for dwelling units based on General Plan Land Use designations. The workforce population is calculated as a percentage of the City's overall population (the exact percentage varies over time as demographics change).~~ To note is that the workforce population required to meet this ratio is projected to the year 2030, and, as such, does not represent a build-out or saturation point.

### INDUSTRY TARGETING

To develop an economic base capable of generating new economic wealth within the community, Peoria will target specific industries. A primary component of the City's economic development plan is attracting major industries that are congruent with the priorities of the City and its demographic profile. An analysis of existing conditions and future workforce growth has led to a focus on industries that are considered "high wage." A high wage industry is one that exceeds the county average for wage offer, and provides necessary health care benefits.

Targeted industries include the following:

- Advanced Business Services - includes administrative service offices, accounting firms, banks, real estate brokers, insurance brokers and agents, and corporate headquarters
- ~~Health Services and Medical Technologies~~ Life Sciences - includes regional medical facilities, medical and biological research, medical technology research and manufacturing, and health care management
- High-Tech Manufacturing - includes electronics and new technologies
- Software Development and Information Technology Services - includes software design, web design and hosting, and data management

### EMPLOYMENT ZONES AND PROJECTED WORKFORCE

The City has created a series of five Employment Zones for purposes of attracting major businesses and identifying employment opportunities,

- Central Employment Zone
- North Central Employment Zone
- Northeast Employment Zone
- Southern Employment Zone
- Vistancia Employment Zone

The City has developed these Employment Zones in accordance with development patterns and intends to focus the majority of business growth into these areas for the next 20-plus years. Detailed below for each of the five Employment Zones are the existing ~~and projected employment / job base and the~~ targeted industry types for each Employment Zone. Additionally, a separate breakdown is provided for the Loop 303 corridor (which traverses the North Central, Northeast, and Vistancia Employment Zones) due to its significance as a major employment generator.

**CENTRAL EMPLOYMENT ZONE**

The Central Employment Zone extends from Bell Road to Cactus Road (north to south), and the city’s boundaries from east to west (roughly 67<sup>th</sup> to 99<sup>th</sup> Avenues), and covers approximately 10 square miles. Population within the zone is relatively stable with some remaining opportunities for residential development and population increase. ~~is estimated to be 31,681 people, with a workforce population of 10,118 people supporting 780 business establishments. The overall workforce breakdown is as follows:~~**Table 4-1: Central Employment Zone**

	<b>2005</b>	<b>2005</b>	<b>2030</b>
	<b>Total # Businesses</b>	<b>Workforce Population</b>	<b>Workforce Population</b>
<b>Retail</b>	177	3,959	6,947
<b>Office</b>	468	5,284	9,271
<b>Industrial</b>	83	425	746
<b>Public</b>	21	332	583
<b>Other</b>	31	118	207
<b>TOTAL</b>	<b>780</b>	<b>10,118</b>	<b>17,754</b>
Source: Peoria Economic Development Department (based on SitesUSA, Regis & MAG data)			

Business attraction within this zone will consist of a mix of office, retail, and industrial. The area has direct access to the Loop 101 via Bell Road and Thunderbird Road. Plaza del Rio, located east of the Loop 101 on Thunderbird Road, is a mixed use medical campus that takes advantage of its proximity to Boswell Hospital. Primary industry targets for this location are medically related office and research.

The focus for the intersections of Cactus and Thunderbird Roads with the Loop 101 are development of light manufacturing, general commercial, and office development.

Targeted industries include:

- Advanced Business and Medical Services
- Light manufacturing
- General Commercial

**NORTH CENTRAL EMPLOYMENT ZONE**

The North Central Employment Zone extends from Bell Road to Dynamite Boulevard and covers approximately 30 square miles. Population within this zone has increased considerably in the last decade and is expected further in the coming decade. This portion of the City has a high capacity for residential and commercial growth. Since the last major General Plan adoption, the West Wing Mountain development has nearly completed development, the intersection of Happy Valley Road and Lake Pleasant Parkway has experienced commercial growth and entitlements for the Peoria Regional Medical Center has been issued. Bell Road has gained several auto dealerships and development within the Camino a Lago Specific Area Plan has begun with the construction of homes, a Super Wal-Mart and several freestanding commercial buildings. The completion of Lake Pleasant Parkway from approximately Beardsley Road to just north of Jomax Road has increased movement and development opportunities along the City’s major north-south transportation corridor. ~~is estimated at approximately~~

~~36,324 persons, constituting a workforce population of 4,048 persons supporting approximately 445 existing businesses.~~

**Table 4-2: North Central Employment Zone**

	2005 Total # Businesses	2005 Workforce Population	2030 Workforce Population
<b>Retail</b>	84	1434	6316
<b>Office</b>	228	2158	9505
<b>Industrial</b>	86	363	1599
<b>Public</b>	19	44	194
<b>Other</b>	28	49	216
<b>Total</b>	<b>445</b>	<b>4048</b>	<b>17,830</b>

Source: Peoria Economic Development Department (based on SitesUSA, Regis & MAG data)

Business attraction within this ~~center area will is very broad, ranging from~~ consist of neighborhood office and retail to regional commercial, medical and ~~and some minimal~~ light industrial. The breadth of business attraction is largely due to the variety of housing types, transportation corridors and access to existing and future freeways.

The North Central Employment Zone is characterized by high-low to medium density residential and supporting office and retail establishments. This is also home to major retail development along the north side of the Bell Road corridor. Development for this corridor is encompassed within plans for both the Central and North Central Employment Zones and Peoria’s plans for regional retail (see section 4.dD., “PEORIA REGIONAL RETAIL,” of this Element). Professional, sales, and office services provide the majority of employment opportunities within this zone. Targeted locations include the Bell Road corridor and key nodes along the Lake Pleasant Road-Parkway corridor at Happy Valley Road, Deer Valley Road, and West Wing Parkway. Minor nodes along Lake Pleasant Parkway include Pinnacle Peak and Jomax Roads.

The focus for the central and southern portion will be on smaller office users and the targeted industries include:

- Advanced Business Services
- Health Services and Medical Technologies

**NORTHEAST EMPLOYMENT ZONE**

The Northeast Employment Zone extends from Dixileta Drive to Rockaway Hills Road and covers approximately 70 square miles. ~~Current population is estimated to be 473 persons, constituting a workforce population of 76 persons and 9 businesses. Workforce breakdown is as follows:~~This zone has a very low population, however plans such as Saddleback Heights, Lake Pleasant Heights, Vistancia North and the Loop 303 Specific Area Plan provide for substantial growth in the area. Residential development will be primarily low to very

low density with opportunities for more moderate densities to be placed near areas of commerce associated with the Loop 303. **Table 4-3: Northeast Employment Zone**

	2005 Total # Businesses	2005 Workforce Population	2030 Workforce Population
Retail	1	3	13,920
Office	3	38	22,620
Industrial	3	19	20,880
Public	1	15	10,440
Other	1	1	1,740
<b>Total</b>	<b>9</b>	<b>76</b>	<b>69,600</b>

Source: Peoria Economic Development Department (based on SitesUSA, Regis & MAG data)

Geographically, this zone represents the largest single employment center within the City of Peoria. The primary center is located at Lake Pleasant Road and the Loop 303. This zone is currently undeveloped and the primary strategy for this area is to target large corporate/campus offices, high technology, and medical campus users, and to encourage the development of large-scale, ~~large lot~~ business parks.

The intersection of State Route 74 and Lake Pleasant Road offers an opportunity for business park development, commercial enterprise to support recreational activities at Lake Pleasant Regional Park and support uses for the planned general aviation airport ~~located in the City of Phoenix just north of this location in the area.~~

Targeted industries for this area include the following:

- Advanced Business Services
- Health Services and Medical Technologies
- High-Tech and Software
- Aviation / Aviation support

**SOUTHERN EMPLOYMENT ZONE**

The Southern Employment Zone extends from Northern Avenue to Cactus Road and covers approximately 15 square miles. ~~Estimated population within this zone is 57,531 persons, constituting a workforce population of 14,019 persons and 1,023 businesses. Workforce breakdown is as follows: This is another zone with a relatively stable population base, though there are opportunities for residential and commercial infill development.~~ **Table 4-4: Southern Employment Zone**

	2005 Total # Businesses	2005 Workforce Population	2030 Workforce Population
Retail	271	3,591	6,664

<b>Office</b>	449	4,718	8,756
<b>Industrial</b>	155	3,700	6,867
<b>Public</b>	136	1,981	2,886
<b>Other</b>	12	29	844
<b>Total</b>	<b>1,023</b>	<b>14,019</b>	<b>26,017</b>
Source: Peoria Economic Development Department (based on SitesUSA, Regis & MAG data)			

The Southern Employment Zone encompasses the oldest and most mature area of the City and the majority of businesses and employees in Peoria are currently located here. This is home to the bulk of the City’s general commercial base and its largest industrial segment, due largely to its proximity to the Loop 101, the existing rail lines and the Grand Avenue corridor which traverses the Phoenix metropolitan area from southeast to northwest and diagonally bisects this zone.

Key areas for industrial concentration include 75<sup>th</sup> Avenue and Grand Avenue, the Loop 101 interchanges at Peoria, Olive, and Northern Avenues and the area surrounding the Peoria Industrial Park and adjacent to the Arizona Public Service Salt River Project power generating station. Peoria’s Old Town is at the heart of this zone. The Old Town area is currently being studied for revitalization goals and objectives. A revitalization plan is anticipated by the Fall of 2009. Additionally, the Peoria City Hall Complex is located in Downtown Old Town Peoria, making this the governmental center for the City.

Target industries include:

- Business Services
- Standard Manufacturing
- Distribution
- Governmental Services
- Industrial

**VISTANCIA EMPLOYMENT ZONE**

The Vistancia Employment Zone extends from Pinnacle Peak Road to Dove Valley Road west of 107<sup>th</sup> Avenue and covers approximately 25 square miles. This zone is experiencing substantial population growth largely due to the developing Vistancia master-planned community. Approximately one-third of the land in this zone remains in unincorporated Maricopa County, but is within the City’s Planning Area. The mix of land use designations include varying densities of Residential, Business Park / Industrial, Mixed-Use and Public / Quasi-Public uses. Current population is estimated to be 473 persons, constituting a workforce population of 63 persons and 3 businesses. Workforce breakdown is as follows:

**Table 4-5: Vistancia Employment Zone**

	<b>2005 Total # Businesses</b>	<b>2005 Workforce Population</b>	<b>2030 Workforce Population</b>
<b>Retail</b>	1	39	10,440
<b>Office</b>	2	19	11,310

<b>Industrial</b>	0	4	6,960
<b>Public</b>	0	1	5,220
<b>Other</b>	0	0	870
<b>Total</b>	<b>3</b>	<b>63</b>	<b>34,800</b>
Source: Peoria Economic Development Department (based on SitesUSA, Regis & MAG data)			

The Vistancia Employment Zone has two distinct employment centers. The first is located within the Vistancia master-planned community. This area is well suited for high density, Class “A” office and medical facilities.

The second employment center is located along the Loop 303 corridor at the Jomax Road and 115<sup>th</sup> Avenue interchanges. Target uses for this area are light industrial and general business park.

Target industries include:

- Advanced Business Services
- Health Services and Medical Technologies
- Software Development
- High-Tech Services
- Standard Manufacturing and General Commercial

**LOOP 303 CORRIDOR**

The Loop 303 corridor traverses the North Central, Northeast, and Vistancia Employment Zones. ~~Because this corridor will play a key role in employment generation and as a result, the City has adopted the Loop 303 Specific Area Plan which provides a more detailed guide to the types of commercial and residential development to be located along the corridor. As with most major transportation corridors with good access and visibility, the Loop 303 corridor is expected to capture desirable industry and employment as it develops, employment information specific to this corridor is broken out separately.~~

**Table 4-6: Loop 303 Corridor – Existing & Projected Workforce**

It is anticipated that the workforce population associated with the Loop 303 corridor will increase nearly six-fold, from 28,324 to 165,999, by the year 2030.

Target industries include:

- Business / Employment Services
- Standard Manufacturing
- Distribution
- Industrial
- Mixed-Use

**4.ecc. PEORIA REGIONAL RETAIL**

Regional retail development is critical to overall city development. The City will develop the desired range and diversity of goods and services to enhance the quality of life for Peoria residents, and to

attract the sales tax dollars needed for funding city services. Peoria is committed to creating regional retail centers including power centers, destination shopping malls, auto malls, and resort and entertainment centers. The City has identified specific areas as major retail development opportunities. Depicted below on the Major Retail Opportunities Map (Figure 4.2) are existing and future/anticipated high-density retail centers located, or to be located, within the general boundaries of the City.

- |  |  |
|--|--|
| <p>1) <u>Northern and Loop 101</u></p> <p>a) <del>Power Center</del><u>Power Center</u></p> <p>b) <del>Mixed-Use Lifestyle Center</del><u>Mixed-Use Lifestyle Center</u></p> | <p>5) <u>Happy Valley Road and Lake Pleasant Parkway Roads</u></p> <p>a) Regional Retail</p> <p>b) Power Center <del>Resort</del></p>                        |
| <p>2) <u>Peoria Avenue and Loop 101</u></p> <p>a) Power Center</p>   | <p>6) <u>Vistancia</u></p> <p>a) Regional Retail <del>Auto Mall</del></p> <p>b) Mixed-Use Lifestyle Center</p> <p>c) Resort</p>                              |
| <p>3) <u>Thunderbird and Loop 101</u></p> <p>a) Power Center</p> <p>b) <u>Mixed-Use Lifestyle Center</u></p>   | <p>7) <u>Lake Pleasant Road and State Route 74</u></p> <p>a) Power Center</p> <p>b) <del>Entertainment Center</del><u>Commerce Park</u></p> <p>c) Resort</p> |
| <p>4) <u>Bell Road and Loop 101</u></p> <p>a) Regional Retail</p> <p>b) Entertainment Center</p> <p>c) Auto Mall</p>   |  |

#### **4.D.D. DOWNTOWN REDEVELOPMENT OPPORTUNITIES IN PEORIA**

Redevelopment opportunities exist in two primary areas: Old Town Peoria and the Peoria Sports Complex District.

Redevelopment of Old Town Peoria is a critical component to the overall economic development process. Old Town Peoria is the center for City services, and is the cultural and historical center for the City. Old Town is also a functioning neighborhood, and efforts to revitalize the area are intended to enhance the already existing neighborhood and amenities. The primary objective is to create a self sustaining, mixed-use, pedestrian-oriented environment.

Revitalization efforts already underway include the following:

- Investment into new public facilities
- Development of pedestrian connections within Old Town and throughout the Old Town Revitalization area
- Preparation of a strategy for an appropriate level of regional and neighborhood retail
- Preparation of a strategy for mixed-use and urban core types of development

Redevelopment of the Peoria Sports Complex District is critical to capitalize on one of the City's principle assets. By enhancing the area through increased urban design and development / redevelopment, the City can create a multi-faceted entertainment destination. Already a successful entertainment district in the City, improved walkability and utilization of land are vital to maximize the economic growth potential that the Peoria Sports Complex District presents.

Redevelopment efforts included are the following:

- Development of a pedestrian-friendly environment
- Increased retail and hospitality

- Entertainment destination additions to complement the existing base
- Attractions to create a regional destination
- Encouragement of job growth and employment uses

~~REDEVELOPMENT OF DOWNTOWN PEORIA IS A CRITICAL COMPONENT TO THE OVERALL ECONOMIC DEVELOPMENT PROCESS. DOWNTOWN PEORIA IS THE CENTER FOR CITY SERVICES, AND IS THE CULTURAL AND HISTORICAL CENTER FOR THE CITY. DOWNTOWN IS ALSO A FUNCTIONING NEIGHBORHOOD, AND EFFORTS TO REVITALIZE THE AREA ARE INTENDED TO ENHANCE THE ALREADY EXISTING NEIGHBORHOOD AND AMENITIES. THE PRIMARY OBJECTIVE IS TO CREATE A SELF-SUSTAINING, MIXED-USE, PEDESTRIAN-ORIENTED ENVIRONMENT.~~

~~REVITALIZATION EFFORTS UNDERWAY INCLUDE THE FOLLOWING:~~

~~CONTINUED INVESTMENT INTO NEW PUBLIC FACILITIES~~

~~DEVELOPMENT OF PEDESTRIAN CONNECTIONS AND AN OVERALL PEDESTRIAN FRIENDLY ENVIRONMENT~~

~~DEVELOPMENT OF AN APPROPRIATE LEVEL OF REGIONAL AND NEIGHBORHOOD RETAIL~~

~~ENCOURAGEMENT OF JOB GROWTH AND EMPLOYMENT USES~~

#### **4. EE. ECONOMIC ~~DEVELOPMENT~~ DEVELOPMENT ADVISORY BOARD**

The City of Peoria has created an Economic Development Advisory Board comprised of high profile business persons in the Phoenix Metropolitan area and the City's Economic Development Director, for the purpose of developing economic development policies and strategies, and to provide guidance and support to the City and the Economic Development Department. In order to carry out the policies of this general plan element, the Economic Development Department is responsible for creating an annual business plan to be approved by the Economic Development Advisory Board. A copy of this plan will be kept on file, and made available on the City of Peoria Web Site.

#### 4.F.FE. PARTNERSHIPS

The City of Peoria realizes that the economic development effort relies upon critical partnerships and relationships. To this end, the Economic Development Department will develop and maintain relationships with the following entities:

- Peoria Chamber of Commerce
- Greater Phoenix Economic Council
- Arizona Department of Commerce
- Westmarc
- Local Businesses
- Utility Service Providers
- Brokerage Community
- Development Community
- Workforce Development
- ~~Education~~ [Arizona State University](#)

#### 4.G. ECONOMIC DEVELOPMENT PRIORITIES

The following are the Economic Development priorities.

- Priority 1: Develop a life science/health care policy and implementation strategy.
- Priority 2: Develop disposition strategy with State Land Department.
- Priority 3: Provide high quality, value added customer service.
  - Priority 3.A: Develop a highly polished look for the department.
  - Priority 3.B: Provide the highest quality information to attract leads and prospects.
  - Priority 3.C: Create an environment friendly to small, new and existing businesses.
  - Priority 3.D: Implement economic development strategies that will create sustainable growth for the community.
- Priority 4: Develop a higher education policy and implementation strategy.
- Priority 5: Participate in the implementation of Old Town Peoria and Peoria Sport Complex studies.
- Priority 6: Develop an international strategy exploring a connection to Europe and the Pacific Rim.
- Priority 7: Develop community/economic development assets
  - Priority 7.A: Create strategies to develop and attract a quality workforce.
  - ~~Priority~~ [Priority](#) 7.B: Review and develop Peoria economic development tool kit.

#### 4.G.H. GOALS, OBJECTIVES AND POLICIES

The following goals, objectives and policies provide the guidance for implementing the Economic Development Plan [and Priorities](#).

**GOAL 4.1: CREATE EMPLOYMENT OPPORTUNITIES FOR PEORIA RESIDENTS.**

**Objective 1.A:**

Develop a one to one (1:1) ratio between the City's workforce population and number of jobs within the City by the year 2030.

**Policy 1.A.1:**

Identify and maintain multiple Employment Zones and targeted strategies within each zone to develop a strong economic base.

**Policy 1.A.2:**

Partner with the Peoria Chamber of Commerce and other key economic development partners to promote business development and target specific industries.

**Objective 1-B:**

**Attract high-wage employment, major employers, and base industries.**

**Policy 1-B.1:**

Implement business attraction strategies to encourage relocation and expansion of targeted industries.

**Policy 1-B.2:**

Expand outreach programs to support national and international economic development efforts.

**GOAL 2: IMPROVE/ENHANCE THE BUSINESS ENVIRONMENT IN PEORIA**

**Objective 2.A:**

~~Develop~~ Maintain relationships with local businesses to maintain and encourage open communication regarding small business needs. ~~Objective 4.1.B:~~

~~Improve the business environment within Peoria.~~

**Policy 4.21.B.1:**

~~The City will develop~~ Develop resources, programs, and processes to encourage and support small business and ~~start-up business development~~ entrepreneurship, and ~~to continuously enhance Peoria's business environment.~~

**Policy 4.21.B.2:**

~~The City will work~~ Work with the Chamber of Commerce and other ~~local~~ regional groups to provide information and resources necessary for local business owners.

**GOAL 4.32: GENERATE NEW NET CITY SALES TAX COLLECTIONS**

**Objective 4.23.A:**

Facilitate and support the development of key commercial retail cores and regional ~~retail services.~~

**Policy 4.23.A.1:**

Identify and promote sites for commercial cores and regional retail development.

**Policy 4.23.A.2:**

Explore opportunities to create mixed-use zones anchored by quality retail services.

**Objective 4.23.B:**

Facilitate and support the development of destination entertainment centers, including resort tourism development.

**Policy 4.23.B.1:**

~~The City shall~~ explore potential partnerships with federal, state, and county agencies to capitalize on the economic and recreational opportunities presented by Lake Pleasant Regional Park.

**Policy 4.23.B.2:**

~~City shall~~ focus entertainment amenities within the area of the Peoria Sports Complex and other key commercial nodes.

**Policy 4.23.B.3:**

~~Identity potential~~ The City shall facilitate and support the identification and development of resort locations ~~capitalizing on Lake Pleasant, natural desert amenities, and other appropriate sites.~~ to capitalize on the City's amenities and its natural beauty.

**Objective 4.23.C:**

Facilitate and support the development of automotive dealer centers.

**Policy 4.23.C.1:**

Facilitate and support the continued development and maintaining of the Bell Road automotive center.

**Policy 4.23.C.2:**

Facilitate and support the development of an automotive center ~~on~~along the Loop 303 corridor.

<b>GOAL</b> <b>4.34:</b>	<b>DEVELOP <del>DOWNTOWN OLD TOWN</del> PEORIA INTO A <del>QUALITY VIBRANT</del> URBAN ENVIRONMENT.</b>
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Objective **4.34.A:**

~~Facilitate and support the development of~~Preserve cultural, historical, and public amenities and attractions.

Policy **4.34.A.1:**

Facilitate ~~and support~~ the development of ~~a community and cultural facilities theater and other community facilities in Downtown in Old Town~~ Peoria.

Policy **4.34.A.2:**

Collaborate with the historical society and other public and private entities in the development of a historical museum and historic building campus.

~~Policy 4.3.A.3:~~

~~Collaborate in the development of the City's municipal campus.~~

Objective **4.34.B:**

~~Facilitate and support the~~Promote the development of quality employment and retail opportunities in Old Town Peoria to support a high quality urban living space area.

Policy **4.34.B.1:**

Partner with public and private entities to create a pedestrian-oriented, mixed-use environment with high quality retail, business, employment, and residential development supportive of a ~~self-sufficient~~sustainable neighborhood economy.

~~Policy 4.34.B.2:~~

~~Partner with public and private entities to develop a core focal point for commercial and community activity in the Osuna Park area.~~

Policy **4.34.B.3:**

Examine redevelopment and adaptive reuse opportunities affecting properties in Old Town Peoria.

~~4.hj. IMPLEMENTATION PROGRAM~~

~~The Implementation Program for the Economic Development Element of the Peoria General Plan is presented in Table 4-7, Economic Development Implementation Program. The table is presented under the following four headings:~~

~~Implementation Measure — Lists the action necessary to carry out the Economic Development 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 Resources — Lists the potential funding, City staff, volunteer or other community resource necessary to carry out the implementation action.~~

~~TABLE 4-7~~

ECONOMIC DEVELOPMENT IMPLEMENTATION PROGRAM

	Implementation Measure	Lead Department / Agency	Project Estimated Timeframe (Years)	Priority
	1- 12 Month Business Plan	ED	Annually	General Fund
	2- Absorption Analysis	ED	Annually	General Fund

4. ECONOMIC DEVELOPMENT ELEMENT

	3. <hr/> Loop 303 Marketi ng-Plan	ED	1- 2 Ye ar s/ A n n ua lly	G e n e r a l F u n d
	4. Update Infill Progra m	ED	R ev ie w ev er y 2 ye ar s	G e n e r a l F u n d
	5. Enhanci ng-Small Busines s Progra m	ED	A n n ua lly	G e n e r a l F u n d
	6. <hr/> Develop Auto Dealers hip Marketi ng Group	ED	1- 2 ye ar s/ oi ng	G e n e r a l F u n d
	7. Resort and Entertai nment	ED	1- 2 ye ar s/ R	G e n e r a

4. ECONOMIC DEVELOPMENT ELEMENT

	Study		ev ie w ev er y 5 ye ar s	† F u n d
	8- Maintai n Relation ships with GPEC and Peoria Chambe r of Comme rce	ED	O ng oi ng	G e n e r a l F u n d
	9- Targete d Industri es Study	ED	O ng oi ng	G e n e r a l F u n d

## 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 the enhancement -us to enhance of areas within-of the City that need improvement or have the capacity for can-absorb new jobs and housing without increasing-traffic-or intruding on existing neighborhoods s-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 transportation 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 low density 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 increased 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 (~~for 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 transportation. (~~transit, pedestrian, bicycling etc.~~) activity.

It should be understood that a growth area is not an “urban growth boundary.” ~~SA 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~~ It should also be noted that these areas do not need to be ~~neither~~ contiguous nor defined by any rigid boundary.

### GROWTH AREAS

This element identifies several ~~Targeted Development development Areas areas~~ (~~“Growth Areas”~~) throughout the Peoria planning area and is illustrated on Figure 5-1, Growth Areas Plan. The identified growth areas ~~were are 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 which promotes timely and 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~~ should be recognized in their regional context consistent with the Open Space element.

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.

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 5.1:</b>	<b>PROMOTE EFFICIENT DEVELOPMENT AREAS WHICH SUPPORT A VARIETY OF LAND USE <u>S</u> TYPES, CONSERVE NATURAL RESOURCES, REDUCE AUTOMOBILE DEPENDENCY, AND EXHIBIT A LOGICAL EXTENSION OF INFRASTRUCTURE AND SERVICE CAPACITIES.</b>
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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.

#### 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.

#### Policy 5.1.A.2:

~~The City shall adopt design guidelines for each growth area in conjunction with a specific area plan.~~

#### 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.

### 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.

#### Policy 5.1.B.1:

~~The City shall balance~~ Provide for traffic circulation needs ~~with the goal creation of in conjunction with creating pp~~ pedestrian-friendly neighborhoods and employment centers.

#### Policy 5.1.B.2:

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

#### 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 through the use and placement of buildings that create pedestrian areas visible from adjacent streets.~~

**Policy 5.1.B.4:**

~~The City shall identify potential funding resources 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.~~

**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.~~

**Policy 5.1.BC.51:**

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

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

**Policy 5.1.DC.1:**

~~Coordinate the City's Capital Improvement Program with development activity. Prioritize 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 projectosed development activity.~~

**Policy 5.1.D.3:**

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

**GOAL 2: PROMOTE NEIGHBORHOOD-CENTRIC ACTIVITY CENTERS THAT EMPLOY A SMART GROWTH DEVELOPMENT TEMPLATE THAT INTEGRATES A MIX OF USES, MULTI-MODAL CIRCULATION OPTIONS, PUBLIC SPACES AND OTHER ELEMENTS.**

**Objective 2.A:**

**Adopt neighborhood standards that support sustainable communities.**

**Policy 2.A.1:**

Investigate the applicability of LEED-ND standards (i.e. residential units within ¼ of services) and principles to core areas.

**Policy 2.A.2:**

Conduct an audit of existing and planned neighborhoods to determine service levels and convenience.

**Policy 2.A.3:**

Identify vacant and/or underutilized sites that can be targeted for economic growth.

**Policy 2.A.4:**

Monitor and adjust the General Plan Land Use Map as necessary to implement neighborhood planning objectives.

**Policy 2.A.5:**

Encourage an appropriate mix of jobs, housing, cultural attractions and recreational opportunities within each neighborhood center / core.

**Policy 2.A.6:**

Identify code changes (i.e. Infrastructure Guidelines, Building, Fire, Zoning) needed to support transition to mixed-use urban cores and neighborhood centers.

**Policy 2.A.7:**

Revise the Zoning Ordinance parking requirements to include updated shared parking strategies.

**Policy 2.A.8:**

Develop and implement a business attraction and retention strategy for each center.

**GOAL 3:**

**REVITALIZE AND / OR REDEVELOP ESTABLISHED AND EMERGING HISTORIC AND URBAN CENTERS AND URBAN CORES**

**Objective 3.A:**

**Adopt an Adaptive Reuse Strategy for buildings of community significance (i.e. schools, historic/obsolete buildings).**

**Objective 3.B:**

**Adopt a Specific Area Plan for the Sports Complex District**

**Policy 3.B.1:**

Implement the recommendations from the Plan

[a] Adopt Sign Code Overlay.

[b] Adopt Streetscape Overlay.

[c] Coordinate the recommended public improvements with the 10-year Capital Improvement Program (CIP).

[d] Coordinate the forthcoming 2010 Multi-Modal Transportation Plan with the Sports Complex District. Identify opportunities for short/long term fixed bus / transit / rail routes and services.

**Objective 3.C:**

**Adopt a Specific Area Plan for the Old Town Revitalization Area**

**Policy 3.C.1:**

Implement the recommendations from the Plan.

[a] Adopt Sign Code Overlay.

[b] Adopt Streetscape Overlay.

[c] Coordinate the recommended public improvements with the 10-year Capital Improvement Program (CIP).

[d] Coordinate the forthcoming 2010 Multi-Modal Transportation Plan with the Old Town Revitalization Area. Identify opportunities for short/long term fixed bus / transit / rail routes and services.

[e] Revise Old Town Design Review section.

## 55.C. GROWTH AREAS PLAN

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

### **PEORIA SPORTS COMPLEX ~~/BELL ROAD CORRIDOR DISTRICT~~**

*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 83rd 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, Though largely built-out,~~ this growth area may have the highest potential outside of Central Peoria of developing into a mixed-use, multi-modal environment. Opportunities remain for multi-level development occupying existing parking fields. There are also opportunities for modifications to 83<sup>rd</sup> Avenue that would enhance the pedestrian experience and would encourage the development of outdoor amenities and recreational areas. Particularly, Arrowhead Fountains Center Drive located west of ~~busy~~ 83rd Avenue and areas around the Peoria Sports Complex 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 PEORIA**

*Description:* ~~Central-Old Town~~ 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-Old Town~~ Peoria contains a mix of land uses including Peoria City Hall, schools, Osuna Park, older 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~~ This area is showing signs of recovery from an extended period of economic decline. Grand Avenue is divisive to community building efforts and provides limited ~~and indirect~~ access to the ~~old-Old T~~own 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. ~~Unfortunately, the Expressway has become a constraint by~~ 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), provided policy guidance and recommendations for short and long term investment strategies. A new plan, The Old Town Peoria Revitalization Plan, is currently in development to more narrowly define the vision of the Old Town area. 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 power line 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~~ Old Town 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. Through recent improvements to the Loop 101, traffic on Grand Avenue now has direct access to the Loop near 91<sup>st</sup> Avenue. This access enhances the service area for businesses located in the Grand Avenue Gateway. As an added benefit, t—These trips pass through the heart of Peoria’s Old Town ~~town center~~ which provides the area with as steady supply of 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> Avenue to the Loop 101 coupled with the incentive zone strategy, it is hoped/anticipated that this area will can attract desirable the office park and employment generating uses that the City desires. Existing and future uses in this area will help establish this gateway as a vibrant employment center. Secondly, it will increase the visibility of Old Town and will help capture the traffic needed to revivify the area.~~

#### **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. Each section is defined through enhanced landscaping and design criteria stated in the Loop 303 Specific Area Plan and in the Zoning Ordinance. 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).

*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~~ has formed the beginning of the City’s ~~future~~ mountain preserve system. Other developments include commercial projects such as Lake Pleasant Pavilions, Mountainside Crossing, Happy Valley Town Center, Peoria Regional Hospital and several Class A office developments.

Future developments along Lake Pleasant Parkway will continue to satisfy residential and commercial demands while promoting environmental stewardship through preservation of open space, plant salvage, lighting requirements and building criteria.

~~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 regionally-scaled 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, in conjunction with the nearby Loop 303 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 s~~ Specific Area Plans provides a more narrow geographic focus and are intended to offer planning solutions in areas with unique opportunities or constraints. To this end, ~~it is~~ the City 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 primary 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 have been modified to encourage the development of vacant or underutilized property. 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~~ will prepare an Infill Incentive Plan that establishes specific qualification criteria and area boundaries or focus areas within the City where infill sites can be found ~~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 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~~

5. GROWTH AREAS ELEMENT

Implementation Measure	Lead Department/ Agency	Projected Timeframe Priority(Years)	Potential Funding Sources
<del>1. Evaluate and develop incentives promoting private development in Growth Areas.</del>	<del>Community Development; Department/ Office of Economic Development</del>	<del>0-22</del>	<del>Operating Fund Revenues</del>
<del>Implement the recommendations from the Old Town Revitalization and Peoria Sports Complex District Plans. 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).</del>	<del>Community Development Community Development Department</del>	<del>On-going 0-2</del>	<del>* General Fund Revenues</del>
<del>3. Develop a Mixed-Use Zoning category conforming to the General Plan.</del>	<del>Community Development Department</del>	<del>0-2</del>	<del>* General Fund Revenues</del>
<del>Develop an Infill Incentive Plan and Delineate Infill Areas / Criteria.</del>	<del>Community Development</del>	<del>0-2</del>	<del>General Fund Revenues CDBG</del>
<del>Develop and/or amend Specific Area Plans for identified Growth Areas.</del>	<del>Community Development</del>	<del>2-5</del>	<del>General Fund</del>
<del>Identify and coordinate transportation and infrastructure projects within the 510-year CIP.</del>	<del>Community Development</del>	<del>Ongoing</del>	<del>General Fund – CIP Streets Fund CDBG TEA 21</del>
<del>Identify funding resources for the expansion of bicycle facilities and transit related improvements</del>	<del>Community Development, Economic Development</del>	<del>3</del>	

TABLE 5-1  
Growth Areas Implementation Program  
(Continued)

Implementation Measure	Lead Department/ Agency	Projected Timeframe (Years)	Potential Funding Sources
<del>4. Develop an Infill Incentive Plan and Delineate Infill Incentive Districts Areas / Criteria.</del>	<del>Community Development Department</del>	<del>0-2</del>	<del>* General Fund Revenues * ½ cent Sales Tax Funds * CDBG</del>
<del>5. Develop and/or amend Specific Area Plans for identified Growth Areas.</del>	<del>Community Development Department</del>	<del>2-5</del>	<del>* General Fund Revenues</del>
<del>6. Identify and coordinate transportation and infrastructure projects with the 5-year CIP.</del>	<del>Community Development Department</del>	<del>Ongoing</del>	<del>* General Fund Revenues – CIP * Streets Fund Revenues * CDBG</del>

			*—TEA-21
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Source: City of Peoria 2009

Source: City of Peoria, 20012009

~~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.~~

**SEE FIGURE 5-1**  
**GROWTH AREAS PLAN**

## 6. REVITALIZATION AND REDEVELOPMENT ELEMENT

*The City of Peoria understands that the fabric of the city is comprised of both newly developing as well as mature areas. The city has invested in the planning and implementation of improvements in its distressed employment areas to foster enhanced job creation, tax base and vibrant economy. It now seeks to assist its older neighborhoods with the appropriate enhancements to maintain attractive, dynamic neighborhoods that exhibit a high degree of character and charm.*

The Revitalization and Redevelopment Element is organized in the following manner:

- 6.a. Introduction
- 6.b. Goals, Objectives and Policies
- 6.c. Revitalization and Redevelopment Plan

### 6.A. INTRODUCTION

#### Early Plans

~~As early as 1992, the City of Peoria began to take actions to revitalize and rejuvenate portions of the City which were in need of reinvestment and redevelopment. The City has prepared and adopted two redevelopment plans to stem the conditions of slum and blight within the city, pursuant to Arizona Revised Statutes (ARS §36-1479 et al) within the city, the North Peoria Redevelopment Area Plan and the Downtown Peoria Redevelopment Plan. The City has also prepared a revitalization plan for a corridor along Grand Avenue, a portion of which includes the boundaries of the Downtown Peoria Redevelopment Plan.~~

The first ~~adopted~~ redevelopment plan ~~to be adopted was~~ is the North Peoria Redevelopment Area Plan, which was adopted by the City Council in December 1992. The boundaries of the irregularly shaped redevelopment area included Athens Street on the north, Thunderbird Road on the south, 77<sup>th</sup> Avenue on the east and 92<sup>nd</sup> Avenue on the west comprising approximately 3.5 square miles of land. The plan includes ~~formation and a~~ description of the redevelopment area, analysis of existing conditions, planning issues and development code, land use plan, goals and objectives, real property, financing and check list.

The second ~~adopted~~ redevelopment plan ~~created was~~ includes the Downtown Peoria Redevelopment Plan, which was adopted by the City Council in March 1997. The Study Area ~~was~~ bounded by Peoria Avenue to the north, Monroe Avenue to the south, Grand Avenue to the east, and 85<sup>th</sup> Avenue on the west. The plan includes ~~s~~ objectives, guidelines, action plan, land acquisition, financing options and project ideas. Recommended land uses were not spatially designated within the redevelopment area.

#### 1999 Central Peoria Revitalization Plan

~~In addition to the two adopted redevelopment plans~~ Developing upon the work of the Downtown Peoria Redevelopment Plan, the City ~~has also~~ prepared and adopted the Central Peoria Revitalization Plan in ~~1999~~2000. The revitalization planning area ~~was~~ a four square-mile area bounded by 75<sup>th</sup> Avenue to the east, Loop 101 to the west, Olive Avenue to the south, and Cactus Road to the north. a linear-shaped area transected by Grand Avenue and extending north from Olive Avenue to Loop 101, a distance of three miles. The plan ~~is~~ was intended to guide the rejuvenation of the historic center of the City. The plan includes ~~s~~ a mission statement, plan foundations, principles for revitalization, revitalization plan and

circulation plan. A number of the projects and policies recommended by the plan were incorporated into the General Plan, and have already been accomplished or are underway including the following:

- Creation of a Historic Square Master Plan
- Creation of a Multi-Modal Transportation Plan
- Development of Cotton Crossing and the realignment of 83<sup>rd</sup> Avenue

Another recommendation was to explore the feasibility of constructing a performing arts center on the location of the former Peoria City Hall building. In 2007, the Peoria Center for the Performing Arts opened its doors in this very location, bringing renewed excitement and activity to the City's Old Town area.

#### **2009 Old Town Peoria Revitalization Plan**

As the life span of the Central Peoria Revitalization Plan reached towards the end of its 10-year horizon, the City undertook a comprehensive update of the plan beginning in late 2008, following the same boundaries as the original 1999 plan. Completed in 2009, the newly adopted plan has been named the Old Town Peoria Revitalization Plan (OTPRP) as a result of input from the community. Building upon the foundation created by the Downtown Peoria Redevelopment Plan and the Central Peoria Revitalization Plan, the community-guided Old Town Peoria Revitalization Plan will ensure continued attention and policy focus is directed toward the City's first neighborhoods. The plan divides the large four square mile study area into a number of smaller districts in order to provide specialized recommendations tailored to the unique character of each district. The OTPRP explores several key elements for revitalization: future land use and redevelopment opportunities, barriers to reinvestment, revising the City's Infill Incentive Policy, modifying Grand Avenue to reduce its negative impacts on the area, multi-modal transportation and transit-oriented-development opportunities, preservation of the area's historic context and elements, and thematic design elements to establish and enhance the area's identity.

#### **Peoria Sports Complex District Urban Design Plan**

In addition to the efforts directed towards Peoria's Old Town area, the City has also identified the vicinity of the Peoria Sports Complex as an area ripe for design refinement that will create increased excitement and further define a sense of place for the district. Already an economic engine made up of dining and entertainment-related businesses, the Peoria Sports Complex District Urban Design Plan (PSCDP) seeks to redefine and enhance this district so that its several discrete areas will function as a whole and become a destination-oriented and pedestrian focused mixed-use entertainment hub. The PSCDP provides recommendations on the following: increasing pedestrian connectivity while addressing vehicular circulation and parking; development and redevelopment opportunities; shifting the density of residential and non-residential land uses in the area; establishing and enhancing the districts identity with thematic elements; identifying recreation, environmental restoration, habitat creation, and environmental education opportunities in and around the Skunk Creek wash/Arizona Canal Diversion Channel (ACDC); and general design schemes for the district.

The City engaged in neighborhood revitalization activities at this point in time. However, based on the age, location and maintenance characteristics of the city, certain areas may require future evaluation in the near future.

#### **HISTORIC PRESERVATION**

As a complement to the infill and redevelopment strategies included in the City's revitalization plans, the City has also recognized that maintaining and preserving the unique character of mature neighborhoods can be highly desirable and beneficial. As a Certified Local Government, the City of

Peoria has committed to supporting the preservation of the City's historic and pre-historic properties. Designation by the State Historic Preservation Office as a Certified Local Government allows Peoria to develop and govern local preservation programs, and also provides eligibility for specialized funding opportunities. Through its Historic Preservation Master Plan, Historic Preservation Zoning Ordinance, and other governing documents including the recently created Old Town Peoria Revitalization Plan, the City has identified strategies for encouraging the protection of historic resources.

In order to better understand the nature of the Peoria's heritage resources, two Historic Resource Surveys have been initiated. The first survey was conducted in 1997, and identified 85 buildings in and around Peoria's original town site. In 2006 a second survey was performed, covering the same general vicinity as the earlier survey. The later survey updated the status of properties covered by the original survey and described a number of additional properties as well. The reports resulting from these Historic Resource Surveys supply information that can be used to assist in determining whether properties may be eligible for listing on the City's Local Register of Historic Places, and/or the state and federal historic registers. The surveys may also identify areas potentially eligible for listing as historic districts.

Historic resources within the City are eligible for designation as Local Historic Landmarks or as a part of a Local Historic District, a status which provides recognition of a property's importance in the City's history. The Historic Preservation Commission is charged with approving any significant changes to the exterior of a designated Local Historic Landmark. Designation as a Local Historic Landmark helps to ensure that properties which are important pieces of Peoria's heritage are celebrated and preserved for future generations of Peorians to appreciate.

In addition to designating Local Historic Landmarks and Historic Districts, the City has also supports programs designed to educate and assist the public in preserving Peoria's heritage. Events such as Peoria's annual Pioneer Day draw members of the community together to celebrate Peoria's history, while brochures for self-guided walking tours through Peoria's original townsite allow the public to explore Peoria's heritage at their own pace.

## 6.B. GOALS, OBJECTIVES AND POLICIES

### GOAL 6.1:

CREATE AN ATTRACTIVE, VIBRANT AND SUSTAINABLE ~~DOWNTOWN~~ COMMUNITY WITHIN MATURE AREAS OF THE CITY.

#### Objective 6.1.A:

Continue to leverage public investments within existing Redevelopment/Revitalization planning areas.

##### Policy 6.1.A.1:

Support~~The City shall continue to implement~~ the recommendations ~~presented embodied~~ in the ~~Downtown Peoria Redevelopment Plan and the Central Peoria Revitalization Plan.~~Old Town Peoria Revitalization Plan and the Peoria Sports Complex District Urban Design Plan.

##### Policy 6.1.A.2:

~~The City shall d~~Designate ~~esignate~~ the adopted revitalization and redevelopment areas as infill incentive districts pursuant to Arizona Revised Statutes.

**Policy ~~6.1.A.3:~~**

~~Once adopted, The City should~~ implement transit improvements in accordance with the results of the Multi-Modal Transportation study. Downtown Peoria Redevelopment Plan.

**Objective ~~6.1.B:~~**

Encourage economic development ~~of vacant land~~ in adopted revitalization or redevelopment areas.

**Policy ~~6.1.B.1:~~**

~~Identify~~The City shall to identify appropriate areas/vacant parcels, match with desired users, and prepare a marketing package for prospective developers.

**Policy ~~6.1.B.2:~~**

~~The City shall~~ develop incentives to attract infill employment opportunities that will entice residential development.

**Objective ~~6.1.C:~~**

Rejuvenate ~~the original historic Town Center of~~ historic Old Town Peoria.

**Policy ~~6.1.C.1~~**

~~Implement the recommendations of the Old Town Peoria Revitalization Plan and enact the necessary ordinances to do so.~~

**Policy ~~6.1.C.21:~~**

~~—The City shall prepare a~~ investigate restoration ~~and cost analysis~~ opportunities for selected architecturally/historically significant structures.

**Policy ~~6.1.C.23:~~**

~~—The City shall~~ Continue to design and construct improvements for Osuna Park.

**Policy ~~6.1.C.344:~~**

~~—The City should coordinate with the RPTA to~~ design a mixed-use transit station to be located north and west of Peoria and 83<sup>rd</sup> Avenues as part of a Multi-Modal Transportation Plan.

**Policy ~~6.1.C.455:~~**

~~—The City shall~~ Support efforts to prepare a marketing package ~~of for~~ key sites within the downtown Old Town area.

**Policy ~~6.1.C.66:~~**

~~—The City shall~~ Investigate enhanced streetscape designs for 85<sup>th</sup> Avenue between Grand Avenue and the City Hall Complex. ~~and construct a streetscape plan for 84<sup>th</sup> Avenue to connect the city complex and Old Town.~~

**Objective ~~6.1.D:~~**

Promote a pedestrian- ~~friendly environment in scaled buildings and plazas in the~~ downtown Old Town area.

~~Policy 6.1.D.1:~~~~The City should prepare a historic resources survey to identify and enhance its potentially significant structures.~~

## Policy 6.1.D.12:

The City shall utilize the ~~Utilize the adopted Central Peoria Revitalization Plan and Downtown Peoria Redevelopment Plan to locate appropriate structures and spaces.~~ Old Town Peoria Revitalization Plan architectural design standards when considering amendments to the City's Design Review Manual.

## Objective 6.1.E:

Encourage arts, recreation and civic-oriented development in the ~~Downtown~~Old Town.

## Policy 6.1.E.1:

The City shall ~~Continue to~~ recruit theaters, museums, art galleries, recreation attractions and civic-oriented ~~uses~~ service agencies.

## Policy 6.1.E.2:

The City shall target ~~Encourage~~ service-oriented agencies, and professional offices ~~to locate in the Old Town area~~.

## GOAL 6.2:

## IDENTIFY AND PROMOTE THE PRESERVATION OF PEORIA'S HERITAGE FOR FUTURE GENERATIONS

## Objective 6.2.A:

Identify Peoria's Historic and ~~Pre-Historic~~Cultural Resources

## Policy 6.2.A.1:

Continue to update the existing Historic Resources Survey, and explore the possibility of conducting surveys in other areas of the City that are likely to have historic resources.

## Policy 6.2.A.2:

Develop criteria for the identification of pre-historic resources as a part of the Historic Preservation Master Plan.

## Policy 6.2.A.3:

The City shall ~~m~~Maintain a local Register of Historic Places. The register shall be composed of nominated historic resources that have been approved through the processes specified in the Historic Preservation Master Plan and any applicable articles of the Zoning Ordinance.

~~Objective 6.2.B:~~Preserve Peoria's Historic Resources

## Policy 6.2.B.1:

Maintain its designation as a Certified Local Government (CLG) in order to retain the local control of Historic Preservation decisions that it has been delegated by the State Historic Preservation Office (SHPO).

## Policy 6.2.B.2:

Maintain an updated Historic Preservation Master Plan to guide preservation efforts.

**Policy 6.2.B.3:**

Consider placing Historic Preservation Overlay Zoning over properties nominated for the local Register of Historic Places.

**Policy 6.2.B.4:**

Discourage the demolition of structures and buildings identified as historic resources on the City's Historic Resources Surveys.

**Policy 6.2.B.5:**

Identify opportunities to partner with the Peoria Arizona Historical Society and similar organizations to enhance the City's historic preservation program.

**Objective 6.2.C:****Foster Awareness and Support of Peoria's Heritage and Historic Resources****Policy 6.2.C.1:**

Apply for designation as a Preserve America Community to display its commitment to preserving Peoria's historic resources.

**Policy 6.2.C.2:**

Develop standards and guidelines for signage intended to identify, describe, and commemorate Peoria's historic resources.

**Policy 6.2.C.3:**

Continue to develop interpretive/informational materials to promote Peoria's heritage, such as self-guided walking tour brochures.

**6.C. REVITALIZATION AND REDEVELOPMENT PLAN**

The City has significantly expanded its population and employment growth northward over the past 3020 years. ~~In the past seven years it has recognized the fact that there are areas of the City that are very mature and require an internal focus.~~ As described previously, the City has prepared and adopted several plans that ~~will~~ focus revitalization and redevelopment activities in ~~those areas identified~~ areas that have been identified as opportunity zones for seeking catalysts for investment or reinvestment. The Old Town Peoria Revitalization Plan (OTPRP) and the Sports Complex ~~Urban Design~~ District Plan both offer opportunities for the expanded economic development for their plan areas.

In the Old Town area this may take the form of encouraging the reuse of existing buildings to take advantage of the pedestrian-oriented "Main Street" character that gives the area near Osuna Park its charming traditional feel. Alternatively, activities in other districts of the OTRP may tend toward a focus on projects that are more urban in both scale and form to take advantage of future transit opportunities.

In order to achieve even greater economic vitality in the Sports Complex area, development will likely focus on larger-scale in-fill and redevelopment projects. However, investments in the public realm of both project areas such as enhanced pedestrian connections across busy streets and directional signage to direct visitors to points of interest will be important for both plan areas.

~~As the urbanized area of the City only reached Bell Road approximately 15 years ago, the location of the North Peoria Redevelopment Area Plan effectively creates the upper boundary urbanized area of the City. The historic use of Grand Avenue as the primary transportation corridor has created an underutilized employment corridor that generally divided the northern and southern portions of the City in recent years. This area has been the focus of renewed efforts to enhance the economic vitality of the~~

~~corridor. In 1996, the City prepared and adopted the Downtown Peoria Redevelopment Plan, which generally includes the non residential area north and west of the intersection of Monroe Street and Grand Avenue. The intent of the plan is to acknowledge the culture, style and character of the area in creating an attractive and thriving business and adjacent residential community. These plans have generally focused on the provision of economic development opportunities to enhance the job base of the City.~~

~~The North Peoria Redevelopment Area Plan and the Downtown Peoria Redevelopment Planse plans have been were prepared pursuant to the provisions of the Slum Clearance and Redevelopment Law (ARS §36-1471). However, the effective cancellation of the use of tax increment financing (TIF) by the legislature in 1998 was a major loss in terms of a financial strategy that is based on the preparation of the redevelopment plan. While the use of TIF was considered illegal, several communities who had put these mechanisms in place have not faced legal challenges. In response to the lack of viable tools to achieve redevelopment or revitalization objectives, the legislature authorized (as a component of Growing Smarter Plus) the establishment of infill incentive districts. These districts could allow for expedited zoning or rezoning procedures, expedited processing of plans and proposals, municipal fee waivers (if not funded by other development fees) and relief from development standards as identified in the infill incentive plan.~~

In order to designate the infill incentive district, the city must find that three of the conditions identified below exist for the identified area:

- A large number of vacant older or dilapidated buildings exist;
- A large number of vacant or underused parcels of property exist;
- A larger number of buildings or other places where nuisances exist;
- An absence of development and investment activity exists;
- A high occurrence of crime exists; and
- A continuing decline in population exists.

~~Revitalization endeavors in residential neighborhoods are strongly tied to housing programs, as described in Chapter 7, the Housing Element of this plan. In addition, programs such as the Neighborhood Pride program provide financial assistance to neighborhood associations for neighborhood beautification and improvement projects. These types of programs involve citizens in affecting change in their neighborhoods, which can lead to increased private investment in distressed areas. Now that several of the neighborhoods within the city are nearing more than of age or more, the City should will focus on strategic planning that identifies neighborhoods areas that could benefit from selected reinvestment activities. These activities, if undertaken achieved early enough, can successfully stem the pattern of disinvestment that plagues developed neighborhoods. Neighborhood planning is a multi-faceted and long-term process. It starts with the organization of a neighborhood or homeowners association. The formal acknowledgement of a viable group is an important component to let the City know that this resident group is serious about the issues that affect its living environment. Citizen participation and the district organization of the City Council can provide an effective mechanism to streamline the strategic reinvestment by the City.~~

#### 6.d.6.d. Implementation Program

~~The Implementation Program for the Revitalization and Redevelopment element of the Peoria General Plan is presented in Table 6-1, *Revitalization and Redevelopment Implementation Program*. The table is presented under the following four headings:~~

**Implementation Measure**—Lists the action necessary to carry out the Revitalization and Redevelopment 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 resources necessary to carry out the implementation action.

The Planning Commission should review and provide recommendations to the City Council for revisions to the following Implementation Program on an annual basis in order to continue to pursue implementation of the Peoria General Plan. The Director of the Community Development Planning and Sustainability 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 Commission for annually updating the General Plan's Implementation Program.

TABLE 6-1—Revitalization and Redevelopment Implementation Program

Implementation Measure	Lead Department/Agency	Projected Timeframe (Years) Priority	Potential Funding Sources
1. Develop and delineate Infill Incentive Districts.	Community Development Department	0-2	<ul style="list-style-type: none"> <li>▪ General Fund</li> <li>▪ ½ cent Sales Tax Funds</li> <li>▪ CDBG</li> </ul>
2. Develop a strategy to revitalize underutilized buildings.	Community Development/Office of Economic Development	2-5	<ul style="list-style-type: none"> <li>▪ General Fund*</li> <li>▪ General Fund Revenues</li> </ul>
3. Prepare a design concept report for 84 <sup>th</sup> Avenue.	Community Development Department/ Consultant	0-3	<ul style="list-style-type: none"> <li>▪ General Fund Revenues</li> </ul>
4. Follow up Old Town Historic Structure Survey. Update and expand the Historic Resources Survey.	Community Development Department	2-5 <sub>2</sub>	<ul style="list-style-type: none"> <li>▪ General Fund Revenues*</li> <li>▪ Heritage Fund Grants;</li> <li>▪ CLG Grants</li> </ul>
5. Prepare an Old Town Revitalization Overlay Zone in accordance with the Old Town Peoria Revitalization Plan and the Historic Preservation Master Plan.	Community Development Department	2-5 <sub>3</sub>	<ul style="list-style-type: none"> <li>▪ General Fund;</li> <li>▪ CDBG</li> </ul>
Prepare an Old Town Transit Station Design Concept Report.	Community Development; Engineering Department	0-5 <sub>1</sub>	General Fund; TEA-21
Implement the Osuna Park Improvement Plan.	Community Services	5-10 <sub>1</sub>	Operating Fund; Heritage Fund Grants

Implementation Measure	Lead Department/Agency	Projected Timeframe (Years) Priority	Potential Funding Sources
8. <u>Produce development and design guidelines for the Old Town District as defined in the Old Town Peoria Revitalization Plan.</u>	<u>Community Development Department</u>	<u>0-31</u>	

TABLE 6-1  
Revitalization and  
Redevelopment Implementation Program  
(Continued)

Source: BRW, Inc., 2001

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 to pursue implementation of the Peoria General Plan. The Director of the Community Development Planning and Sustainability 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.

## 7. HOUSING ELEMENT

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*Peoria seeks to build on its reputation for high quality neighborhoods by promoting a diversity of housing options that enhance the character, quality and vitality of the City. The City seeks to encourage the availability of affordable housing to all economic sectors and special needs populations while encouraging the preservation of existing housing stock including the revitalization of mature neighborhoods.*

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The Housing Element is organized in the following manner:

- 7.a. Introduction and Analysis
- 7.b. Goals, Objectives and Policies
- 7.c. Housing Plan

### 7.A. INTRODUCTION AND ANALYSIS

The Housing Element provides a recommended housing plan to guide the City of Peoria through the year ~~2010~~2020. This Housing Element compliments the residential components of the Land Use Element by providing an Implementation Program to respond to issues relating to assisted housing, housing conditions, diversity and housing costs. The implementation guidelines provide the City with clear housing priorities relative to supporting new development with appropriate infrastructure expenditures, as well as stimulating revitalization of mature neighborhoods and rehabilitation of existing housing stock, while providing housing opportunities for all City residents.

#### EXISTING CONDITIONS

The City of Peoria has predominantly developed suburban residential development patterns that separate single-family residential development from multi-family residential areas and commercial developments. This development type and pattern have resulted in a large amount of quality subdivision housing and a smaller number of older subdivision homes developed prior to Peoria's progressive development review process. Single-family residential subdivisions such as these benefit from the separation of non-residential uses. However, this pattern of development does have some negative resultant effects ~~on housing as shown below.~~

- Detached Single-family homes may not be economically feasible to all income categories.
- Single-family homes require increased reliance on the automobile for commuting, shopping and recreation.
- Placement of multi-family housing within commercial sectors of the community has fostered negative images and stereotypes.

~~To overcome these effects, The prevalence of single family development in Peoria is evidenced by 83 percent of the housing stock being single family residential and only 17 percent being multi family development. The General Plan Land Use Plan strives for a 75/25 residential split with 75 percent single-family and 25 percent multi-family. The newly added mixed-use category helps increase multi-family housing opportunities through inclusion in appropriately planned settings integrating commercial and employment components. the General Plan strives to preserve the vitality of the single-family housing stock while allowing for appropriate integration of attached single-family homes and multi-family units~~

~~into future and existing developments and proximate to employment areas. Another significant factor is the ratio of owner occupied residential units.~~

~~The 2007 Census estimate indicates that 81% of the housing stock is single-family detached residential. The remaining 19 percent being multi-family development. The General Plan Land Use Plan intends to narrow this ratio to 75 percent single-family detached residential and 25 percent multi-family residential development.~~

The City promotes assisted housing as an important element providing housing to individuals with disabilities and other unique situations. The City operates a small public housing program, and actively pursues federal funding for housing and maintenance for all housing sectors. The City’s program includes 45 one-bedroom units and 25 three and four bedroom units for families. The City also supports several non-profit agencies that provide the following services:

- Housing rehabilitation
- Affordable multi-family housing
- Homeless shelters
- Domestic violence shelters
- Affordable first time homebuyer program

Maintaining affordability in the City is a priority. Housing costs in Peoria have been increasing. Between 36 percent and 44 percent of Peoria households are cost burdened or severely cost burdened, that is, they pay 30 percent to 49 percent or over 50 percent of their monthly income towards housing costs. Rising housing costs and rents contribute to this situation. ~~The 2007 Census estimate indicates t~~The average rent for ~~the northwest metro region, including~~ the City of Peoria is \$574,1115 (a 106% increase from 2000) and with annual increases of 4.7 percent. ~~The the~~ median single-family home sales price isvalue is \$139,070276,400 (a 103% increase from 2000). ~~However, broad and significant changes in the world economy have significantly decreased these values since 2007. This represents a 24 percent increase over a five-year period. Nevertheless, affordability challenges will persist through future periods of economic expansion in the next 10 years.~~

Maintaining a livable, safe and desirable housing stock is a high priority for the City. The majority of housing developed in the last 20 years is in good to moderate condition. However, over 500 owner-occupied units within the City are over 40 years old ~~or older~~ and need improvements or do not meet the current building codes. ~~Many of these homes are owned by elderly residents who may not have the means to make necessary improvements and upgrades.~~ This demonstrates an existing and growing need for revitalization of these units.

The General Plan must ensure that dwelling units and land are available for development to meet the needs of the expanding population for the next 10 years. The following analysis provides an insight to the growth demands as they relate to housing.

The population growth projected for the next 10 years is expected to be 34,83748,931. This represents a City population of 141,235202,072 in 20102020. Table 7-1, 2010-2020 Housing Needs, presents the increased housing needs for the next ten years.

**TABLE 7-1 -- 2010-2020 Housing Needs Analysis**

Housing Type	Population Allocation	Persons / Household	Needed Dwelling Units
Single-family (75%)	<u>26,12836,698</u>	2.69	<u>10,04912,655</u>
Multi-family (25%)	<u>8,70912,233</u>	1.9	<u>4,5846,438</u>
Total	34,837	N/A	<u>14,63319,093</u>

Source: BRW, Inc., 2000

It is noted that as of the preparation of this document, the quantity of existing vacant housing units could decrease the number of needed new dwelling units for the next ten years.

~~Table 7-2, 2010 Residential Acreage Needed, presents the needed acreage to develop the residential housing stock needed until 2010. This table indicates that 3,556 acres of residential acres will be consumed in the next ten years according to population projections.~~

TABLE 7-2  
2010 Residential Acreage Needed

Land Use Category	Desired Percentage For New Development	Number of Households	Target Dwelling Units Per Acre	Needed Acreage
Estate 0-2	5 percent	731	1	731
Low 2-5	35 percent	5,122	3	1,707
Medium 5-8	35 percent	5,122	6	854
Medium High 8-15*	15 percent	2,195	12	183
High 15+*	10 percent	1,463	18	81
Total	100 percent	14,633	N/A	3,556

\* Per City of Peoria Community Development Department

—Source: BRW Inc., 2000

Recent annexations in concert with the land use designations identified in the Land Use Element demonstrates sufficient acreage to meet and significantly exceed the projected residential needs for the next 10 years. General Plan timeframe.

## 7.B. GOALS, OBJECTIVES AND POLICIES

**GOAL 7.1:** PROVIDE FOR SUFFICIENT AVAILABILITY AND A VARIETY OF OPPORTUNITIES FOR SAFE, DECENT AND AFFORDABLE HOUSING, COHESIVE NEIGHBORHOODS TO MEET THE NEEDS OF PRESENT AND FUTURE RESIDENTS OF PEORIA.

**Objective 7.1.A:**

Promote quality residential development through diversity in housing type.

**Policy 7.1.A.1:**

~~The City shall encourage~~ the development of public-private ventures developing low income housing with local, state and federal funds.

**Policy 7.1.A.2:**

~~The City should evaluate~~ zoning incentives and regulations that encourage the development of diverse housing types including attached single-family units, townhomes, condominiums, mutli-family units, smaller, er; more affordable detached single-family units. ~~and detached three- and fourmulti-bedroom units suitable for families with children.~~

**Policy 7.1.A.3:**

~~The City should investigate~~ reducing alternative on-site parking requirements to encourage higher densities and lower housing costs in appropriate areas.

**Policy 7.1.A.54:**

~~The City should evaluate the Design Review Ordinance for integration of techniques designed to promote housing affordability and diversity by type.~~

**Policy 7.1.A.54:**

~~The City should periodically r~~Review demographic data and respond to housing-type preference trends. The City’s housing stock and Zoning Code should be reviewed against this data to ensure desired housing-types are provided and encouraged.

**Policy 7.1.A.65:**

~~The City should p~~Pursue strategies which encourage a mix of housing types that foster sustainable living and neighborhoods.

**Objective 7.1.B:**

**Encourage owner-occupied housing units.**

**Policy 7.1.B.1:**

~~The City shall continue to utilize~~Utilize available federal, state, regional and local resources and programs to encourage first-time homebuyers.

**Policy 7.1.B.2:**

~~The City shall p~~Promote the development of quality low- and moderate-income single-family homesworkforce housing within designated areas of the economic incentive zones, and any designated infill incentive district.

**Policy 7.1.B.3:**

~~The City shall p~~Promote the development of high-quality, owner-occupied, multi-story condominium and mixed-use buildings within areas appropriate for urban living, intense employment, entertainment, and/or multi-modal transportation.

**Policy 7.1.B.34:**

The City should investigate the feasibility for requiring a percentage of affordable housing within large-scale mixed-use projects.

**Policy 7.1.B.5:**

~~The City should investigate programs .which discourage or prevent languishing home ownership and foreclosure.~~

**Objective 7.1.C:**

**Encourage and promote community efforts to revitalize mature neighborhoods.**

**Policy 7.1.C.1:**

~~The City should i~~Investigate programs to abate deteriorating neighborhood conditions  
~~The City shall develop a program to assist in the redevelopment or rehabilitation of dilapidated and vacant housing stock.~~

**Policy 7.1.C.2:**

~~The City shall c~~Continue to assist, support and expand the efforts of the Neighborhood Pride program.

**Policy 7.1.C.3:**

~~The City should i~~ncorporate funding for right-of-way landscaping along with road maintenance in older mature neighborhoods where landscaping has deteriorated.

**Policy 7.1.C.4:**

~~The City shall e~~nact development regulations that encourage rehabilitation of historically-significant residential buildings, remodeling of older multi-family rental buildings and revitalization of smaller single-family residences.

**Objective 7.1.D:**

**Provide for adequate housing opportunities for special needs groups.**

**Policy 7.1.D.1:**

~~The City should~~ identify and analyze the housing needs of the special needs populations.

**Policy 7.1.D.2:**

~~The City should~~ adopt regulations to encourage the development of housing targeted to the special needs groups.

**Policy 7.1.D.3:**

~~The City shall~~ consider special needs housing dispersal requirements to promote diversity throughout the City.

**Objective 7.1.E:**

**Support programs and agencies that seek to eliminate housing discrimination.**

**Policy 7.1.E.1:**

~~The City shall~~ Coordinate work with appropriate federal, state and local housing providers to ensure that fair housing laws are enforced and the City is providing a diversity of housing choices.

## 7.C. HOUSING PLAN

The Housing Plan includes guidelines to fulfill the goals, objectives and policies of the Housing Element. These guidelines are closely linked to the Land Use Element. Implementation of the Land Use Plan and the Housing Implementation Program will strengthen both the vitality of the City, on-going development and provide a housing sector that responds to the dynamic and growing needs of the City.

The Housing Plan focuses on five key areas to fulfill the designated goal. These five areas are:

- Housing Diversity
- Low Income Housing
- Home Ownership
- Revitalization
- Housing for Special Needs Groups

### HOUSING DIVERSITY

The Land Use Plan provides a wide range of residential land use categories and opportunities for residential development. These categories are supportive of a balanced mix of housing types. Phased growth within identified Growth Areas also ensures that both the needed quantity and diversity of housing options are available for development in the next ten years. City goals and objectives provide the means to evaluate future residential development and housing diversity on a continuing basis.

The City also works closely to promote multi-family residences and multi-family sectors within larger master planned developments, preserve and retain single-family neighborhoods, expand housing opportunities to reduce the isolation of income groups within communities and geographic areas, and facilitate city-wide coordination providing technical and financial assistance to housing providers.

Additionally, the City promotes practices which locate multi-family residences and sectors along transit lines, near employment and within mixed-use areas to foster sustainable living.

Aesthetic aspects of housing design and diversity are also addressed in the Subdivision Regulations and Design Review Manual. These regulations provide for a variety of architectural, site planning, and amenity improvements that provide for many styles, arrangements, and designs of housing stock. Continual updates of the Subdivision Regulations and the Design Review Manual will maintain Peoria's high quality image.

### **LOW INCOME HOUSING**

The City of Peoria develops an annual Community Development Block Grant Action Plan. This Plan outlines how the annual allocation from the United States Department of Housing and Urban development and other resources is spent. This Plan also identifies private and other resources identified to address low-income housing and other improvement issues and services. The following recommendations provide the City with future directions for improving and expanding low-income housing in the City.

- Identify opportunities for low-income housing within the existing incentive zones.
- Develop strategies to provide for low-income housing through density bonuses where multi-family developments are located adjacent to existing employment, recreational, park, or open space amenities.
- Identify potential low-income housing opportunities within future City redevelopment projects.
- Identify opportunities to purchase and rehabilitate multi-family structures within established revitalization and redevelopment plans.
- Identify low-income housing opportunities near resort style developments.
- Continue the HOME and Section 8 programs to provide low income housing to City residents.
- Develop a City operated home-care assistance team that can provide needed home maintenance to low-income, elderly residents who may not have the means to make needed repairs and upkeep.

### **HOME OWNERSHIP**

~~Owning a home is a large part of the American dream.~~—The City of Peoria encourages home ownership and understands that home ownership plays a significant role in developing strong neighborhoods and community pride. The City currently leverages several funding sources to assist in making home ownership possible, including Federal, State, and local credit institution sponsored homeownership assistance programs.

### **REVITALIZATION**

Revitalization of Peoria's mature neighborhoods is a major concern to maintain the viability in these areas of the City. Revitalization affects housing issues in many ways. Revitalization retains affordable housing options, adds to the quality and diversity of neighborhoods, demonstrates equitable municipal responsibility, and retains a higher aesthetic level in the City.

Peoria identifies four effective efforts to further neighborhood revitalization. They include public-private partnerships such as the highly effective Neighborhood Pride program. Implementation of effective long-range planning that ensures the viability of older neighborhoods by avoiding incompatible land uses, ensuring adjacent development is compatible and sensitive to the needs of residents, and developing a sound economic market that supports high-quality residential sectors and employment opportunities for City residents.

**HOUSING FOR SPECIAL NEEDS GROUPS**

In Peoria residents have a variety of special housing needs. These needs include people who require some assistance in their day-to-day living. Family living centers, institutional settings, social service programs, and assisted housing each serve a portion of these needs. The City encourages efforts to provide these needs and offers support and assistance through the Housing Division of the Community Development Department.

Housing for special needs groups also needs to be sited to avoid over-concentrations. Ongoing stable living situations for people with special needs can be compatible with other residential uses in neighborhoods if potential problems are identified and satisfactorily mitigated. The Peoria Zoning Ordinance and Design Review Manual address these concerns.

**~~7.D. IMPLEMENTATION PROGRAM~~**

~~The Implementation Program for the Housing Element is presented in Table 7-1, *Housing Implementation Program*. The table is structured under the following four headings:~~

~~**Implementation Measure** — Lists the action necessary to carry out the Housing 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.~~

~~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.~~

<del>TABLE 7-3 — Housing Implementation Program Implementation Measure</del>	<del>Lead Department /Agency</del>	<del>Projected Timeframe Priority</del>	<del>Potential Funding Sources</del>
<del>Evaluate the Zoning Ordinance for techniques promoting housing affordability (i.e. reduce on-site parking requirements, incentives to increase family size units).</del>	<del>Community Development Dept.</del>	<del>Ongoing<sub>3</sub></del>	<del>* — General Fund</del>
<del>Develop a Mixed-Use Zone conforming to the General Plan.</del>	<del>Community Development Dept.</del>	<del>0-2 years<sub>2</sub></del>	<del>* — General Fund</del>
<del>Evaluate the Design Review Ordinance with respect to promoting housing affordability.</del>	<del>Community Development Dept.</del>	<del>Ongoing<sub>3</sub></del>	<del>* — General Fund</del>
<del>Develop and delineate Infill Incentive Districts.</del>	<del>Community Development Dept.</del>	<del>0-2 years</del>	<del>* — General Fund; * — ½¢ Sales Tax; * — CDBG</del>
<del>Incorporate housing components into a plan to revitalize underutilized buildings.</del>	<del>Community Development Dept.</del>	<del>2-5 years</del>	<del>* — General Fund</del>

TABLE 7-3 — Housing Implementation Program Implementation Measure	Lead Department /Agency	Projected Timeframe Priority	Potential Funding Sources
Develop a strategic plan and funding strategy to identify and improve ROW landscaping adjacent to mature neighborhoods.	Community Development; Engineering; Public Works	0-5 years <u>On-going</u>	* General Fund CIP
Develop a rehabilitation and revitalization plan for existing aged housing stock and historically significant structures.	Community Development; Engineering; Public Works	2-5 years <u>2</u>	* Operating Fund; * Heritage Fund Grants
<u>11</u> Update the requirements within the Zoning Ordinance for special needs housing (i.e. recent legislation, dispersal requirements).	Community Development	0-2 years	* Operating Fund

Source: BRW, Inc., 2001

## 8. PUBLIC SERVICES AND FACILITIES ELEMENT

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*The City of Peoria is striving to provide a high quality of administrative, public safety and utility services to its existing and future residents. The City understands the costs of growth are high and have adopted a fair share cost program that allows future development and capital improvements programs to occur in a coordinated approach to serve the growth and infill needs within the City.*

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The Public Services and Facilities Element is organized in the following manner:

- 8.a. Introduction
- 8.b. Goals, Objectives and Policies
- 8.c. Public Services and Facilities Plan

### 8.A. INTRODUCTION

The Public Services and Facilities Element provides a framework for providing the supportive municipal activities to ensure a high quality of life. The plan element also recognizes the importance of the public education system for its residents of all ages. In addition the provision of proximate health care, while provided by the private sector is also an important component to maintain the health of the City's population and visitors.

The historic pattern of growth has allowed the City to adequately administer itself from a centralized facility. The northerly and westerly expansion of the City ~~will~~ may create the demand for additional administrative facilities in the north. The new general government impact fee ~~will~~ may be implemented to assist in providing service in the north when it is needed.

Although ~~the City currently provides~~ The City appears to be provided with adequate police and fire service ~~at the present time, even though personnel counts are low with accepted standards. Again,~~ future growth to the north will require additional facilities and personnel to enhance safety and security of residents. The ~~enhanced law enforcement fee will assist in~~ City is committed to ensuring high levels of service and short response times mitigating these effects on existing levels of service as growth continues. The City appears to be provided with adequate fire protection service at the present time, especially with the automatic aid agreements to serve the northern areas of the City. Again, future growth to the north will require additional facilities and personnel to minimize the threat of fire hazards for residents. The enhanced fire impact fee will assist in mitigating these effects on existing levels of service.

~~The City is not directly responsible for public education. However, the integrated relationship of residential land use and the siting and construction of school facilities impacts quality of life and the economic development foundation of the City.~~ The City ~~must continue to work~~ works very closely with the Peoria, Deer Valley, Nadaburg and charter school districts that will serve Peoria students in planning and constructing facilities and in the districting students in an efficient ~~timely~~ manner. School districts often use the City's data and projection to assist in their programming and future phasing of educational facilities.

While the City is not directly responsible for the provision of health care, the proximity of acute care service and facilities enhances the quality of life and economic development foundation of the City. In

the past, the existing facilities in Sun City and Glendale have provided proximate care resources. As growth occurs in the northern and northwestern regions of the City, the need for a full service/acute care hospital will be needed within City boundaries.

Municipal utility services provided by the City include sanitary sewer, potable water, and storm drainage. The continued infill of the urbanized area and growth to the north will require significant improvements in the collection and treatment of sewage. The City has undertaken extensive master planning and implementation of improvements through its Capital Improvement Plan. However, the establishment of common planning area boundaries for sewer service should be coordinated with potable water and drainage planning area boundaries. The construction of these improvements and timing for connection to serve new development must be timed accordingly to provide immediate payback of infrastructure costs. Relative to potable water, the location of the City within the on and off project area of Salt River Project and the regulations of ADWR's Third Management Plan have significant impact on the provision of an assured 100-year supply. The City has been very aggressive in planning for the use of surface water, groundwater, reclaimed water and Central Arizona Project allotments to provide a sustainable yield. The continued expansion of the City to the north has produced numerous projects in the City's Capital Improvement Plan to provide water service when the City's customers will need it. However, the establishment of common planning area boundaries for potable water service should be coordinated with sanitary sewer and drainage planning area boundaries.

The existence of private water companies with allocations of CAP water will also be resources that should be evaluated for acquisition. The City partners with the Maricopa County Flood Control District and Federal Government in the protection of life and property from flood damage. The County has been investing in the planning of drainage areas with the intent of transitioning future improvements to embody the natural character of the surrounding area, rather than creating the typical concrete lined channel to transport floodwater through the City. However, the establishment of common planning area boundaries for drainage should be coordinated with sanitary sewer and potable water planning area boundaries. The City is maximizing the use of ~~the~~ retention basins, landscaping with turf and play structures to provide recreation uses. Solid waste collection and disposal is managed by the City. The intergovernmental agreement between the Cities of Glendale and Peoria will preclude the need for additional solid waste disposal site(s) in the City of Peoria. The City will only be responsible for expanding its collection service and evaluating the impacts of curbside recycling and green waste composting to reduce the solid waste "stream" deposited at the Glendale Landfill.

Other utilities provided by private entities include telephone, natural gas, and electric service. Qwest provides existing service in the urbanized City and the majority of the undeveloped planning area. Another provider will be serving a small area in the northern region in the future. Southwest Gas provides existing natural gas service in the urbanized City. The provision of a large trunk gas line operated by El Paso Natural Gas that extends north along the Lake Pleasant Parkway alignment will allow the provision of natural gas service in the northern region of the City in the future. Another private provider, Black Mountain Gas Company, is the provider for a small area around the intersection of Carefree Highway and Lake Pleasant Parkway. Both APS and SRP provide electric service within the Peoria Planning Area. The recent deregulation of the electric industry may have a significant impact on the competitive rates and service offered to both residential and business customers.

Table 8-1, *Public Facility and Service Needs Summary*, provides a planning standard utilized to project future service needs for 2015 and a total build out condition. The estimated needs for personnel and facilities to provide fire and public safety are also illustrated in Figure 8-1, *Public Facilities Plan*.

**TABLE 8-1 -- Public Facility and Service Needs Summary**

2005 Peoria Population<sup>A</sup> 138,143  
 2015 Peoria Population – projected<sup>B</sup> 211,161  
 Buildout Population- projected<sup>C</sup> 484,917

FACILITY TYPE	PLANNING STANDARD <sup>+</sup>	2005 FTE CONDITIONS (total/ratio) <sup>D</sup>	POTENTIAL BUILDOUT NEEDS
<b>Personnel</b>			
Police	1.8	250 / 1.8	843
Sworn	1.8	190 / 1.2	873
Unsworn	0.6	97 / 0.6	291
Fire	1.0	134 / 1.0	485
Total City	NA	1049 / 7.6	3,685
<b>Facilities</b>			
Police (Sworn & Unsworn)	300 sf	66,900 <sup>E</sup>	252,900 349,200
Fire	460 sf	25,743	223,100

A 2005 Mid-Decennial Census conducted by U.S. Census Bureau  
 B Growth Trends 2006, City of Peoria

C Buildout Population based on Land Use Plan  
 D Ratio of FTEs per 1,000 population  
 E Development Fee Report Tischler & Associates; 2005

**8.B. GOALS, OBJECTIVES AND POLICIES**

**GOAL 8.1:** ~~PROVIDE A HIGH LEVEL OF IMPROVE CITIZEN ACCESS TO MUNICIPAL SERVICES AND FACILITIES TO PROPERLY SERVE THE COMMUNITY IN A MANNER THAT ENHANCES ENSURES QUALITY OF LIFE. AND ECONOMIC OPPORTUNITIES, OPTIMIZES THE USE AND PROTECTION OF EXISTING FACILITIES AND PROVIDES FOR FUTURE NEEDS.~~

**Objective 8.1.A.A:**

Continually evaluate all equipment and facilities to ensure their maximum usefulness to the City.

**Policy 8.1.A.1.1:**

The City shall utilize its Capital Improvement Plan to maintain adequate levels of municipal facilities and service for both existing and new development.

**Policy 8.1.A.2A.2:**

The City shall coordinate the preliminary location of public facilities with the preparation of conceptual land use plans prepared by the Arizona State Land Department.

**Policy 8.1.A.3A.3:**

The City shall coordinate the preliminary location of public facilities with the new owners (i.e. private, state) of future lands transferred from the Bureau of Land Management and Bureau of Reclamation.

**Policy 8.1.AA.4.4:**

The City shall monitor the potential development of an Adequate Public Facilities Ordinance (AFPO) by Maricopa County.

**Objective 1.B:**

Investigate opportunities for externalizing City services through the possibility of offering satellite offices for essential services.

**Policy 1.B.1:**

~~The City shall r~~Regularly survey the needs of its citizens and customers to determine the scope of remote accessibility of City services and information.

**Policy 1.B.1:**

~~The City shall c~~Consider the use of technology to encourage paperless transactions and teleconferencing to the most practical extent.

**Policy 1.B.1:**

~~The City shall i~~Investigate the advantages of a Citywide wireless communication network for its citizens in an effort to increase the accessibility of information and services.

**GOAL 8.2:**

~~**COORDINATE WITH PUBLIC EDUCATION ENTITIES TO ADEQUATELY FUND AND OPERATE A HIGH QUALITY EDUCATION SYSTEM THAT PROVIDES ADVANCED LEARNING OPPORTUNITIES. ENSURE QUALITY EDUCATIONAL OPPORTUNITIES AND PROGRAMS FOR ALL RESIDENTS OF THE CITY OF PEORIA.**~~

**Objective 8.2.A.A:**

Actively coordinate with local unified school districts, charter schools and private entities on the planning and construction of new and rehabilitated schools in concert with redevelopment, revitalization and development activities.

**Policy 8.2.A.1.1:**

~~The City shall continue to f~~oster open lines of communication with the respective school districts through the exchange of annual reports and mutual review of development proposals.

**Policy 8.2.A.2A.2:**

~~The City shall r~~request that developers of residential projects meet with the respective school district and that the district provide the City with projected enrollment and timing impacts such that this information can be included in Planning Commission and City Council staff reports.

**Policy 8.2.A.3A.3:**

~~The City shall p~~prepare and adopt allowances guidelines for the dedication of future school sites that meet district criteria and timing issues.

**Objective 8.2.B.B:**

Establish the appropriate location and connections for future educational facilities.

**Policy 8.2.B.1B.1:**

~~The City shall p~~promote sound site planning principles in locating safe, secure school sites.

**Policy 8.2.B.2.2:**

~~The City shall e~~ncourage schools to be located within the neighborhood they intend to serve and utilize enrollment boundaries that remain relatively constant over time.

**Policy 8.2.BB.3.3:**

~~The City shall e~~ncourage the connection of schools to surrounding residences through sidewalks, bicycle paths and trail systems that exhibit minimal, yet safe crossings of collector and arterial roadways.

**Objective 8.2.C:**

~~Maximize~~ Coordinate with local school districts for the provision of school facilities for additional recreational and civic activities.

**Policy 8.2.CC.1.1:**

~~The City shall c~~reate joint development opportunities to co-locate both schools and parks, as well as selected sites for swimming pools and satellite library facilities.

**Policy 8.2.CC.2.2:**

~~The City shall c~~oordinate the use of school facilities by civic or non-profit groups who require gathering or meeting space during non-school hours.

**GOAL 8.3:**

**COORDINATE FUTURE UTILITY INFRASTRUCTURE TO MINIMIZE REPITITIOUS IMPROVEMENTS.**

**Objective 8.3.A:**

Coordinate the planning and implementation of appropriate stormwater improvements that minimize flood hazards and are aesthetically pleasing ~~with federal and county governmental entities.~~

**Policy 8.3.A.1:**

~~The City shall c~~ontinue a to be a partner~~ship~~ with the Maricopa County Flood Control District in the planning and implementation of Area Drainage Master Plan updates that respect the natural character of the planning area.

**Policy 8.3.A.2:**

~~The City shall c~~ontinue to foster the joint use of retention basin facilities for both flood control and recreational activities.

**Policy 8.3.A.3:**

~~The City shall c~~ontinue itsthe involvement in all siting studies for SRP, APS, and regulated utility provider facilities within the Peoria Planning Area.

**Policy 8.3.A.4:**

~~The City shall r~~equire the inclusion of SRP/APS and other public/private utility facilities and line routes on development plan submittals.

**Policy 8.3.A.5:**

~~The City shall e~~valuate the implications of allowing areas affected by existing or proposed overhead electrical facilities to organize improvement districts for facility undergrounding.

**Policy 8.3.A.6:**

~~The City shall r~~equire the use of public wastewater systems for all types of development to minimize the potential for groundwater contamination.

**GOAL 4:**

**REDUCE MUNICIPAL OPERATING COSTS THROUGH USE OF NEW TECHNOLOGICAL ADVANCES IN CONSTRUCTION MATERIALS AND RETROFITTING PRODUCTS (LIGHTING, GLAZING, AND INSULATION).**

**Objective 4.A:**

Identify new advances in building components and operational practices.

**Policy 4.A.1:**

Ensure LEED certified buildings are maintained in accordance with the USGBC's LEED-EB Operations & Maintenance Program.

**Policy 1.A.2:**

Integrate concepts from the USGBC's LEED-EB Operations & Maintenance Program for application to non-LEED buildings.

**Objective 4.B:**

**Employ alternative energy in municipal operational practices.**

**Policy 4.B.1:**

Investigate the potential for a wind energy pilot project at the Lake Pleasant fire modular.

**Policy 4.B.2:**

Seek training on solar and geothermal technology to increase our resident understanding of required technology, implementation methods and financial viability.

**Policy 4.B.3:**

Conduct a feasibility study for installing solar power equipment at City-owned facilities (i.e. water reservoirs, parking structures).

## 8.c. PUBLIC SERVICES AND FACILITIES PLAN

~~The projected 10-year growth of the City, to an estimated 211,161 residents and buildout population of over 487,917 will prompt the significant expansion of the City's municipal services and facilities. Over the next 10 years, the City of Peoria will continue to grow, however, market volatility in this decade may alter the manner in which this growth will occur. Regardless, the City must be prepared to continue a high level of service in all capacities.~~

### POLICE

~~Over the next 10 years, the City will require additional police personnel to maintain its existing level of service. Again, this assumes that the population of the City by the year 2015 is approximately 211,161 residents. At the time that full buildout of the City is achieved, police personnel needs may exceed 843 police employees to serve and protect the City, given the existing levels of service and the projected buildout population.~~

A second police facility is programmed to be located at a strategic northern site, thus and providing sites to adequately serve all regions of the City. The northern facility will provide a full range of police services including Patrol, Criminal Investigations, Records and Property, and service as the primary location for Police employee training.

### FIRE

~~In the next 10 years, the City will require additional fire personnel, including engine companies, ladder companies, and battalions, to maintain its existing level of service. This assumes again, that the population of the City by the year 2015 will be approximately 194,000 residents. When full buildout of the City is achieved, fire personnel needs may exceed 400 persons given the existing level of service and the projected buildout population.~~

It is anticipated that ~~up to sixteen~~several fire protection facilities will be needed to service the City in the future. As ~~future~~ development occurs, new facilities will be sited in accordance with the location and

rate of new development, and the location of natural and man-made transportation barriers in the northern region of the City. Station placement will be made with the intent of best achieving the Fire Department's goal for an en-route-to-on-scene response-time of four (4) minutes, 90% of the time.

### WASTEWATER

The build-out it is estimated that the City could be operating up to five Water Reclamation Facilities. Currently, is currently operating three Water Reclamation ~~Facilities in three er the was~~ Planning area for Peoria consists of three adjoining geographic areas: southern, north central, and northwest. The southern geographic area is generally bounded by Beardsley Road on the north, 67<sup>th</sup> Avenue on the east, Northern Avenue to the south, and 115<sup>th</sup> Avenue to the west. The north central area is generally bounded by Beardsley Road on the south, Agua Fria River to the west, Lake Pleasant to the North and 67<sup>th</sup> Avenue to the east. The northwest area is generally bounded by Circle Mountain Road on the north, Cotton Lane to the west, ~~Jomax Pinnacle Peak~~ Road on the south and Agua Fria River to the east.

~~The wastewater collected from the southern region of Peoria is treated at the Butler Drive Water Reclamation Facility. The facility is located at 79<sup>th</sup> Avenue and Butler Drive alignment, just south of Olive Avenue. The ultimate capacity of the facility is 13.4 mgd and it is currently permitted for a capacity of 10 mgd. The effluent from this facility is recharged at the New River Agua Fria Underground Storage Project (NAUSP), which is operated by the Salt River Project and provides Peoria with long term water storage credits. A portion of the effluent produced is also used at the facility for process equipment and landscaping to reduce the consumption of potable water. In the future the City will be looking to expand the direct reuse system in the southern region of Peoria. conveyed to the Tolleson Wastewater Treatment Plant through the 99<sup>th</sup> Avenue Interceptor. The Southern Reclamation Facility is planned to come online in June of 2005. It will also treat wastewater from the southern region of Peoria. The effluent from this facility is proposed to be recharged and used directly.~~

The wastewater collected in the north central area is currently treated at the Beardsley Water Reclamation Facility. This facility is located at 111<sup>th</sup> Avenue and Beardsley Road. The ultimate capacity of the plant will be ~~126~~ mgd and it is currently permitted for a capacity of 4 mgd. The effluent provided is recharged onsite using basins. As the City continues to grow, direct applications of effluent will be available.

~~The wastewater collected in the northwest region is currently treated at the Jomax Water Reclamation Facility. The facility is located at Jomax Road, just west of El Mirage Road. The ultimate capacity of the plant will be 10 mgd and it is currently permitted for a capacity of 2.25 mgd. is developing per private developer master plans. These plans include building additional Water Reclamation Facilities to meet the needs of their developments and may be oversized by the City of Peoria as required by the City of Peoria Utilities Wastewater Master Plan. As these plants are completed, they will be operated and maintained by the City of Peoria. The effluent from this ese facilities facility is used to feed a direct reuse system within the adjacent master planned community. The direct reuse system issystem is used to provide irrigation water to the adjacent has been dedicated for direct use through irrigation within ththe e-master planned community in order to reduce the use or portable water. Reuse agreements are required for each connection that is made to the reuse systemsystem.~~

**SEE FIGURE 8-1**

### **PUBLIC FACILITIES PLAN**

#### **WATER RESOURCE PLANNING AREA**

Water Resource Planning Areas

The City has also divided the Planning Area into three-water resource planning areas to determine the source, quantity and timing of potable water supplies to serve its growing population and employment base. In addition, the City is divided into ~~twelve nine~~ pressure zones (~~six five~~ of which are in existing use) to serve the needs of sub-areas of the City. The North Central Arizona Project area includes the entire City north of Happy Valley Road/Pinnacle Peak Road. The source of water is the Pyramid Peak Surface Water Treatment Plant and the area is located within pressure zones 4, 5, 6, 7, 8 and 9. The South Central Arizona Project area includes that portion of the City located south of Happy Valley Road/Pinnacle Peak Road and north of New River (the on-off Salt River Project boundary). The ~~source of potable water in this area-sources of potable water in this area are~~ wells that provide the supply for adjacent reservoirs. This area is partially located within pressure zones 2, 3 and 4. The Salt River Project area includes all of the incorporated area south of New River. A combination of well and surface water (Greenway Water Treatment Plant) will be used to supply potable water for existing and future users. This area is located within pressure zones 1 and 2.

### **STORMWATER**

Regional planning for stormwater has been accomplished by the Maricopa County Flood Control District, in partnership with the City, through the preparation of four Area Drainage Master Plans (ADMP) and two water course master plans. The ADMP's have been prepared to identify the intent and implementation of flood control measures for the Wittman, North Peoria, Glendale/Peoria, and Maryvale study areas. The watercourse master plans identify the potential lateral migration and hydraulic impacts associated with structural/non-structural protection methods on unchannelized portions of the Agua Fria and New Rivers. Generally the intent of these master plans is to preserve the natural drainage channels and establish erosion setbacks that allow a more natural and sustainable approach to minimize flood hazards. The City has developed a comprehensive storm drainage collection and detention system to minimize flood damage. Detention basins are located to provide joint flood/recreational use and accessibility for adjacent residents.

### **PRIVATE UTILITIES**

The provision of electricity, natural gas, and telephone service are provided by privately held corporations. Electricity is provided by both Arizona Public Service (APS) Company and Salt River Project (SRP). Generally SRP serves the majority of the developed area of the City, while APS serves the downtown area and the entire area northwest of New River. APS also manages the Agua Fria Generating Station that is the major source for the City's electricity. APS has identified a significant amount of system expansion within the northwest region of the City over the next 10 years. The expansion will mainly be targeted at providing a loop of 69 Kv substations to serve the area south of State Route 74 and west of the Agua Fria River and using Dove Valley Road as a significant overhead ~~powerline~~ power line corridor. Natural gas service is provided by Southwest Gas Company to the majority of the Planning Area. However, Black Mountain Gas Company provides service in a small area north of Dove Valley Road. Bulk natural gas is supplied by El Paso Natural Gas that has two major transmission lines that are located within the Planning Area. Telephone service is provided by Qwest Communications, Inc. to the majority of the Planning Area. However, Accipiter Communications, Inc. is the certificated provider for the far northern region of Peoria.

### **OTHER PUBLIC FACILITIES**

As identified previously, the City is not directly responsible for the provision of education or health care facilities. However, both types of facilities play a large role in defining the quality of life in the City. The Planning Area includes the area within the district boundaries of the Peoria and Deer Valley Public

School Districts. The conceptually recommended sites for both elementary/junior high (Grades K-8) and high school.

**8.D. IMPLEMENTATION PROGRAM**

The Implementation Program for the Public Services and Facilities Element is presented in Table 8-2, *Public Services and Facilities Implementation Program*. The table is presented under the following four headings:

**Implementation Measure** — Lists the action necessary to carry out the Public Services and Facilities 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 8-2 — Public Services and Facilities Implementation Program**

Implementation Measure	Lead Department/ Agency	Projected Timeframe (Years)	Potential Funding Sources
1. Update Capital Improvement Plan (CIP).	All City Departments	Annually	* Operating Fund Revenues
2. Establish Northern Peoria Public School Joint Use / Compact (i.e. through Memorandum of Understanding).	Community Services Department	Ongoing	* General Fund Revenues * Inter-jurisdiction coordination
3. Participate in APS/SRP Major Facility Siting Studies.	Engineering & Public Works Department	Ongoing	* General Fund Revenues
4. Update City Integrated Utility Infrastructure Master Plan Water Water Resources Water Infrastructure Wastewater Reuse Water Master Plan.	Utilities Department; / Consultants	5	* Water & Wastewater Operating Funds * Development Impact Fees
5. Update City Wastewater Master Plan.	Utilities Department / Consultant	5	* Development Impact Fees * Wastewater Operating Fund
6. Update Water Infrastructure Master Plan.	Utilities Department / Consultant	5	* Water Operating Fund * Development Impact Fees
7. Update Water Reuse Master Plan.	Utilities Department / Consultant	5	* Water & Wastewater Operating Funds * Development Impact Fees
Update City Municipal Space Planning Study	City Manager	9-11	General Fund Revenues — CIP

8. PUBLIC SERVICES AND FACILITIES ELEMENT

<del>Update Glendale/ Peoria Area Drainage Master Plan (ADMP)</del>	<del>Engineering; Public Works; FCD; City of Glendale; Consultants</del>	<del>0-1</del>	<del>CIP; Capital Projects-outside sources</del>
<del>Update North Peoria's Area Drainage Master Plan (ADMP)</del>	<del>Engineering; Public Works; FCD; Consultants</del>	<del>0-1</del>	<del>CIP; Capital Projects-outside sources</del>

~~Source: City of Peoria, 2001; Amended 2009~~

<del>Implementation Measure</del>	<del>Lead Department/ Agency</del>	<del>Projected Timeframe (Years)</del>	<del>Potential Funding Sources</del>
<del>8. Update City Municipal Space Planning Study</del>	<del>City Manager</del>	<del>9-11</del>	<del>* General Fund - Revenues - CIP</del>
<del>9. Update Glendale/ Peoria Area Drainage Master Plan (ADMP)</del>	<del>Peoria Engineering &amp; Public Works Department/FCD/ City of Glendale/ Consultant</del>	<del>0-1</del>	<del>* CIP * Capital Projects -outside sources</del>
<del>10. Update North Peoria's Area Drainage Master Plan (ADMP)</del>	<del>Peoria Engineering &amp; Public Works Department/FCD/ Consultant</del>	<del>0-1</del>	<del>* CIP * Capital Projects -outside sources</del>

~~Source: City of Peoria, 2001; Amended 2003~~

~~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.~~

**SEE FIGURE 8-1**  
**PUBLIC FACILITIES PLAN**

## 9. RECREATION AND OPEN SPACE ELEMENT

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*The City of Peoria is committed to providing meaningful open space and a variety of parks and recreation facilities that provide enjoyment for its residents and visitors of all ages. As the only City in the State to contain a major lake (Lake Pleasant), the City offers a wide range of outdoor opportunities for its many users. The natural characteristics of its landforms, rivers and drainage ways presents opportunities to promote a contiguous system of wildlife corridors and recreational linkages to parks, schools, open spaces, neighborhoods and employment areas in the City.*

---

The Recreation and Open Space Element is organized in the following manner:

- 9.a. Introduction
- 9.b. Goals, Objectives and Policies
- 9.c. Recreation and Open Space Plan
  - 9-c.1 Park and Recreation Facilities
  - 9-c.2 Paths and Trails
  - 9-c.3 Open Space
- 9.d. Prioritization of Future Projects

### 9.A. INTRODUCTION

The 2006 Parks, Recreation, Open Space, and Trails Master Plan (PROST) shall serve as the specific planning document for planning, development and provisioning of facilities for parks, recreation, open space, and trails for the City of Peoria and is supported and enabled by the goals, objectives, policies, and strategies identified in the Recreation and Open Space Element of the General Plan.

The Recreation and Open Space Element provides a framework to identify, acquire and enhance a system of open space areas and recreation facilities within the Peoria Planning Area. The system is intended to provide an appropriate level of open space and parks acreage. Connectivity and linkages necessary to serve existing and future residents of the City through the rivers and trails corridors, canals, utility corridors and pathways provide both passive and active recreation areas allowing the use of alternative transportation modes that enhance social interaction. Equally important, this element recognizes the value of regional destinations that, linked with neighboring jurisdictions, support a seamless system of open spaces and recreation facilities.

Peoria continues to experience rapid growth throughout the community with much of the southern half of the city--the areas south of Pinnacle Peak Road--approaching build out. Development is extending residential activity into the north and northwestern regions of the City which will create additional demands for park facilities and for organized recreation programs and natural open spaces. The north and northwest regions of the City are fortunate to have significant Sonoran Desert vegetation and landforms. These resources will require a sensitive approach for both open space conservation and future park development needs.

The Park/Open Space (P/OS) designation within the Land Use Map of the General Plan (see Figure 2-1, Land Use Map) denotes those large areas optimally suited to be maintained or enhanced in their natural condition based on their environmental value or developed with recreation activities within the City. Residential development, at densities up to one (1) dwelling unit per acre, is permitted in these areas

subject to compliance with the City’s Hillside Development Ordinance, Desert Lands Conservation Ordinance (DLCO) and other applicable regulations involving lands exhibiting environmental significance. Specific open space and park areas are graphically illustrated on Figure 9-1, *Parks, Open Space and Trails Master Plan*.

Those areas designated for Open Space are controlled by several classes of entities including private property owners, the Arizona State Land Trust, the Bureau of Land Management, the Bureau of Reclamation and Maricopa County. In order to secure these areas as dedicated open space, specific open space acquisition methods, requirements and procedures will be necessary. The Peoria Desert Lands Conservation Master Plan identifies numerous acquisition/preservation techniques to enhance the network of open space areas. The extent to which open space can be added to the public domain or protected depends on the availability of the acquisition/preservation techniques and the public’s commitment to financially support such actions. Further study of the existing and potential open space network and acquisition techniques will be required through the upcoming years.

The foundational goal for park facilities level of service is one park per square mile. This is the base standard by which the City plans for developing areas. The *City of Peoria 2006 PROST* includes specific standards for future desired park types and for major recreational facilities to be located within the City in the future. The Level of Service (LOS) standards quantify a community’s expressed provision for park acreage or facilities for a standard. Table 9.1, *Recommended Park Level of Service standards*, includes specific standards for the desired park types and major recreational facilities to be located within the City in the future.

**Table 9-1 Recommended Park Level of Service Standards**

Park Type	Parks Required	Parks Needed	Acres Needed
Neighborhood Park	31	5	43.75
Community Park	3	1	75.00
Regional Park (Lake Pleasant not included)	1	1	300.00
Open Space			1556.00
Total: Parkland/Open Space Need (Acres)			1974.75

The City is utilizing these Levels of Service to calculate the need and conceptually locate facilities using the 2008 population estimate of 155,560. The defined “need” to provide park sites, open space, recreation acreage and recreation facilities to enhance the level of service to the existing and future population is presented in Table 9-2, *Park Facility Needs*.

**Table 9-2 Park Facility Needs (Based on 2008 Estimated Population of 155,560)**

Facility	Level of Service	Existing Facilities	Required	Need
Baseball	25,000	13	6	-7
Little League	12,500	11	12	1
Softball	7,500	6	21	15
Soccer	7,500	20	21	1
Multi-use Fields	5,000	31	31	0
Basketball Courts	5,000	41	31	-10
Hand/Racquetball	50,000	2	3	1
Volleyball	12,500	12	12	0
Tennis	5,000	24	31	7
Picnic Ramadas	2,000	87	78	-9
Swimming Pools	35,000	3	4	1
Children Play Area	5,000	33	31	-2

**9. RECREATION AND OPEN SPACE ELEMENT**

<u>Facility</u>	<u>Level of Service</u>	<u>Existing Facilities</u>	<u>Required</u>	<u>Need</u>
Skateboard Parks	100,000	1	2	1
Off-leash/Dog Parks	100,000	0	2	2
Community Center w/ Gymnasium, Handball / Racquetball, Fitness Area	50,000	2	3	1
Special Use Indoor Facilities, Meeting / Class Rooms	50,000	2	3	1

The City currently is, or will soon be, managing and/or maintaining open space acreage for recreational activities. Open space in the form of drainage ways, retention, and linkages currently exists within some planned area developments. The open space acreage dedicated by new and future planned area developments needs to account for and provide the service area coverage for the overall City of Peoria population and not just for the populations of the individual developments. Function, activities, and facilities within the proposed open space acreage will determine their overall recreational value for the Parks, Recreation, and Open Spaces system.

**Table 9-3 Park Sites and Parkland Acreage Needs**

**Population: 155,560 Year: 2008**

<u>Park Type</u>	<u>Minimum Size</u>	<u>Service Area</u>	<u>Service Area (pop.)</u>	<u>Acres / 1,000 pop</u>
Neighborhood Park	8.75 Ac	1/2 mile radius	5,000	1.75
Community Park	75 Ac	3 miles radius	50,000	1.5
Regional Park	300 Ac	10 mile radius	100,000	3
Open Space	Varies	10 mile radius	n/a	10
<u>Total Park Lands / 1000 Population</u>				<u>16.25</u>

Note: Parkland need based upon number of park sites deficient multiplied by minimum park type need. Open space need based upon acres/1000 multiplied by current population.

The Regional Park and Open Space classifications can provide opportunities to develop Linear, Special Use and/or Conservancy Parks that offer additional recreational resources in the community that are not being met by developing only Neighborhood and Community Parks. Linking parks and other public and commercial uses, providing enhanced opportunities for organized recreation, and preserving the culture and heritage of a community are important components to augment typical parks that enhance the quality of life in the City of Peoria.

**9.B. GOALS, OBJECTIVES AND POLICIES**

**GOAL 9.1:** **DEVELOP AN ACCESSIBLE, COMPREHENSIVE, INTEGRATED, HIGH-QUALITY PARKS, RECREATION AND OPEN SPACES SYSTEM SERVING THE NEEDS OF PEORIA RESIDENTS.**

**Objective 9.1.A**

Coordinate and incorporate principles and policies of the General Plan Recreation and Open Space Element, the Trails Master Plan, the Rivers Master Plan and the Desert Land Conservation Plan, the Northern Peoria Parks and Open Space Plan and the 2006 Parks, Recreation, Open Spaces and Trails Master Plan.

**Policy 9.1.A.1**

~~The City shall~~ coordinate with the Arizona State Land Department (ASLD) for the designation, disposition and acquisition of lands classified as open space under their management within the Peoria Planning Area.

**Policy 9-1.A.2**

~~The City shall p~~rovide additional dedicated open space, linear parks, special use parks/conservancy parks and trails along the New River, Agua Fria River, mountain areas and Lake Pleasant basin.

**Policy 9-1.A.3**

~~Coordinate The City shall work~~ with developers during the master planning stage and the plan review process to set aside key contiguous open space areas, corridors and/or linkages through dedications, conservation easements, or open space designations.

**Policy 9-1.A.4**

~~The City shall s~~upport Bureau of Land Management (BLM) and Arizona State Land (ASLD) policies for maintaining areas north of State Route 74 as resource and conservation areas, and shall support and maintain areas north of SR 74 as resource conservation areas or recreation management zones which target specific recreation niches.

**Objective 9-1.B**

**Conduct attitudinal surveys to ensure that recreational needs and degree of satisfaction are incorporated into future system planning.**

**Policy 9-1.B.1**

~~The City shall c~~onduct a statistically valid Household Resident Survey between updates of the Parks, Recreation, Open Spaces, and Trails Master Plan that is designed to assess changing interests, needs, and level of satisfaction pertaining to parks, recreation and open spaces.

**Objective 9-1.C**

**Ensure that future parks and recreational facilities are designed and located in conformance with accepted service area and population standards.**

**Policy 9-1.C.1**

~~The City shall a~~chieve the park level of service standards outlined in this Chapter.

**Objective 9-1.D**

**Explore and adopt new, innovative revenue sources to acquire land, redevelop, construct new facilities, maintain existing and new facilities, and provide diverse recreational programs for all ages.**

**Policy 9-1.D.1**

~~The City shall e~~ncourage the use of innovative methods of property acquisition, including scenic and special purpose easements, purchase or transfer of development rights and tax incentives for private landowners.

**Policy 9-1.D.2**

~~The City shall e~~stablish and/or reinforce mutually beneficial partnerships with public agencies such as the Corps of Engineers, Maricopa County, State Parks and private land developers that can provide financial support for on-going parks, recreation and open space facilities.

**Policy 9-1.D.3**

~~The City shall e~~ncourage the use of Foundations and Gifts as significant non-profit, tax exempt, revenue sources for promotion of specific recreation and open space causes, activities or issues.

**Objective 9.1.E**

Provide a coordinated process to prioritize land acquisition, design, and the construction and operation of all new parks and recreational facilities in the City.

**Policy 9.1.E.1**

~~The City shall r~~espond to the highest priority needs identified in the Household Resident Survey, including open space acquisition and conservation, trails development and community recreation centers.

**Policy 9.1.E.2**

~~The City shall u~~tilize the Implementation Program developed as a part of this Master Plan, which identifies specific action priorities, responsibilities and potential funding mechanisms.

**Policy 9.1.E.3**

~~The City shall continue to i~~ntegrate the prioritized parks, recreation and open space needs identified in this Master Plan with the City's Capital Improvements Program (CIP).

**Policy 9.1.E.4**

~~The City shall c~~ontinue to utilize developer agreements that specify their dedication of land, development of park land and/or payment of fee in lieu to the City.

**Policy 9.1.E.5**

~~The City shall c~~ontinue to coordinate its conceptual locations for park acreage with the Peoria Unified School District (PUSD), the Deer Valley Unified School District (DVUSD) and/or any other school district located within the city limits, in an effort to provide joint use recreation facilities and programming throughout the City.

**Policy 9.1.E.6**

~~The City shall i~~ncorporate new park, open space, and path and trail facilities for existing, older neighborhoods and areas in order to address changing recreational interests and trends.

**Objective 9.1.F**

Promote the development of parks, recreational, open space, and path and trail facilities, which encourage and support economic development throughout the City.

**Policy 9.1.F.1**

~~The City shall i~~ntegrate parks, recreation and open space with new Planned Area Development and mixed-use development projects, such as the Peoria Sports Complex, Rio Vista Community Park and environmental conservation areas that provide unique and high quality opportunities to attract new residents and tourism.

**GOAL 9.2: DEVELOP A SAFE, FUNCTIONAL, AND ENJOYABLE PARK SYSTEM.**

**Objective 9.2.A**

Design, construct and maintain all new and redeveloped facilities in conformance with local, state, and national building codes, ordinances, and acts.

**Policy 9.2.A.1**

~~The City shall~~ utilize the Peoria Zoning Ordinance and Subdivision Ordinance, Americans with Disabilities Act (ADA), Desert Lands Conservation Ordinance, (DLCO), and the Peoria Parks, Recreation, Open Space, and Trails Master Plan to design and construct all park, open space, and path and trail improvements.

**Policy 9.2.A.2**

~~The City shall e~~valuate all new park equipment and site amenities to minimize safety hazards in their selection for new and existing City park sites.

**Policy 9.2.A.3**

~~The City shall m~~onitor the physical condition of existing park facilities and repair , remove, and/or replace damaged or worn elements to continue to provide a well maintained and attractive parks and recreation system.

**Policy 9.2.A.4**

~~The City shall c~~onsider Crime Prevention Through Environmental Design (CPTED) principles and guidelines.

**Objective 9.2.B**

**Manage all park facilities in a manner that is fiscally responsible and maintains appropriate service levels for all types of users.**

**Policy 9.2.B.1**

~~The City shall p~~romote community volunteer programs that can assist in the on-going implementation and maintenance of parks, recreation, open space, and paths and trails facilities.

**Policy 9.2.B.2**

~~The City shall i~~dentify and develop an on-going park, open space, and paths and trails facilities replacement and updating program to ensure that existing parks facilities maintain appropriate service levels.

**Objective 9.2.C**

**Include tailored site amenities within park, open space, and paths and trails facilities that are based on resident feedback and will enhance the user experience.**

**Policy 9.2.C.1**

~~The City shall d~~develop a comprehensive listing of site amenities, for presentation to residents in the park service area, that users desire and the City supports.

**GOAL 9.3: DEVELOP A COMPREHENSIVE AND DIVERSE RECREATION PROGRAM.**

**Objective 9.3.A**

**Conduct attitudinal surveys to measure program participant satisfaction and make necessary adjustments to programs and activities.**

**Policy 9.3.A.1**

~~The City shall continue to c~~onduct recreational program satisfaction surveys at the completion of its recreation programs and strive to make adjustments that will help meet changing needs.

**Policy 9.3.A.2**

~~The City shall continue to a~~Administer recreational program satisfaction surveys designed to address specific facilities and activities at regular intervals.

**Policy 9.3.A.3**

~~The City shall be r~~esponsive to the high need identified for teen recreational programs in the Household Resident Survey.

**Objective 9.3.B**

**Evaluate the need for parks, recreation, open space, and paths and trails facilities and designate specific facility types and service areas based on current and future programming opportunities.**

**Policy 9.3.B.1**

~~The City shall continue to be r~~esponsive to current and changing needs identified through program satisfaction surveys and the Household Resident Survey conducted for the Parks, Recreation and Open Spaces Master Plan (2002).

**Policy 9.3.B.2**

~~The City shall c~~ontinue to evaluate growing and changing recreational needs and opportunities presented by large scale, Planned Area Developments currently being planned for northern Peoria.

**Objective 9.3.C**

**Develop public and private partnerships to enhance joint sharing of recreational resources.**

**Policy 9.3.C.1**

~~The City shall c~~ontinue building a partnership with Maricopa County and the use of the Lake Pleasant Regional Park recreational facilities to conduct diversified programs that can help augment the City's Parks and Recreation System and benefit the County through increased Park user fees.

**Policy 9.3.C.2**

~~The City shall c~~ontinue building a partnership with all School Districts located within the City limits to augment the City's parks and recreational system through coordination of the School Districts' master planning process and the City's parks development program.

**Objective 9.3.D**

**Develop a system of fees and charges that provides access to all programs and services regardless of age, income level or resident status.**

**Policy 9.3.D.1**

~~The City shall c~~ontinue to implement the current fees and charges system that includes a federal subsidy to help provide financial assistance to those who are unable to pay the full fees and charges to participate in the City's recreational programs.

**Objective 9.3.E**

**Seek out and utilize a variety of marketing opportunities to increase program awareness and identify new program opportunities.**

**Policy 9.3.E.1**

~~The City shall c~~ontinue to update the Peoria Community Services web page to provide friendly comprehensive parks and recreation system information, including a current map of the City's Park System, the Parks, Recreation, Open Spaces, and Trails Master Plan, and current recreational programming opportunities.

**Policy 9.3.E.2**

~~The City shall e~~ncourage program registration via the internet to promote convenience and provide the City with a real time data base of program user information.

**Policy 9.3.E.3**

~~The City shall continue c~~oordinate ~~ion~~ with neighboring communities and landowners, such as Glendale, Phoenix, and Maricopa County to share parks and recreational system information that can be mutually beneficial.

**Policy 9.3.E.4**

~~The City shall d~~velop a current parks and recreation open space path and trail system miniature color brochure that can serve as a hand-out for citizens, current and future recreational system partners, and other interested individuals or agencies.

**Objective 9.3.F**

**Provide city-wide opportunities for integration of future recreational trends.**

**Policy 9.3.F.1**

~~The City shall e~~ncourage research, such as professional recreational society networking and surveys, that identify current and potential future recreational trends and incorporate the findings with future recreation programming and master planned development.

**Policy 9.3.F.2**

~~The City shall s~~tipulate that master planned development projects in the undeveloped areas of the City provide for parks open space path and trail dedication that provides for variably sized, contiguous and connected land areas, within the development to allow for future integration of recreational facilities.

**GOAL 9.4:**

**DEVELOP AN OPEN SPACE SYSTEM THAT IS ENVIRONMENTALLY SENSITIVE AND SELF-SUSTAINING.**

**Objective 9.4.A**

**Preserve the diverse ecologies provided by park and open space environments.**

**Policy 9.4.A.1**

~~The City shall d~~velop and implement a Mountain Preserve program that identifies preservation, conservation and management of significant natural areas such as mountain range groups, hillsides, floodplains, rivers, and wash corridors.

**Policy 9.4.A.2**

~~The City shall i~~dentify and promote a contiguous system of natural features (such as slopes, peaks, ridges, rock outcroppings, stands of vegetation and washes) for protection and/or preservation through means including, but not limited to TDRs ('Transfer of Development Rights'), as part of land trusts, as conservation easements, or incorporation into developments as design features.

**Policy 9.4.A.3**

~~The City shall e~~ncourage the preservation of significant natural features such as hillsides and floodplains and the re-vegetation of rivers and washes to enhance their recreational attraction, preserve wildlife habitats, and enhance their aesthetic value.

**Policy 9.4.A.4**

~~The City shall s~~tipulate that open space, required as a component of Planned Area Developments, should be protected by Covenants, Conditions and Restrictions or by agreement with the City or other public entity.

**Objective 9.4.B**

**Utilize appropriate vegetation types and water conserving principles to ensure climatic relief and minimize the demands of the City's water supply.**

**Policy 9.4.B.1**

~~The City shall c~~omply with the Arizona Department of Water Resources (ADWR) guidelines for water conservation by advocating for the utilization of the Department's list of acceptable, low water use plant materials.

**Objective 9.4.C**

**Develop appropriate architectural and structural criteria that mitigate climatic extremes, protect adjacent flora and fauna, and reflect the contextual regional aesthetics.**

**Policy 9.4.C.1**

~~The City shall continue to r~~equire design consultants to coordinate design character solutions for development projects that respond to the natural site context (mountainous areas, river corridors, Lake Pleasant basin). Specific design criteria to be utilized for all design elements shall be established and approved by the City during the master planning process.

**Policy 9.4.C.2**

~~The City shall p~~rotect view corridors through the generous buffering or screening, judicious placement of structures, as well as the imposition of reasonable height limitations on structures and signs.

**Policy 9.4.C.3**

~~The City shall r~~require a visual assessment for new developments identifying areas with a high degree of visual quality and including methods of protecting and/or mitigating impacts.

**GOAL 9-5:**

**DEVELOP A SAFE, MULTI-USE AND INTER-CONNECTED PATH AND TRAIL SYSTEM THROUGHOUT THE CITY.**

**Objective 9.5.A**

**Design and construct a paths and trails system along river corridors.**

**Policy 9.5.A.1**

~~The City shall u~~tilize the Parks, Recreation, Open Space, and Trails Master Plan (PROST), the Trails and Rivers Master Plan, the Peoria Desert Lands Conservation Ordinance (DLCO) and the General Plan to coordinate with master planned development projects adjacent to the river corridors to identify appropriate paths and trails corridors and linkages.

**Policy 9-5.A.2**

~~The City shall u~~Utilize appropriate regional planning documents such as but not limited to the West Valley Recreation Corridor Plan (MCFCD, 1999), The West Valley Multi-Modal Transportation Corridor Master Plan (MAG, 2001) and the Maricopa County Regional Trail System Plan (Maricopa County Trail Commission, 2002). The City shall continue to coordinate the master planning and development of projects adjacent to the New River and Agua Fria River corridors with the New River and Agua Fria Watercourse Master Plans, and The West Valley Multi-Modal Transportation Corridor Master Plan.

**Objective 9-5.B**

**Develop a system of paths and trails that connects major recreational, educational and economic centers throughout the city and adjacent cities.**

**Policy 9-5.B.1**

~~The City shall u~~Utilize the Desert Lands Conservation Ordinance (DLCO), Peoria Parks, Recreation, Open Space, and Trails Master Plan (PROST), Peoria Rivers and Trails Master Plans, and the General Plan to coordinate with master planned development projects to identify appropriate paths and trails corridors and linkages.

**Policy 9-5.B.2**

~~The City shall c~~Coordinate paths and trails linkages with the Cities of Glendale, Phoenix, Surprise, Maricopa County, MAG and the Maricopa County Flood Control District.

**Policy 9-5.B.3**

~~The City shall c~~Coordinate paths and trails linkages with City and Valley Metro transit systems.

**Policy 9-5.B.4**

~~The City shall s~~Support the use of canal systems, such as the Central Arizona Project Canal (CAP) and Beardsley Canals, as recreation corridors that link regional parks.

**Policy 9-5.B.5**

~~The City shall s~~Support the use of utility corridors, such as power lines, as recreation corridors that help link city and regional parks, recreation and open spaces.

**Objective 9-5.C**

**Develop a paths and trails system in open space and mountain preserve areas that provides accessible links to other trail systems.**

**Policy 9-5.C.1**

~~The City shall p~~Provide public access to open space and river corridors wherever possible.

**Objective 9-5.D**

**Establish a management plan for the development and upkeep of the total trail system.**

**Policy 9-5.D.1**

~~The City shall continue to c~~Coordinate future paths and trails development with the Peoria Paths and Trails Master Plan Implementation Program.

**Policy 9-5.D.2**

~~The City shall continue to c~~oordinate trails development and on-going maintenance as part of the City's CIP and maintenance budgeting process.

**Policy 9-5.D.3**

~~The City shall e~~ncourage and promote benefits of volunteer labor and material donations for trails development and maintenance to help expedite the development of the City's trail system and its linkages with adjacent landowners.

**GOAL 9-6:**

**DEVELOP A PARKS, RECREATION AND OPEN SPACES SYSTEM THAT PRESERVES AND ENHANCES CULTURAL RESOURCES.**

**Objective 9-6.A**

**Preserve, protect, enhance and promote local historical and cultural resources in the design and development of existing and new facilities.**

**Policy 9-6.A.1**

~~The City shall continue to c~~oordinate the preservation and conservation of cultural resource areas located in the northern Peoria reaches of the Agua Fria and New River corridors and surrounding mountain areas with the State Historic and Preservation Office (SHPO), and current and future private development projects.

**Policy 9-6.A.2**

~~The City shall p~~romote and require appropriate design character for architecture and site amenities for private and public development projects that draws upon the specific cultural resources or historical heritage within or adjacent to the development area.

**Objective 9-6.B**

**Develop management agreements with public and private entities to ensure appropriate use and preservation of cultural and historical resources for future generations.**

**Policy 9-6.B.1**

~~The City shall d~~velop new or amended Inter-Governmental Agreements (IGA) with the State Land Department, Maricopa County, Bureau of Reclamation, and the Bureau of Land Management to incorporate provisions for preservation, conservation and interpretation of unique cultural resource sites in northern Peoria as identified in the Peoria Rivers Master Plan and Peoria Desert Lands Conservation Master Plan.

**Policy 9-6.B.2**

~~The City shall d~~velop new management agreements with private landowners in cultural and historic resource areas in northern Peoria to preserve, or dedicate these areas for future potential interpretive uses and protection.

**Objective 9-6.C**

**Enhance community awareness and increase public support of local cultural opportunities through appropriate park and recreational programs and activities.**

**Policy 9-6.C.1**

~~The City shall c~~ontinue to provide cultural activities through its recreation programming and tailor specific activities to the needs of its residents.

**Policy 9-6.C.2**

~~The City of Peoria shall s~~trive to pursue corporate sponsorship of its art/culture series and public group participation (i.e., Kiwanis, Boy and Girl Scouts) to enhance historic or landmark properties in the City.

**GOAL 9-7:**

**APPROPRIATELY PLAN THE UNIQUE RECREATIONAL RESOURCES OF THE NORTH PLANNING AREA OF PEORIA THROUGH FUTURE MASTER PLANNED DEVELOPMENT.**

**Objective 9.7.A**

**Enhance contiguous open space qualities through coordinating master planned development projects.**

**Policy 9.7.A.1**

~~The City shall d~~iscuss the Goals, Objectives and strategies outlined in this Chapter with developers during initial planning coordination meetings to emphasize the importance of understanding the relationship of their project(s) to Peoria's comprehensive parks, recreation, and open spaces system and to explain the specific planning and design criteria that will be required for their project(s).

**Policy 9.7.A.2**

~~The City shall r~~require that private developers coordinate locations of designated open space between master planned projects to increase the size of contiguous open space areas.

**Policy 9.7.A.3**

~~The City shall r~~require that master planned development projects in the North Planning Area provide designated unrestricted open space areas that provide diverse opportunities for parks, recreation and trails development.

**Policy 9.7.A.4**

~~The City shall r~~require that areas designated for parks and recreation facilities be appropriately sized and effectively configured to meet minimum spatial criteria.—~~In cases where topography and drainage conditions restrict opportunities for planning and implementation of large contiguous open space areas that can be used for regional and community facilities, the developer shall provide the required facilities in alternate compatible areas of the City or provide cash in lieu of development of the facilities for future implementation by the City.~~

**Objective 9.7.B**

**Incorporate topographic and drainage opportunities and constraints with master planned development.**

**Policy 9.7.B.1**

~~The City shall s~~tipulate that master planned development projects in the mountainous areas of the North Planning Area provide funding for unrestricted public parks, recreation and open space in lieu of providing like facilities where topographic and/or drainage constraints are prohibitive.

**Policy 9.7.B.2**

~~The City shall s~~tipulate that development projects adjacent to the Agua Fria and the New River coordinate opportunities to designate open space and continuous linkages from the river corridors to surrounding foothills and mountainous areas, including trails, parks and conservation areas.

## 9.C. RECREATION AND OPEN SPACE PLAN

### 9-C.1 PARK AND RECREATION FACILITIES

#### ~~9-C.1 PARK AND RECREATION FACILITIES~~

Park and Recreation Facilities for the City of Peoria range from small pocket parks to large regional parks. The range of activities in the parks is passive uses, walking, picnicking to active sports uses. While these ranges cover the broad spectrum of park types and uses the majority of parks will fall into standardized categories; Neighborhood Parks, Community Parks and Regional Parks.

These standard categories are the baseline or “typical” type and definition of desired parks. The City of Peoria has rich cultural, historical, topographic, vegetative, view shed, and habitat resources that may not always fit within the “typical” definition. Every effort in planning, design and operations of each individual park should take into account and reflect these resource values. The plan addresses these resource values in the park locations, sizes and potential uses. Further efforts in bringing these planned and proposed parks on line must support this philosophy to achieve the vision.

#### ~~PARK TYPES: DEFINITIONS AND STANDARDS~~

##### **NEIGHBORHOOD PARKS**

The purpose of the Neighborhood Park is to serve the recreational needs (level of service (LOS) of the immediate surrounding neighborhood, and is designed to service an approximate population of 5000. The recommended service area for a neighborhood park is ½ mile, thus keeping it within walking distance of the surrounding residences. The typical size of a neighborhood park is 10 acres (useable space; net, of roads, slopes, tracts, flood zones, washes, etc.), with a recommended size of 10-15 acres (8.75 acres is minimum allowable size). A neighborhood park should connect to neighborhoods and open spaces, and be sited adjacent to elementary schools and retention basins where possible. In the mountainous northern areas of the city special accommodations due to lower densities may be recognized to adjust the service radius while still maintaining the LOS population. As a neighborhood destination off street paths and trails should be provided to connect the park to the neighborhood and greater community path and trail system.

##### **COMMUNITY PARKS**

Community Parks should be accessible to many neighborhoods and their LOS service area, providing parking, safe bike and pedestrian access and intensive recreation opportunities. These parks usually include all of the uses contained in Neighborhood Parks but have additional acreage for athletic fields, courts, and special use facilities such as urban lakes, skate parks, large group picnic facilities, recreation centers, etc. Community Parks typically serve a larger area and population within a 3 mile radius (5 mile maximum under special circumstances). Recommended service is for an approximate population of 50,000. The Typical size for a Community Park is 60 – 100 acres, with 80 acres as the recommended minimum size.

##### **REGIONAL PARKS**

Regional Parks can serve a singular, specific, or diverse recreational opportunity that provides an added dimension to the entire park system. Regional parks can serve to provide a regional sport facility, such as the Peoria Sports Complex, or it can provide a venue for multi-use activities such as Little League play and special events. Regional Parks can provide a specific use or a wide range of active, passive and

natural areas/open space that attract users from the entire City as well as the entire Valley. Regional Parks typically contain a large amount of acreage that exhibits characteristics where openness, natural features, or planned improvements are served by arterial roadways, adequate parking, and compatible adjacent land uses. Regional parks generally range in size of to 400 acres and serve a population of up to 100,000, within a 30-minute drive time.

**SPECIAL USE PARK**

A special use park is dedicated to specific or single purpose recreational activities such as golf, nature centers/preserves, equestrian staging areas, amphitheaters, or sports complexes, in addition to recreation centers that provide a variety of special events and activities. Their purpose is to enhance the multi-use year-round recreational opportunities for residents of the City. Special uses generally fall into three categories:

- Historic/cultural/social sites - unique local resources offering historical, educational, and cultural opportunities.
- Recreation Facilities - specialized or single-purpose facilities, including community centers, senior centers, community theaters, hockey arenas, marinas, golf courses, and aquatic parks.
- Outdoor Recreation Facilities - tennis centers, softball complexes, sports stadiums, equestrian centers, and open space/mountain preserves/natural preserves.

**FUTURE PARK NEEDS**

The future park acreage needs for the residents of the City of Peoria are based on anticipated population projections and preferred locations in the City and application of the recommended standards. The statistical tabulation of needed parks, per classification type and land area is listed in Table 9.1 Recommend Parkland and Future Needs.

Table 9-4 Future Park Need

Year/Population*	Park Type	Parks Required	Parks Needed
2008 / 155,560	Neighborhood	31	5
	Community	3	1
	Regional (Lake Pleasant not included)	1	-1
2011 / 161,231	Neighborhood	32	6
	Community	3	1
	Regional (Lake Pleasant not included)	2	0
2015 / 182,938	Neighborhood	37	11
	Community	4	3
	Regional (Lake Pleasant not included)	2	0

\*Peoria Growth Trends Analysis (2009)

\*Peoria Growth Trends Analysis (2009)

**New Park Siting Program**

The approach to siting the new facilities identified in the Park Quantity and Acreage Development Program is to adequately serve City residents that are not being reached with the service areas of the existing facilities. To achieve the vision and goal of the City of Peoria the following criteria should be utilized when siting or acquiring land for a new park:

Identify major physical barriers that create facility service area edge buffers. These include major roadways and freeways, rivers and mountains.

Accommodate modifications to park "service radius" dimensions in areas of rugged topography and low density (1 DU/AC or less) while still following the population LOS requirements.

~~Identify compatible land uses for each park or facility type, which include the following:~~

~~Neighborhood Parks are located in residential areas providing convenient, non-vehicular access for the targeted users. Site Neighborhood parks with a maximum of ¼ to ½ mile walking/biking distance to residences. Connect via paths, trails and sidewalk system.~~

~~Community Parks are located in commercial, industrial, or flood plain areas where lighted sports facilities and parking overflows do not affect residents~~

~~Regional Parks are located in areas similar to Community Parks but allow for larger acreages where open space serves to protect the natural environment as well as provide open space linkages and areas for future recreational development within developed areas.~~

~~Identify independent recreational resources, such as master planned community parks, swimming pools and recreation centers, to minimize facility duplication and overlapping of service areas for populations being served by other facilities such as those provided within planned developments.~~

~~Identify locations that minimize pedestrian/bicycle and vehicular conflicts by responding to the existing and planned major arterial roadway network, on-street bike routes, and multi-use path and trail network.~~

~~Incorporate trailheads into all parks that connect to or are adjacent to trails, paths and open spaces. Equestrian trailheads are more location specific and should be sited in accordance with the Paths and Trails Master Plan mapping of this plan.~~

~~Incorporate the Desert Lands Conservation Plan and River and Trails Planning philosophies proposed by the City of Peoria's Master Plans to link park, recreation, and open space facilities throughout the City.~~

Much of the new growth and development in the City of Peoria is within master planned communities (MPCs). Many of the MPCs provide a high level of community amenities including parks, trails and open space. While these amenities serve the individual MPC they do not always accommodate the general public due to the nature of ownership being in private control. To accommodate this type of development and recognize the service the private amenities do provide to the individual community's population, a "Recreation Value Work Sheet" is provided in the appendix of the *2006 Parks, Recreation, Open Space and Trails Master Plan*. Recognition of the private recreation facilities does not replace public parks and facilities but may reduce the total quantity of acres and facilities within a MPC if it is determined in the planning and development approval process that the "recreation value" meets the greater need of the citizens of the City of Peoria.

**SEE FIGURE 9-2**

**NEIGHBORHOOD PARK SERVICE AREAS**

**SEE FIGURE 9-3**

**COMMUNITY PARK SERVICE AREAS**

**SEE FIGURE 9-4**

**REGIONAL PARK SERVICE AREAS**

### **PARKS AND RECREATION FACILITY DEVELOPMENT PROGRAM**

~~The Facility Development Program provides an approach for addressing the anticipated recreational needs of the City by the year 2016. Based on the projected population growth of the City, through application of this plan's recommended facility/1,000 population standards,~~

The Parks and Recreation Facility Development Program, provides a foundation of recommendations to enhance the recreational opportunities within the City of Peoria. The program determines the appropriate amount, type and location of parks and recreation facilities in the City of Peoria. These needs have been compiled in a series of strategies to provide the foundation for Parks and Recreation improvements. The *2006 Parks, Recreation, Open Space and Trails Master Plan* provides an overview of the anticipated park and recreation facility needs in the City over the next 10 years based on the projected population growth, tailored recommended park and recreation standards and geographic and physical characteristics of the City.

#### **FOOTBALL/TRACK**

City residents currently have access to three football and track facilities at High School campuses within the City of Peoria. The City standard and demand of these facilities indicate that the current and future needs are being met by existing and future high school facilities. This type of facility is most compatible with those present in Community, Regional or Special Use Parks and/or Joint Use High School facilities.

#### **GOLF COURSES**

The City currently does not have any publicly operated golf courses. The golf course need is being met by privately developed and owned/public access courses.

#### **SITE AMENITIES/PASSIVE RECREATION**

Passive recreation and site amenities represented in the form of picnic facilities; open un-programmed turf areas, picnic ramadas, restrooms, benches, lighted pathways, barbecues, and drinking fountains is well provided for in the existing City park and recreation system.

#### **ACTIVE RECREATION FACILITIES**

The future active recreation facility need is summarized in Table 9.3 Park Sites and Parkland Acreage Needs.

## **9-C.2 PATHS AND TRAILS**

Paths and trails and their associated amenities are the connective, non-vehicular transportation and recreation corridors tie the city's neighborhoods to all types of destinations such as parks, schools, open spaces, shopping areas and employment centers. These facilities are designed for all types of users with various levels of abilities.

#### **UNPAVED MULTI-USE TRAIL**

~~This facility consists of an unpaved corridor used by multiple user groups such as mountain/recreational bicyclists, walkers, runners, hikers, equestrians and others who prefer a soft, natural surface rather than a hard paved surface.~~

The system of multi-use unpaved trails includes those with a regional scope as well as trails that connect neighborhoods to the larger trail network, and include primary trails, secondary trails, back country trails, and equestrian-only trails. Levels and types of use are the biggest determinant for which type of

trail is located along a particular corridor. ~~In general, Primary Trails are anticipated to accommodate greater quantities and types of users than Secondary Trails. Trails are located in all types of situations from along roadways, canals and utility corridors as well as within small and large open space areas.~~

#### **PRIMARY TRAILS**

These trails follow regional and long distance major corridors, such as the New River, Agua Fria, and Central Arizona Project Canal. They tend to link larger destinations such as regional parks, open spaces, and large commercial areas.

#### **SECONDARY TRAILS**

These trails connect neighborhoods to the larger trail system. Examples of secondary trails are those within more rural neighborhoods or those that provide more localized networks connecting destinations such as neighborhood parks and schools. They often parallel roadways, but can also occur within utility corridors and open space corridors.

#### **BACK COUNTRY TRAILS**

These trails are within preserved open space or mountainous, non-developed, or protected areas. These may be part of either the primary or secondary trail network, depending upon existing or expected level of use. They are built with greater sensitivity to the existing natural environment and are therefore narrower than trails in developed parts of the City.

#### **EQUESTRIAN-ONLY TRAILS**

In keeping with other plans that have been completed, Equestrian-Only Trails are to be located in the typically gravelly or sandy wash bottoms of New River and the Agua Fria River. The soft surface material is not conducive to multi-use trails.

#### **SHARED USE PAVED PATH**

This paved bicycle facility is used by bicyclists, pedestrians, joggers, strollers, wheelchair users, in-line skaters, and other non-motorized users and anyone wanting a smooth and consistent surface. ~~The preferred surface material is concrete. Asphalt is acceptable. They are signed for the various users, are ADA accessible (when less than 5% grades) and may also be utilized by small maintenance and emergency response vehicles. Standards may vary within AASHTO guidelines according to ROW width, existing or anticipated level of use, geographical and environmental constraints, and land uses.~~ The typical minimum Paved Path width is 10'. In areas of steep terrain, limited visibility, high existing or anticipated levels of use and/or areas with a great variety of users, the minimum width should be 12'.

~~The paved path system includes regional and local connections.~~ Shared Use Paved Paths can be either Side Paths or Off-Street Paths. Side Paths parallel a roadway but are physically separated from motorized vehicular traffic by an open space or barrier. Off-Street Paths follow other corridors such as canals, rivers, utility corridors, and other open space areas. ~~These facilities usually require special attention for crossings as they often do not cross major streets at signalized intersections.~~

#### **PAVED PATH WITH WIDE SHOULDER**

~~IN SOME LOCATIONS IT IS APPROPRIATE TO LOCATE A 4' UNPAVED SHOULDER ADJACENT TO A PAVED PATH IN ORDER TO MAXIMIZE THE CORRIDOR'S USE. ROADS, RIVER CORRIDORS AND CANALS CAN CREATE A BARRIER AND A POTENTIAL DIFFICULT CROSSING FOR A TRAIL. THIS WIDE SHOULDER~~

~~ALLOWS FOR UNPAVED TRAIL USE WITHIN A LARGER AREA WITHOUT HAVING TO ENCOUNTER THESE CROSSINGS.~~

### **SIDEWALKS**

Concrete sidewalks are the portion of a roadway corridor or other connection designed for preferential or exclusive use by pedestrians and not intended to accommodate bicycle use. ~~Refer to the Maricopa Association of Governments Pedestrian Policies and Design Guidelines (2005) for additional information on accommodating pedestrians.~~

~~For the City of Peoria, t~~hree sidewalk widths are recommended, based upon street classification (6-foot wide, standard, 5-foot wide, local and 7- to 9-foot wide in areas of high pedestrian activity).

~~THE THIRD CATEGORY, "WIDE SIDEWALKS" IS RECOMMENDED IN AREAS OF HIGH PEDESTRIAN ACTIVITY.~~

### **WIDE SIDEWALK**

~~THERE ARE MANY 8' WIDE CONCRETE SIDEWALK CORRIDORS IN THE CITY THAT ARE CURRENTLY REFERRED TO AS MULTI-USE TRAILS OR PATHS. WIDE SIDEWALKS BETWEEN 7' 9' WIDTH ARE APPROPRIATE IN HIGH PEDESTRIAN ACTIVITY AREAS SUCH AS SCHOOLS, PARKS, COMMERCIAL, AND MIXED-USE AREAS.~~

### **ACCESS AREAS**

#### **PEDESTRIAN NODE**

Pedestrian nodes are developed access areas along all types of path and trail corridors that serve to encourage and welcome neighborhood and local access to the path/trail system. ~~Placed at approximately ¼ mile intervals along corridors; a reasonable walking distance to a destination. Pedestrian Nodes do not include parking facilities. Nodes may include amenities to improve comfort and to provide helpful information to users, such as benches, signage, shade, bike racks, and optional lighting. Specific site design could also strengthen neighborhood identity, incorporate public art and/or provide historical and environmental interpretation opportunities.~~

#### **TRAILHEAD**

Trailheads are located along all types and levels of trail and path corridors. They provide drive-in as well as non-vehicular access to local and regional destinations and open space areas. They can be built within other park types or as separate facilities. Trailheads that have equestrian facilities are intended to provide facilities for equestrian uses as well as other trailhead parking and amenities. These facilities are located along all classifications of Unpaved Trail corridors.

### **CROSSINGS**

A critical aspect of any non-vehicular plan that interfaces with the street, drainage, utility and canal infrastructure is the treatment of crossings. ~~These crossing points pose the greatest potential threat to path and trail users, and thus require special attention.~~ Specific site constraints and roadway design will determine which of the elements of At-Grade Crossings can be incorporated into intersection designs.

#### **GRADE-SEPARATED CROSSINGS**

~~Grade-separated crossings typically occur when a road bridges over a path or trail following a river or other linear corridor.~~ When possible, paths and trails should be routed to where a bridge or drainage culvert already exists or where one is feasible in the future, especially where a trail crosses a major arterial.

#### **AT-GRADE CROSSINGS**

##### **ENHANCED SIGNALIZED CROSSINGS**

Where trails and paths encounter signalized intersections, special at-grade crossing treatments may make the crossing safer for all users, especially equestrians. ~~The 2006 Parks, Recreation, Open Space and Trails Master Plan addresses improving sightlines, placement of vegetation, signage, push-buttons, and lighting; and the use of traffic calming techniques, cross-walk design, and the incorporation of gathering spaces.~~

##### **AT-GRADE NON-SIGNALIZED MID-BLOCK CROSSINGS**

At the few locations where a trail or path intersects a street where no other street or potentially signalized intersection exists, the crossing can be enhanced to better warn roadway and path/trail users of this crossing. ~~Many of the same features of the Signalized Enhanced Crossing apply to Non-Signalized Mid-Block Crossings as well. The feasibility of providing any mid-block crossing decreases as a roadway is widened, and speeds and traffic increase.~~ For guidelines see the 2006 Parks Recreation Open Space and Trails Master Plan.

#### **PATH AND TRAIL CORRIDOR WIDTH GUIDELINES**

Paths and trails occur in a variety of settings from paralleling major arterial streets to following a natural desert wash corridor in the mountains of northern Peoria. The recommended corridor width is made up of a combination of the path and/or trail, available right of way (ROW width minus pavement and median width), easements, tracts and/or setbacks. ~~It is most likely that these recommended corridor widths can be accommodated within the available ROW and land already set aside for utility easements, building and landscape setbacks. For the guidelines see the 2006 City of Peoria Parks Recreation Open Space and Trails Master Plan.~~

**SEE FIGURE 9-6**

**~~PATHS, TRAILS, TRAILHEADS AND TRAIL CROSSINGS~~**

### 9.c.3 OPEN SPACE

Open space is generally associated with passive recreation activities and provides a contiguous network of corridors and areas for trail linkages, view shed preservation wildlife habitat, preservation of cultural and historic site, park facilities, and drainage corridors. Open Spaces will consist of rivers, wash corridors, wildlife habitat, desert lands, and mountainous areas. In addition utility, railway, canal, and public rights-of-ways will also serve to provide open space linkages. Recommended development for Open Spaces to meet the 2006, 2011 and 2016 needs includes providing recreational and interpretive multi-use trails and paths; trailheads with amenities, signage, and parking; as well as acquiring sufficient, useable land areas for future recreational development.

~~THIS PLAN HAS MAPPED AND ANALYZED OPEN SPACES BASED UPON NATURAL, CULTURAL, POLITICAL, MAN MADE AND LEGAL FEATURES. BY COMBINING THESE FEATURES THROUGH A CONSTRAINT COMPOSITE, THE LANDS THAT MEET THE OPEN SPACE CRITERIA ARE DEFINED. THE ULTIMATE LOCATION AND TYPE OF RECOMMENDED FACILITY DEVELOPMENT WILL BE FURTHER DEFINED THROUGH CITY STAFF AND COMMUNITY INPUT IN ONGOING EFFORTS WITH DEVELOPERS AND AGENCY (ASLD, BLM, BOR) LAND PROPERTIES.~~

~~IN DEFINING THE OPEN SPACE AS INDICATED IN THIS PLAN, CRITERIA FOR "SENSITIVE LANDS" WAS MAPPED AND APPLIED FOR THE CITY OF PEORIA PLANNING AREA. APPLICATION OF THESE CRITERIA THROUGH AN OVERLAY APPLICATION PROCESS PROVIDED A CLEAR DEFINITION OF THE LANDS SUITABLE FOR OPEN SPACE PRESERVATION/CONSERVATION. CRITERIA APPLIED IN THE OPEN SPACE ANALYSIS INCLUDED:~~

~~OPEN SPACE CRITERIA:~~

~~☑15%+ SLOPES~~

~~☑100 YEAR FLOOD PLAINS~~

~~☑MASTER PLANNED COMMUNITIES PAD PLAN OPEN SPACE~~

~~☑GENERAL PLAN MAPPING OF OPEN SPACE/303 CORRIDOR PLAN~~

~~☑KNOWN CULTURAL RESOURCES SITES~~

~~☑CANALS~~

~~☑POWER LINE CORRIDORS~~

~~2~~**MOUNTAIN PEAKS**

~~THE DEFINED "PREFERRED OPEN SPACES" ARE A COMPOSITE OF THE ABOVE CRITERIA APPLIED AND COMBINED. IN ACCORDANCE WITH THE LAND USE PLAN OF THE PEORIA GENERAL PLAN, THE PREFERRED OPEN SPACES WILL ALLOW UP TO 1 DU/AC.~~

~~THE TOOLS FOR APPLICATION AND ACQUISITION OF OPEN SPACE LANDS INCLUDE:~~

~~2~~**DESERT LANDS CONSERVATION ORDINANCE (DLCO)**

~~2~~**DIRECT PURCHASE OF LANDS FROM PRIVATE OWNERSHIP OR ARIZONA STATE LANDS DEPARTMENT (ASLD)**

~~2~~**LEASE AGREEMENT WITH BLM THROUGH A RECREATION AND PUBLIC PURPOSES PERMIT/LEASE (RP&P)**

**SEE FIGURE 9-7**

**PROPOSED OPEN SPACE**

## 9.D. PRIORITIZATION OF FUTURE PROJECTS

The Implementation Program for the Recreation and Open Space Element of the Peoria General Plan is presented in Table 9-5, CIP “Overlap” Projects and “Window Opportunity” Projects.

CIP “Overlap” projects and “Window Opportunity” projects are projects that are defined in the current 2006 -2015 CIP that have potential overlap between parks, paths/trails, streets, water/sewer or drainage. Examples include an upcoming street widening or improvement project that has a path shown in this master plan. By implementing the path or trail standard with the street project (at minimal or no additional costs) several or parts of the paths, trails and parks defined in this master plan could be implemented on a more timely and efficient manner.

**Table 9-5 CIP “Overlap” Projects and “Window Opportunity” Projects ~~Parks-- Parks~~ CIP Projects**

Project Name	Project #	CIP Category	Budget Year	Notes
99th and Olive Neighborhood Park	CS00088	Parks	07	
Agua Fria/Open Space Land Acquisition	CS00089	Parks	07-10, 12-16	
Bike Routes & Trail Connections	CS00090	Parks	07, 09-10	
BLM Land Acquisition & Improvements	CS00031	Parks	07	
Camino a Lago Park #1	CS00054	Parks	08-09, 11	
Camino a Lago Park #2 (North)	Private	Private	Private	Private
CMAQ Trail - Northern to Peoria	CS00063	Parks	07	
Community Park #2	CS00034	Parks	07, 10-16	
Community Park #3 - BLM	CS00059	Parks	12-16	
Community Park #3 - Swimming Pool	CS00081	Parks	12-16	
Lake Pleasant Heights Park (South)	CS00068	Parks	10	
Maricopa / Agua Fria Trails	CS00049	Parks	10-16	
Mountain Trail Dev. - Vistancia/Lake Pleasant Heights	CS00112	Parks	10	
Mountain Trail Dev. - West Wing Sunrise Mountain	CS00110	Parks	07	
Mountain Trail Development	CS00085	Parks	12-16	
Mountain Trail Development Calderwood Butte	CS00111	Parks	09	
Municipal Office Complex Park	PW00340	Parks	0-09	
New River Linear Park Development	CS00074	Parks	07	
New River Trail - Bell Road to Union Hills	CS00120	Parks	09	
New River Trail - Union Hills to Beardsley	CS00121	Parks	07, 10	
New River Trail - Pinnacle Peak to CAP Canal	CS00122	Parks	10	
New River Trail Underpass -Grand Ave	CS00084	Parks	08	
New River Trail Underpass -Peoria and Olive Aves	CS00065	Parks	07-08, 11	
Open Space Land Acquisition	CS00060	Parks	07	
Osuna Park Renovations	CS00095	Parks	07-08	
Palo Verde Park and Open Space	CS00113	Parks	07	
Peoria Community Center Improvements	CS00070	Parks	08	
Rio Vista Park	CS00021	Parks	07	

## 9. RECREATION AND OPEN SPACE ELEMENT

Project Name	Project #	CIP Category	Budget Year	Notes
ROW - Lake Pleasant Pkwy Median Landscape	CS00072	Parks	07	
Scotland Yard Neighborhood Park(93rd & Cholla)	CS00123	Parks	08-10	
Skunk Creek Trailhead	CS00091	Parks	07, 09	
TEA-21 Trail - Peoria to Grand	CS00064		07	
Terramar Park Development	CS00026		07	
Vistancia Neighborhood Park	CS00055	Parks	07	
West Wing Park	CS00057	Parks	07-09, 11-16	

CIP “Overlap” projects and “Window Opportunity” projects are projects that are defined in the current CIP that have potential overlap between parks, paths/trails, streets, water/sewer or drainage. Examples include an upcoming street widening or improvement project that has a path shown in this master plan. By implementing the path or trail standard with the street project (at minimal or no additional costs) several or parts of the paths, trails and parks defined in this master plan could be implemented on a more timely and efficient manner.

### CIP “Overlap” Projects and “Window Opportunity” Projects

Project Name	Project #	CIP Category	Budget Year	Notes
New River Channel/Grand	PW00034	Drainage	07	Primary trail and paved path crossing
Pinnacle Peak & 67 <sup>th</sup> Ave Channel to New River	EN00119	Drainage	07-10	Paved path with unpaved shoulder
Pinnacle Peak Channel – 87 <sup>th</sup> Ave to Agua Fria	EN00134	Drainage	07-09	Paved path and trail
Bike routes and trail connections	CS00090	Parks	07, 09-10	
CMAQ trail – Northern to Peoria	CS00063	Parks	07	
Community Park #2	CS00034	Parks	10-16	Potential paved path along 83 <sup>rd</sup> Ave
Maricopa/Agua Fria Trails	CS00049	Parks	10-16	
Mountain Trail Dev- Vistancia/Lake Pleasant Heights	CS00112	Parks	10	
Mountain Trail Dev – West Wing/Sunrise Mountain	CS00110	Parks	07	
Mountain Trail Development	CS00085	Parks	12-16	
Mountain Trail Dev – Calderwood Butte	CS00111	Parks	09	
New River Linear Park Development	CS00074	Parks	07	
New River Trail – Bell Rd. to Union Hills	CS00120	Parks	09	
New River Trail – Union Hills to Beardsley	CS00121	Parks	07, 10	
New River Trail – PP to CAP canal	CS00122	Parks	10	
New River Trail Underpass – Grand	CS00084	Parks	08, 12-16	
New River Trail Underpass – Peoria and Olive area	CS00065	Parks	07-08, 11	
ROW – Lake Pleasant Parkway Median Landscape	CS00072	Parks	07	Paved path with shoulder
Skunk Creek Trailhead	CS00091	Parks	07, 09	
TEA-21 Trail – Peoria to Grand	CS00064	Parks	07	

**9. RECREATION AND OPEN SPACE ELEMENT**

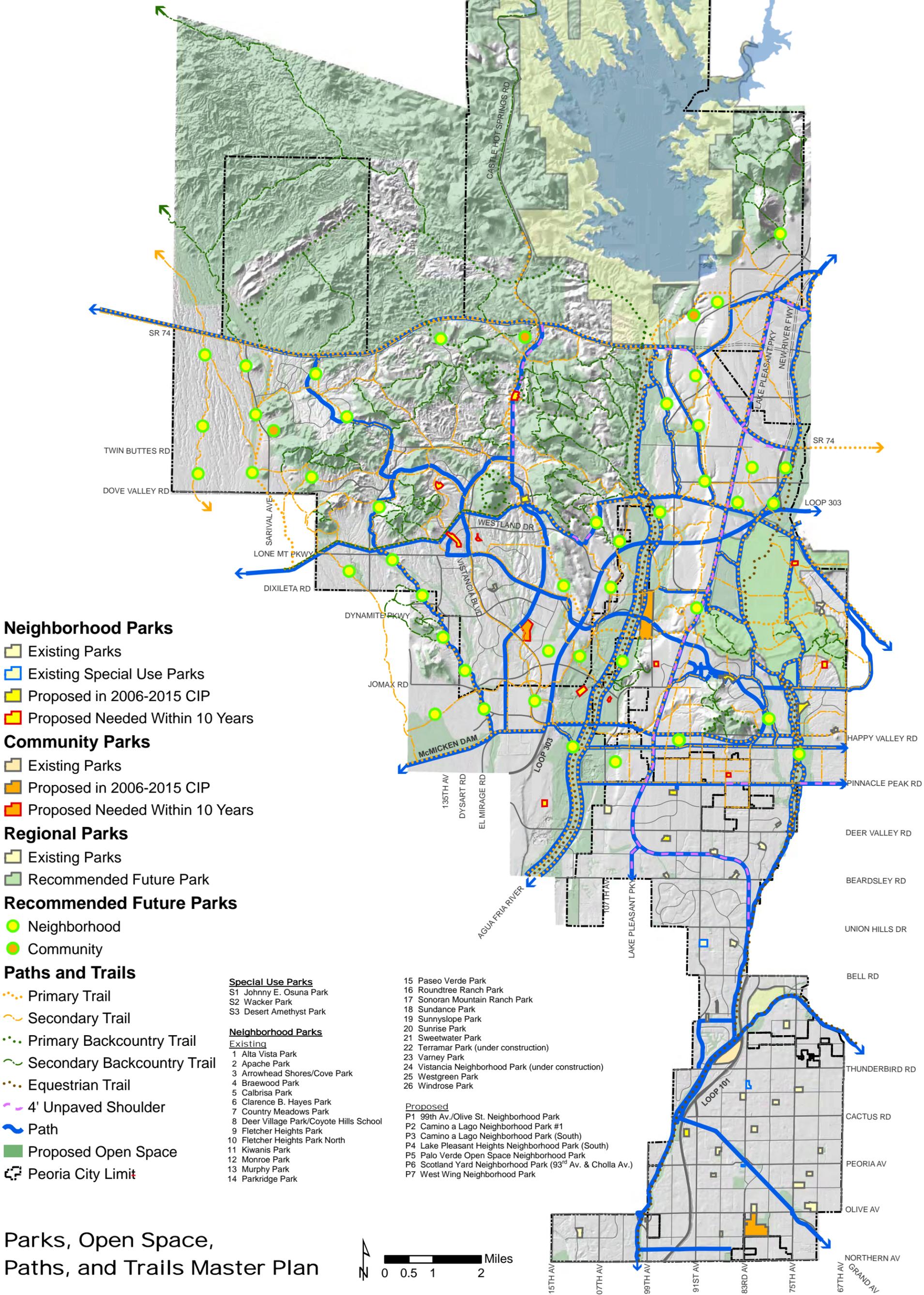
<b>Project Name</b>	<b>Project #</b>	<b>CIP Category</b>	<b>Budget Year</b>	<b>Notes</b>
67 <sup>th</sup> Ave widening PP to Happy Valley	EN00100	Streets	08, 11	Secondary trail
83 <sup>rd</sup> Ave @ Union Hills Intersection Improvements	PW00164	Streets	07	Paved path with unpaved shoulder
83 <sup>rd</sup> Ave realign – RR xings & Grand Ave Intersection	PW00161	Streets	07	Paved path
83 <sup>rd</sup> Ave & Pinnacle Peak Intersection Improvement	EN00206	Streets	07	Paved path and secondary trail
83 <sup>rd</sup> Ave realignment: Monroe to Mtn View	EN00069	Streets	10-11	Potential for paved path
83 <sup>rd</sup> Ave realignment: Mtn View to Olive	EN00070	Streets	10-11	Potential for paved path
83 <sup>rd</sup> Ave street widening Olive to Northern	EN00184	Streets	12-16	Potential for paved path
91 <sup>st</sup> Ave & PP Intersection Improvement	EN00212	Streets	07	Paved path and secondary trail
Grand Ave Landscaping – L101 to Peoria	EN00214	Streets	07-08	Paved path
Happy Valley Rd from 75 <sup>th</sup> Ave to Lake Pleasant	PW00146	Streets	07-09	Paved path and secondary trail and Underpass
Lake Pleasant Pkwy – Phase IIA & IIIA	PW00166	Private	07	Path and trail
Lake Pleasant Pkwy – Phase III & IIIB	PW00167	Streets	07	Path and trail
Lake Pleasant Pkwy – Phase II	PW00040	Streets	07	Path and trail
Peoria/Grand/87 <sup>th</sup> Ave Intersection Improvements	PW00064	Streets	07	Paved path
PP Rd. widening; LPP to 83 <sup>rd</sup> Ave	EN00151	Streets	07-11	Paved path and secondary trail

~~The Planning and Zoning Commission and Parks Board 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.~~

**SEE FIGURE 9-1**  
**PARKS, OPEN SPACE, PATHS AND TRAILS MASTER PLAN**



**Figure 9-1**  
**Parks, Open Space, Paths,**  
**and Trails Master Plan**

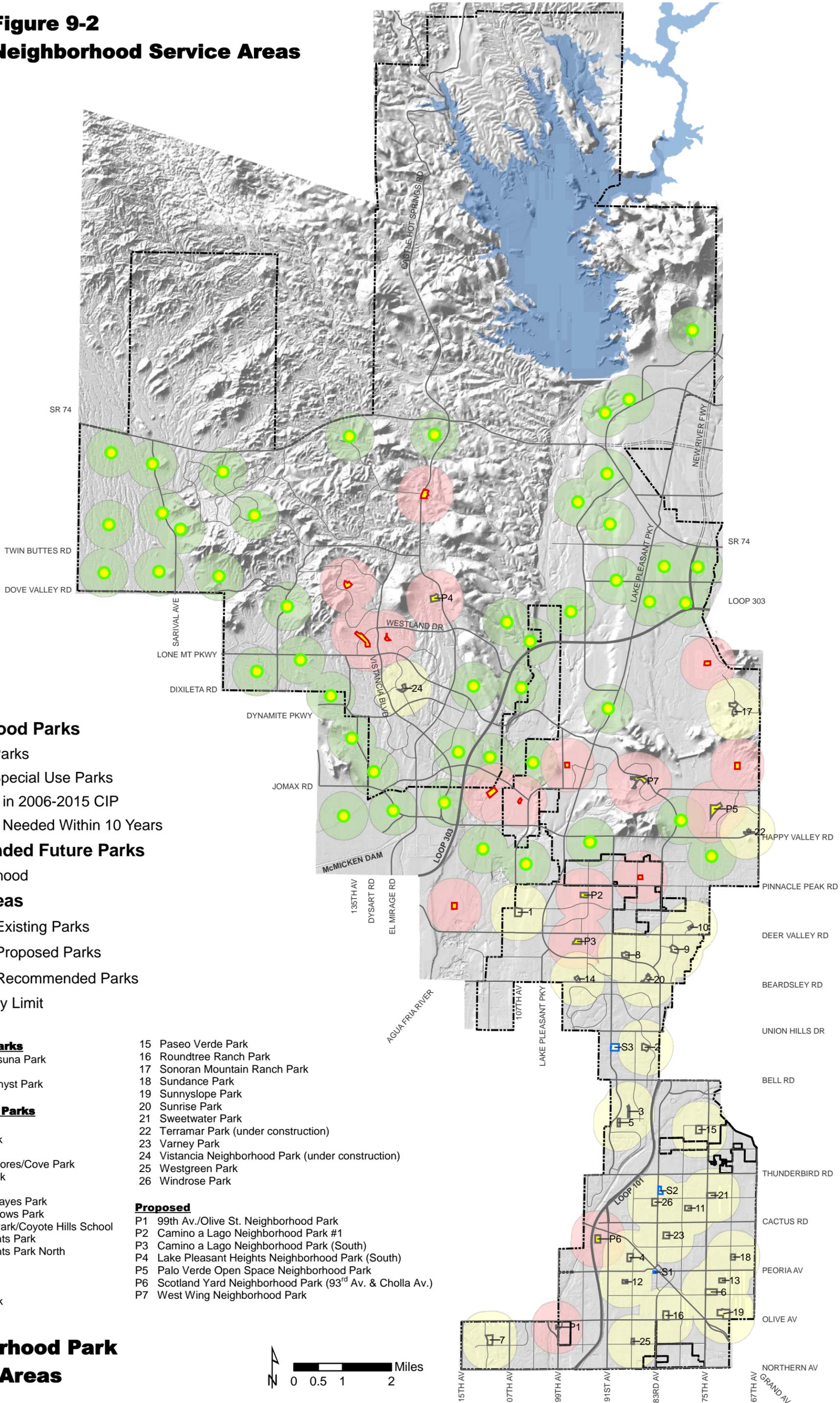


**Parks, Open Space,**  
**Paths, and Trails Master Plan**

**SEE FIGURE 9-2**  
**NEIGHBORHOOD PARK SERVICE AREAS**



**Figure 9-2  
Neighborhood Service Areas**



**Neighborhood Parks**

- Existing Parks
- Existing Special Use Parks
- Proposed in 2006-2015 CIP
- Proposed Needed Within 10 Years

**Recommended Future Parks**

- Neighborhood

**Service Areas**

- Buffer of Existing Parks
- Buffer of Proposed Parks
- Buffer of Recommended Parks
- Peoria City Limit

**Special Use Parks**

- S1 Johnny E. Osuna Park
- S2 Wacker Park
- S3 Desert Amethyst Park

**Neighborhood Parks**

**Existing**

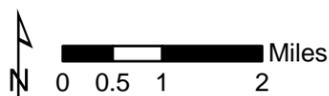
- 1 Alta Vista Park
- 2 Apache Park
- 3 Arrowhead Shores/Cove Park
- 4 Braewood Park
- 5 Calbrisa Park
- 6 Clarence B. Hayes Park
- 7 Country Meadows Park
- 8 Deer Village Park/Coyote Hills School
- 9 Fletcher Heights Park
- 10 Fletcher Heights Park North
- 11 Kiwanis Park
- 12 Monroe Park
- 13 Murphy Park
- 14 Parkridge Park

- 15 Paseo Verde Park
- 16 Roundtree Ranch Park
- 17 Sonoran Mountain Ranch Park
- 18 Sundance Park
- 19 Sunnyslope Park
- 20 Sunrise Park
- 21 Sweetwater Park
- 22 Terramar Park (under construction)
- 23 Varney Park
- 24 Vistancia Neighborhood Park (under construction)
- 25 Westgreen Park
- 26 Windrose Park

**Proposed**

- P1 99th Av./Olive St. Neighborhood Park
- P2 Camino a Lago Neighborhood Park #1
- P3 Camino a Lago Neighborhood Park (South)
- P4 Lake Pleasant Heights Neighborhood Park (South)
- P5 Palo Verde Open Space Neighborhood Park
- P6 Scotland Yard Neighborhood Park (93<sup>rd</sup> Av. & Cholla Av.)
- P7 West Wing Neighborhood Park

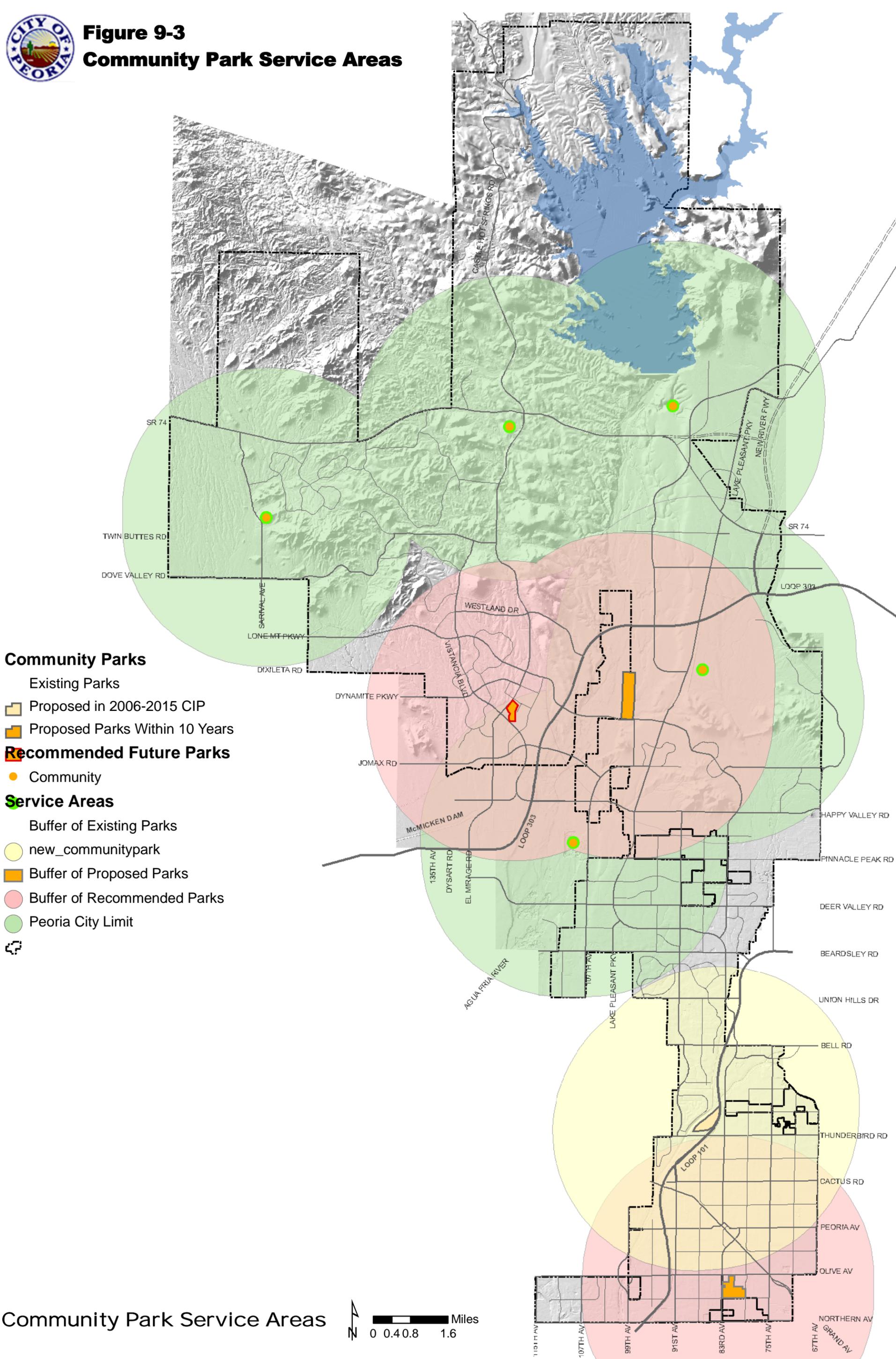
**Neighborhood Park  
Service Areas**



**SEE FIGURE 9-3**  
**COMMUNITY PARK SERVICE AREAS**



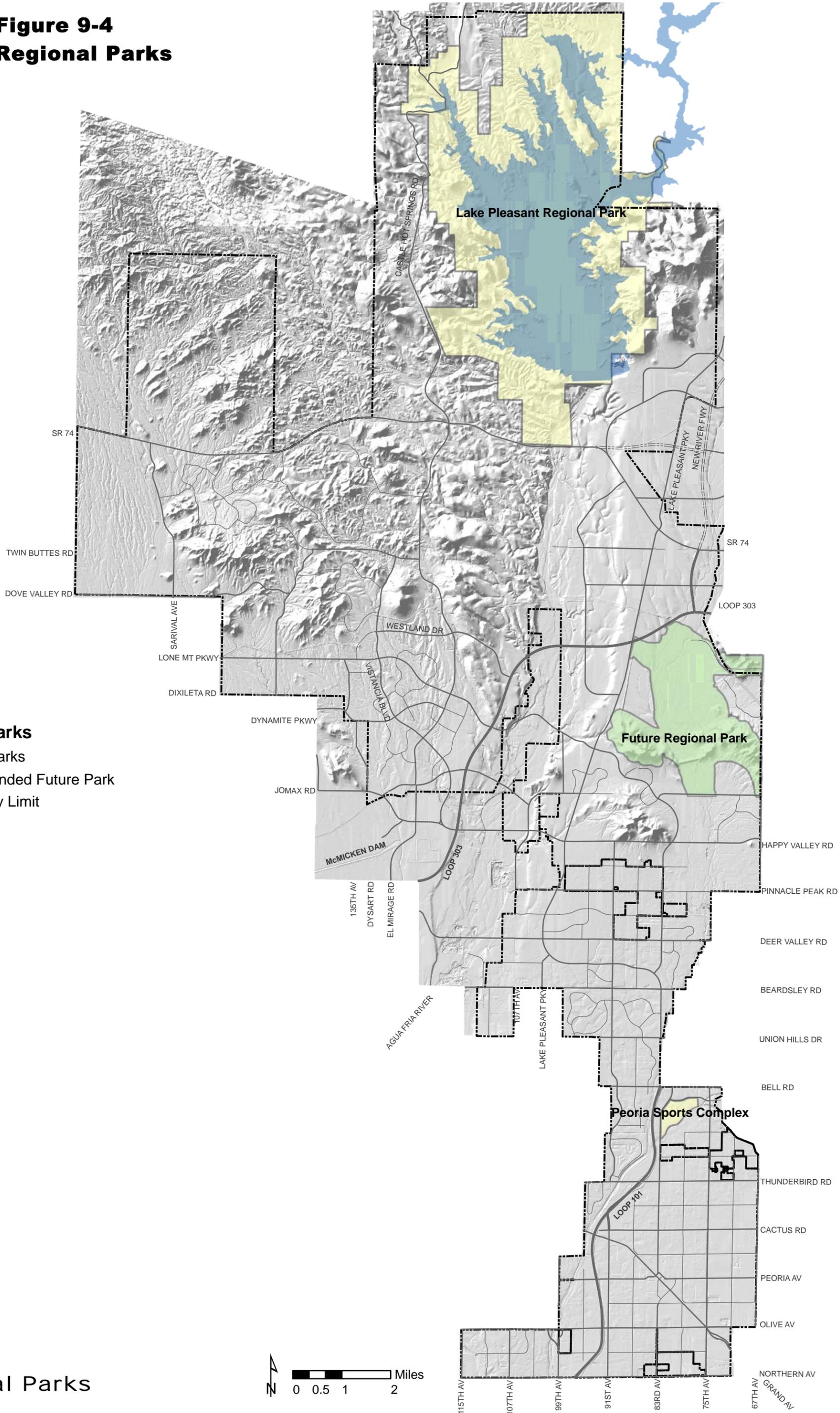
**Figure 9-3  
Community Park Service Areas**



**SEE FIGURE 9-4**  
**REGIONAL PARK SERVICE AREAS**



**Figure 9-4  
Regional Parks**



**SEE FIGURE 9-5**  
**PATHS, TRAILS AND TRAILHEADS**



**Figure 9-5  
Paths, Trails, and Trailheads**



**Paths and Trails**

- ⋯ Primary Trail
- ⋯ Secondary Trail
- ⋯ Primary Backcountry Trail
- ⋯ Secondary Backcountry Trail
- ⋯ Equestrian Trail
- ⋯ 4' Unpaved Shoulder
- Path

**Trailheads**

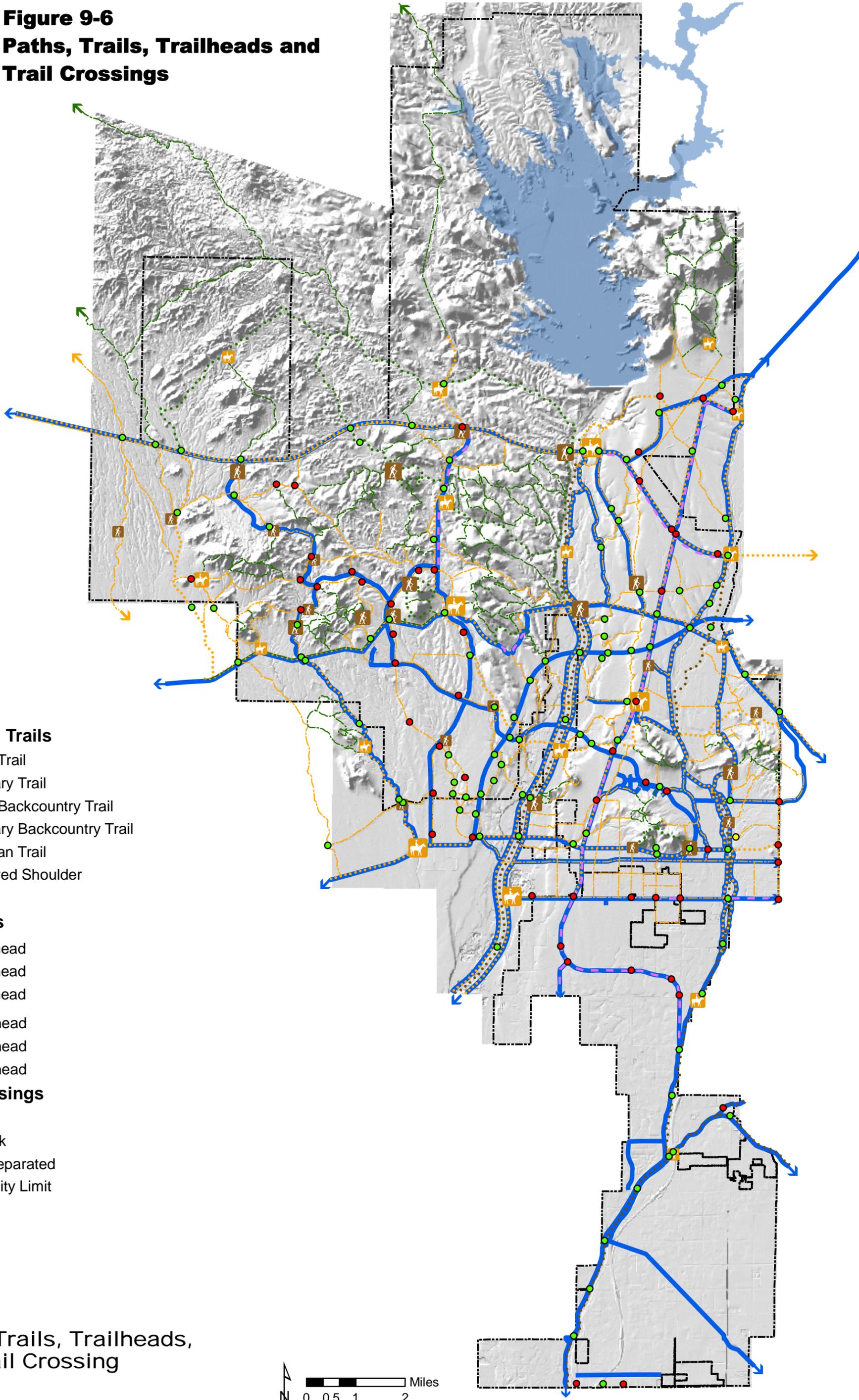
- T1 Trailhead
- T2 Trailhead
- T3 Trailhead
- E1 Trailhead
- E2 Trailhead
- E3 Trailhead
- Peoria City Limit



**SEE FIGURE 9-6**  
**PATHS, TRAILS, TRAILHEADS AND TRAIL CROSSINGS**



**Figure 9-6**  
**Paths, Trails, Trailheads and**  
**Trail Crossings**



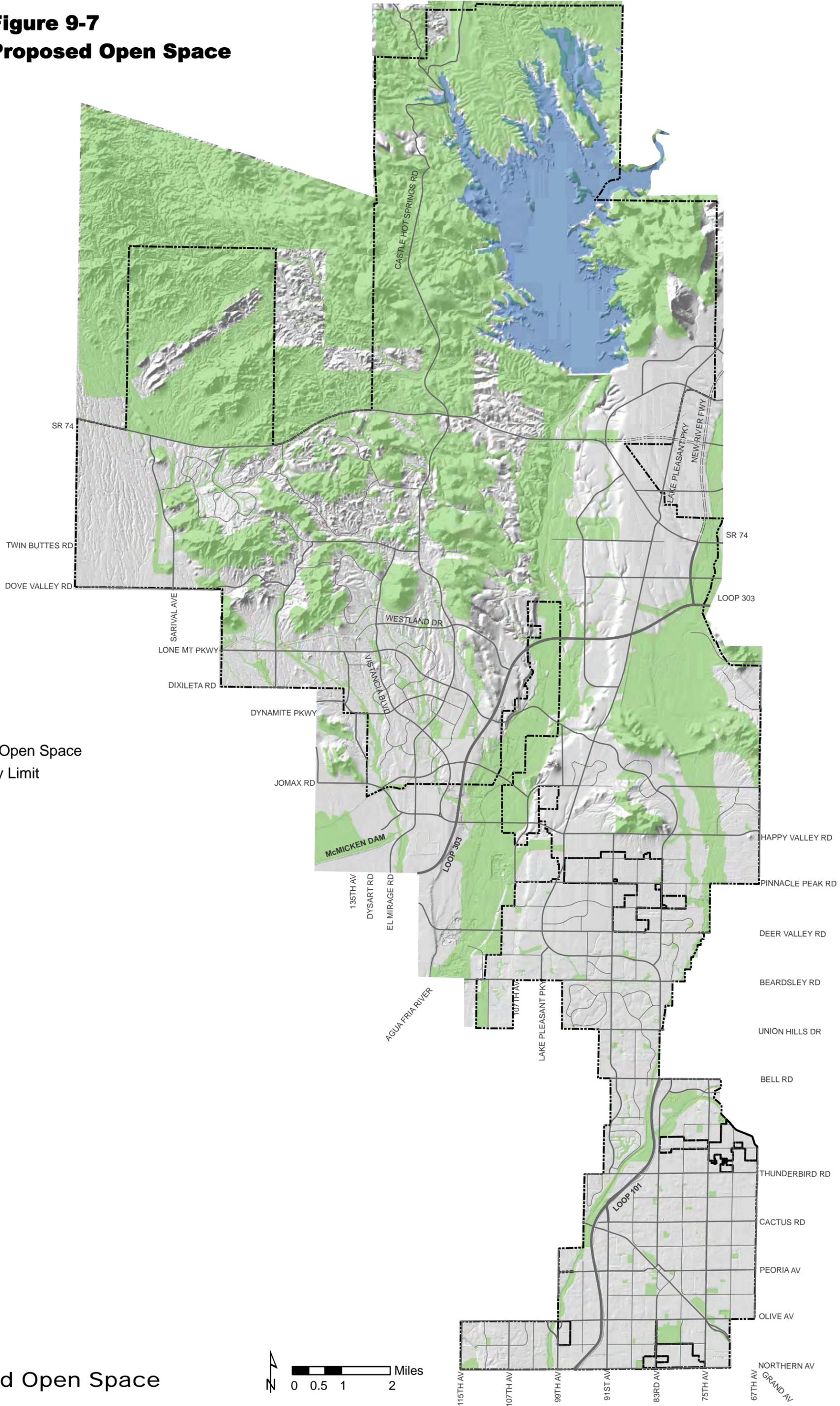
Paths, Trails, Trailheads,  
and Trail Crossing

**SEE FIGURE 9-7**  
**PROPOSED OPEN SPACE**



**Figure 9-7  
Proposed Open Space**

■ Proposed Open Space  
⬡ Peoria City Limit



Proposed Open Space

## 10. ENVIRONMENTAL RESOURCES ELEMENT

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*It is critical for a community to strike a balance at facilitating development without endangering the protection and sanctity of its natural resources. These resources should be managed in a way that sustains the natural environment and protects our foothills, desert washes, parks, wildlife and open space legacy. The policies and programs contained within this element also seek to foster energy and water conservation, cleaner air and cleaner water and the protection of our archaeological heritage.*

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The Environmental Resources Element is organized in the following manner:

- 10.a. Introduction
- 10.b. Goals, Objectives and Policies
- 10.c. Conservation and Environmental Plan

### 10.A. INTRODUCTION

The City of Peoria's explosive growth rate has been well documented in other sections of the General Plan. The growth rate is not unique to Peoria but rather indicative of the robust economy and quality of life in the Phoenix metropolitan area that has attracted newcomers at a high rate.

In many ways Peoria has benefited from this growth in its high-quality family oriented neighborhoods, enhanced city services and urban amenities. However, growth can also have unintended consequences on the natural environment including the degradation of air and water quality, the loss of habitats and the disruption of view corridors.

Fortunately for Peoria, most of the scenic desert landscape in the northern half of the city remains in its natural state. Several planning efforts have been completed in the last few years including the *Peoria Desert Lands Conservation Master Plan (1999)*, *Peoria Trails Master Plan (1999)*, *Peoria Rivers Master Plan (1999)*, *Peoria Parks, Recreation ~~and~~, Open Spaces and Trails Master Plan (~~2002~~2006)*, *Lake Pleasant North Area Specific Plan (1999)* and the *Loop 303 Specific Area Plan*. Although these plans each have their specific purposes, they do share common themes. Growth should be planned, attractive and directed into appropriate areas at reasonable densities with particular sensitivity to the natural landscape, recreational resources and viewsheds enjoyed by the community.

This element specifically discusses the resource elements listed below. The policies and strategies in this element are largely broad-based with community-wide applicability. The discussion and strategies are also intended to complement and support those identified in other sections, with specific attention to the *Recreation and Open Space Element*.

- Air Quality
- Water Quality
- Energy
- Archaeological Resources
- Natural Habitat Preservation
- Sensitive Lands Management

## 10.B. GOALS, OBJECTIVES AND POLICIES

### GOAL ~~10.1~~:

PROMOTE A HIGH LEVEL OF ENVIRONMENTAL QUALITY WITH A SAFE, HEALTHY AND ENJOYABLE ENVIRONMENT FOR PEORIA RESIDENTS.

### AIR QUALITY

#### OBJECTIVE ~~10.1.A~~:

Support efforts to attain high standards of air quality in Peoria.

##### Policy ~~10.1.A.1~~:

~~The City shall u~~Utilize Transportation System Management (TSM) techniques (e.g. synchronized traffic signals, efficient traffic flow and turning movements, bus pullouts along arterials, HOV lanes for transit) to minimize automobile generated air pollution.

##### Policy ~~10.1.A.2~~:

~~The City should U~~Utilize Transportation Demand Management techniques, (e.g., employer-based carpooling and vanpooling, staggered work shifts, improved public transit service) to minimize congestion and automobile-generated air pollution.

##### Policy ~~10.1.A.3~~:

~~The City should s~~Strive to expand bus service in the City of Peoria through recommendations provided through the 2000 Long-Range Transit Study.

##### Policy ~~10.1.A.4~~:

~~The City should e~~Encourage new park and ride facilities at appropriate locations (i.e. near major employment centers, along the freeway corridor, along transit routes).

##### Policy ~~10.1.A.5~~:

~~The City shall p~~Promote other modes of transportation (bikeways, walking) as an alternate to automobiles.

##### Policy ~~10.1.A.6~~:

~~The City shall e~~Encourage the paving of dirt and gravel roads and discourage the creation of new unimproved roads.

##### Policy ~~10.1.A.7~~:

~~The City shall e~~Encourage land use configurations in all new or revitalized development projects that minimize vehicle trips and trip lengths.

##### Policy ~~10.1.A.8~~:

~~The City should e~~Encourage jobs/housing balance by promoting land use patterns that decrease automobile travel between home and the workplace.

### WATER QUALITY

#### Objective ~~10.1.B~~:

Design, maintain and operate the City's water and wastewater system and capital plants to efficiently provide healthful potable-water and wastewater services to our customers.

**Policy ~~10.1.B.1:~~**

~~The City shall m~~Maintain Water Infrastructure, Water Resource and Wastewater Master Plans. These plans, taken as a whole, will define and describe the City's comprehensive policy for conserving water resources and identifying appropriate uses for all available water resources.

**Policy ~~10.1.B.2:~~**

~~P~~Promote the long-term conservation of water resources through the use of renewable water resources. This will include the development of infrastructure to treat and deliver surface water for potable uses.

**Policy ~~10.1.B.3:~~**

~~The City shall d~~Develop the infrastructure necessary to treat and deliver reclaimed water and encourage its use for non-potable purposes including landscape irrigation and industrial processes.

**Policy ~~10.1.B.4:~~**

~~The City shall continue to tr~~Treat reclaimed water for the purpose of groundwater recharge.

**Policy ~~10.1.B.5:~~**

~~The City shall continue to p~~Promote individual water conservation through the use of low-flow plumbing fixtures and the use of xeriscape landscaping principles, including the installation of low water use plant materials and efficient irrigation systems (drip/low-flow).

**Policy ~~10.1.B.6:~~**

~~The City shall r~~Require the use of public wastewater systems for all types of development to minimize the potential for groundwater contamination.

**Policy ~~10.1.B.7:~~**

~~The City shall continue to d~~Devote time and resources toward the public education of the needs and benefits of water conservation.

**ENERGY**

**OBJECTIVE ~~10.1.C:~~**

**Support efforts to reduce energy consumption.**

**Policy ~~10.1.C.1:~~**

~~The City shall u~~Utilize recycled products where appropriate in its operations, and encourage a "buy recycled" campaign to help create markets for recycled materials.

**Policy ~~10.1.C.2:~~**

~~The City should e~~Encourage a "buy local" campaign to reduce energy consumed and vehicular miles traveled in the delivery of goods and produce.

**Policy ~~10.1.C.3:~~**

Encourage transit-oriented development to reduce vehicular miles traveled.

**Policy ~~10.1.C.4:~~**

Encourage transit-oriented developments that address all transportation options (vehicular, pedestrian, bicycle, bus and rail).

**Policy ~~10.1.C.5:~~**

~~To r~~Reduce automobile dependency, promote mixed-use development templates that integrate employment, residential and commercial/entertainment uses.

**Policy ~~10.1.C.6:~~**

Provide an integrated multi-modal transportation system comprised of spaces devoted to pedestrians, bicycles, equestrians, the automobile and mass transit networks that increase mobility and accessibility.

**Policy ~~10.1.C.7:~~**

~~The City shall continue to p~~Plan for transit facilities and services within the Peoria planning area as well as coordinate with existing and future facilities beyond the City's planning area.

**Policy ~~10.1.C.8:~~**

~~The City shall e~~Encourage an 'after hours' lighting program for municipal and private buildings to reduce light pollution and energy consumption.

**Policy ~~10.1.C.9:~~**

~~The City shall u~~Utilize recycled products where appropriate in its operations, and encourage a "buy recycled" campaign to help create markets for recycled materials.

**Policy ~~10.1.C.10:~~**

~~The City shall continue to a~~Apply and upgrade energy conservation techniques in municipal facilities and operating procedures.

## EDUCATION

**Objective ~~10.1.D:~~**

**Facilitate educational programs on the best practices in energy conservation.**

**Policy ~~10.1.D.1:~~**

Investigate and communicate opportunities to Peoria residents on practical, convenient and creative solutions for increasing energy efficiency.

**Policy ~~10.1.D.2:~~**

Promote the education of Peoria staff and community stakeholders on the numerous ways to create resource- efficient developments that build upon the quality of life of Peoria residents.

## PARTNERSHIPS

**Objective ~~10.1.E:~~**

**Form environmental partnerships with various government agencies, utility providers, neighboring municipalities and private industry leaders to encourage cooperation in efforts to unify conservation measures.**

**Policy ~~10.1.E.1:~~**

Partner with local energy providers to explore and enhance practices which conserve natural resources.

**Policy 10.1.E.2:**

Partner with West Valley municipalities, Maricopa and Yavapai Counties and Maricopa Association of Governments (MAG) to coordinate regional planning efforts in the area of natural resource management.

**Policy 10.1.E.3:**

Partner with educational institutions such as the Global Institute of Sustainability or the Decision Theatre at Arizona State University to promote understanding of growth and energy implications.

**CITY COMMITMENT**

**Objective 10.1.F:**

**Explore methods of reducing energy usage and operating costs for residents.**

**Policy 10.1.F.1**

When appropriate, ~~the City shall~~ utilize green building techniques in new construction and in the redevelopment of existing municipal buildings.

**Policy 10.1.F.2:**

Increase the use of renewable energy by the City.

**Policy 10.1.F.3:**

Utilize new technological advances in construction materials and retrofitting products (lighting, glazing, insulation, etc.) when possible to reduce operating costs.

**Policy 10.1.F.4:**

Encourage teleconferencing and electronic plan review to reduce trip generation and paper usage.

**GREEN BUILDING PROGRAM**

**Objective 10.1.G:**

**Increase the amount of Green Building occurring in the City.**

**Policy 10.1.G.1:**

Explore the creation and implementation of a Green Building Program for the City that addresses building technology, water conservation, site design, multi-modal enhancements to the transportation system and other similar elements.

**Policy 10.1.G.2:**

Develop a program to incentivize the use of Green Building techniques. This program may include expedited review, target density increases and other measures as appropriate.

**GREEN SECTOR**

**Objective 10.1.H:**

**Capitalize on the green industry by encouraging the emergence of a new Green Sector.**

**Policy 10.1.H.1:**

Explore refinements to the Zoning Ordinance to create overlay zones to allow unique, emerging industries and development types.

**Policy ~~10.1.H.2:~~**

~~The City shall p~~romote the use of overlay districts and Specific Area Plans to promote mixed-use development in appropriate areas.

**Policy ~~10.1.H.3:~~**

~~The City should e~~ncourage passive climate solutions, such as building orientation or architectural treatments and styles that maximize climate resources.

**Policy ~~10.1.H.4:~~**

Investigate the creation of new employment opportunities and training specializing in green building and development.

## ARCHAEOLOGICAL RESOURCES

**Objective ~~10.1.I:~~**

**Retain the archaeological resources of Peoria.**

**Policy ~~10.1.I.1:~~**

~~The City should strive to i~~dentify, and preserve all significant artifacts and archaeological features within the City.

**Policy ~~10.1.I.2:~~**

~~The City should seek to i~~dentify and promote opportunities for adaptive reuse of underutilized historic structures.

## NATURAL HABITAT PRESERVATION

**Objective ~~10.1.J.E:~~**

**Maintain connections between wildlife habitats by identifying and protecting corridors for unimpeded movement.**

**Policy ~~10.1.J.1:~~**

~~The City shall e~~stablish sufficient trails, wildlife corridors, and other linear linkages between large open space areas.

**Policy ~~10.1.J.2:~~**

~~The City shall p~~rovide an effective means for the safe and uninterrupted movement of wildlife through open space corridors at all infrastructure and roadway crossings (i.e. bridges, ramps, overpasses, oversized culverts).

**Policy ~~10.1.J.3:~~**

~~The City shall m~~inimize man-made environmental hazards.

**Policy ~~10.1.J.4:~~**

~~The City shall l~~imit development in areas that may pose natural or man-made environmental hazards, such as steep slopes and floodplains.

**Policy ~~10.1.J.5:~~**

~~The City should a~~llow walls and fences where they do not disrupt natural wildlife movement patterns and design all infrastructure and roadways to minimize the impact on wildlife corridors.

**Policy ~~10.1.J.6:~~**

~~The City should h~~incorporate design techniques and measures that minimize conflicts between humans and wildlife.

**Policy ~~10.1.J.7:~~**

~~The City should d~~esign public recreational spaces to be wildlife friendly whenever possible.

**Policy ~~10.1.J.8:~~**

~~The City shall p~~romote enhanced landscaping along washes and wildlife corridors to promote the use of such areas by native wildlife.

### SENSITIVE LANDS MANAGEMENT

**Objective ~~10.1.K:~~**

**Protect environmentally sensitive lands and lands with high scenic value.**

**Policy ~~10.1.K.1:~~**

~~The City shall as part of the in the~~ Site Plan Review Process, require Site Plans to designate rare-landscape elements.

**Policy ~~10.1.K.2:~~**

~~The City shall p~~romote minimum site grading to encourage integration with the natural contours of the land.

**Policy ~~10.1.K.3:~~**

~~The City shall d~~velop a Wash Setback Ordinance protecting riparian areas and wash corridors.

**Policy ~~10.1.K.4:~~**

~~The City shall e~~ncourage that changes in natural drainage patterns be avoided. Where changes to the natural drainage patterns are necessary, a master drainage plan showing how the altered flows will be handled shall be prepared.

**Policy ~~10.1.K.5:~~**

~~Study The City should evaluate~~ the Sonoran Desert Environment of the future and past annexation (not covered by the Desert Conservation Master Plan) and designate the appropriate sensitive lands for conservation.

**Objective ~~10.1.L:~~**

**Promote the establishment of large, intact areas of native desert vegetation.**

**Policy ~~10.1.L.1:~~**

~~The City shall d~~velop a Native Plant Restoration and Salvage Ordinance.

**Policy ~~10.1.L.2:~~**

~~The City shall p~~romote the restoration and revegetation of disturbed areas with native plant species and match the plant densities of these revegetated areas to be consistent with the undisturbed setting.

**Policy ~~10.1.L.3:~~**

~~The City shall r~~ecognize and protect areas of significant natural vegetation (such as areas along washes, natural spring areas, or on slopes) which are advantageous to the increased densities of the native desert vegetation.

**Policy ~~10.1.L.4:~~**

~~The City shall E~~ncourage the use of indigenous or desert adapted plant materials in new developments and minimize the use of invasive and non-native plant species in the study area identified in the Peoria Desert Lands Conservation Master Plan.

**Objective ~~10.1.M:~~**

**Strive to create and maintain a consistent, high level of community appearance throughout Peoria.**

**Policy ~~10.1.M.1:~~**

~~The City shall continue to e~~ncourage well designed landscaping for commercial, office and industrial uses through design guidelines.

**Policy ~~10.1.M.2:~~**

~~The City shall continue to d~~iscourage desert dumping and encourage regular area-wide cleanup on a scheduled basis.

**Policy ~~10.1.M.3:~~**

~~The City shall d~~velop visual resource corridors to protect views to and from prominent landscape features such as mountains, buttes, rock outcroppings, washes, and rivers.

**Objective ~~1.10.NM:~~**

**Strive to retain the Agua Fria River, Skunk Creek and New River as continuous open space and multi-use amenity.**

**Policy ~~10.1.N.1M.1:~~**

~~The City shall m~~inimize natural and man-made environmental hazards adjacent to the river corridors.

**Policy ~~10.1.MN.2:~~**

~~The City shall r~~estrict residential development from known seismic and subsidence areas, or other known geological limitations such as sand and gravel operations in the river beds.

**GOAL 2: PROMOTE PUBLIC AND PRIVATE SUSTAINABLE DEVELOPMENT PRACTICES**

**Objective 2.A:**

**Identify a strategy to advance sustainable development practices in the City.**

**Policy 2.A.1:**

Develop a sustainable development web resource and presence.

**Policy 2.A.2:**

Identify and train City of Peoria employees in sustainable development. Identify key staff for potential USGBC LEED credentialing.

**Policy 2.A.3:**

Establish development incentives for projects demonstrating an exemplary commitment to sustainability.

**Policy 2.A.4:**

Identify and adjust Zoning Ordinance provisions where appropriate, for LEED certified buildings and/or unique green building types.

**Policy 2.A.5:**

Establish an objective in the General Plan establishing LEED silver certification as the target achievement for new municipal buildings and LEED-like design considerations as the target achievement where a LEED rating is not practical or is otherwise unattainable.

**Policy 2.A.6:**

Ensure model codes are aligned with sustainability objectives (i.e. low water use, alternate electrical energy sources, indoor air quality, HVAC and lighting efficiency).

**Policy 2.A.7:**

Develop an awards program to recognize sustainable development in the private sector.

**Objective 2.B:**

**Support the creation of a local green business council that provides information exchange and promotes sustainable business practices that balance environment, equity and economy.**

**Policy 2.B.1:**

Partner with the Peoria Chamber of Commerce to create the council, charter and board.

**Policy 2.B.2:**

Develop regular interactions between the Green Business Council and the City of Peoria.

**Policy 2.B.3:**

Investigate the creation of new employment opportunities and training specializing in green development.

## **10.c. CONSERVATION AND ENVIRONMENTAL PLAN**

The Conservation and Environmental Plan is broken down into six major topic areas including:

- Air Quality Management
- Water Conservation and Management
- Energy Conservation
- Archaeological Resource Management
- Natural Habitat Preservation
- Sensitive Lands Management

### **AIR QUALITY MANAGEMENT**

Air quality continues to be one of the more serious concerns in Maricopa County. Rampant urbanization has presented many challenges to regional air quality. The significant increase in population has added more cars to the transportation system; low-density development patterns have extended the urban environment further to the fringe areas resulting in longer trips and inefficient utilization of land use and; remaining unpaved roads, shoulders and parking lots continue to affect the amount of particulate matter in the air. These are a few of the factors that have contributed to the regions' air quality issues.

To exacerbate the problem, the metropolitan area is prone to a weather condition known as temperature inversion. In a temperature inversion, air doesn't rise because it is "trapped" near the surface by a warmer layer of air above it. Smog and other smog-forming pollutants become trapped as well. As people continue to drive and other sources continue to release pollutants, the smog level worsens until sufficient winds can disperse the "brown cloud."

The pervasive air quality conditions have affected the County's status as a designated "non-attainment" area for three criteria pollutants: carbon monoxide, ozone, particulate matter (PM<sub>10</sub>). To enforce the requirements of the Clean Air Act and its subsequent amendments, the Environmental Protection

Agency (EPA) is charged with administering national ambient air quality standards (NAAQS) for six criteria pollutants: ozone (O<sub>3</sub>), sulfur dioxide (SO<sub>2</sub>), nitrogen dioxide (NO<sub>2</sub>), carbon monoxide (CO), lead (Pb) and particulate matter whose aerodynamic size is less than ten micrometers (PM<sub>10</sub>). In Maricopa County, there are 23 air-monitoring stations. The closest local monitoring sites are at the Lake Pleasant Desert Outdoor Center and in nearby Glendale at 59<sup>th</sup> and Olive Avenues.

Particulate matter or PM<sub>10</sub> is caused by two factors, one of which can be controlled. High winds and blowing storms cause the particulate matter to exceed national standards as can truck and automobile travel on unpaved roads. The standard for PM<sub>10</sub> is based on a 24-hour standard. The 24-hour standard is 150 ug/m (micrograms per cubic meter). The City is continually monitoring its existing dirt road inventory to determine when paving is necessary. The Arizona Department of Environmental Quality recommends paving or treatment of dirt roads when they exceed 250 trips per day. The City's transportation budget includes funding to improve dirt roads as necessary. The General Plan seeks to mitigate this problem proactively by discouraging new development that will place additional burden on nearby dirt roads.

Land Use designations and mixed-use development centers included in the Land Use Plan attempt to reduce unnecessary automobile trips that increase carbon monoxide levels from automobile emissions. Land use policies that support transit are also encouraged to decrease automobile use. Bicycle lanes and trail systems can also contribute to decreased automobile trips. Promotion of transportation demand strategies is another tool utilized to reduce the amount of cars on the road during peak hours. Telecommuting and flexible work schedules that avoid peak travel times are strategies of transportation demand management as well.

High levels of ozone have been significantly reduced in the valley. The Phoenix ozone non-attainment area is completing its third straight year of no violations of the NAAQS. This enables Maricopa County to a determination that the clean air standard has been attained avoiding a threat to be classified in the severe non-attainment status. Programs eliminating gas powered movers and equipment and refueling vehicles in non-peak hours have proved successful.

#### **WATER CONSERVATION AND MANAGEMENT**

The dramatic growth of the City has made effective and efficient water management strategies essential to protecting the City's present and future water resources. The City's Principles of Sound Water Management, adopted in 2007, are a set of seventeen policies that are designed to guide the City in its water management decisions.

As the fourth phase of the Arizona Groundwater Management Act nears, Peoria is analyzing the current water conservation program and considering new measures to encourage reductions in water consumption by the City and its citizens. The City has adopted a water resources strategy in which the water supply is based on replenishable supplies from the Central Arizona Project and Salt River Project as well as underground storage of replenishable water that eventually can be recovered with wells. The City currently serves surface water from CAP and SRP for almost three-fourths of its total supply, with the remaining water from potable system production wells. Over the last ten years, the City has steadily decreased its reliance on groundwater, preserving this precious resource for times of drought when surface water supplies could run short.

Land use policy plays an important role in the impact of water usage. The Land Use Plan, Public Services and Facilities Plan, the Water Resources Master Plan, along with the City's Principles of Sound Water Management provide the City with consistent development policies to ensure a water supply for the growth and development through 2030. The City will continue to be proactive in educating residents

and developers about the benefits of water conservation and in measures to reduce the City's reliance on groundwater.

### **ENERGY**

The City's desire to preserve open space is out of respect for the natural environment and the desire to provide quality recreational opportunities for its residents. This respect for the natural environment manifests itself in Energy Conservation efforts and policies contained within this element. Energy Conservation comes in many forms ranging from automobile trip reduction to 'green' building techniques. Therefore the goals, objectives and policies in this element are intended to promote creative, but effective conservation techniques.

As we embrace the benefits of the 21<sup>st</sup> Century, we must also be prepared to embrace the problems that come with it. In an effort to remain progressive in matters of the environment, the City is looking to define logical methods of conserving Peoria's natural resources by capitalizing on new building technologies, planning methods, site development and opportunities involving renewable resources.

It is critical for a community to respond to its natural habitat; to understand its natural constraints and take advantage of its attributes. Peoria serves as the link between community growth and the natural desert beauty; finding a balance in which neither is compromised and is pertinent to the City of Peoria's existence is vital to its mission.

The City's commitment to energy conservation involves a responsible approach to the reduction of energy consumption and utilization of renewable energy sources. The implementation of this effort is envisioned through energy conservation, education, partnerships, leadership by the City, development of a green building program and the embracing of a green sector. The mutual, proactive collaboration of these many facets is critical to the success of such a program. thereby turning the City into a steward of change in order to preserve its future.

The City's ability to promote energy conservation encompasses a wide range of areas and disciplines within the governmental organization. Transportation planning which integrates the efficient mobility of pedestrian, bicycle, personal automobile and mass transit traffic throughout the City is crucial in reducing energy consumption, while improving the quality of life for Peoria residents. This can be accomplished through appropriate land use designations and zoning that encourages concentrated intensity in areas considered to be existing or future transportation corridors. Higher density residential neighborhoods near employment and commercial centers often reduce the number and frequency of trips as well as the distance traveled between home, employment and services. Similarly, large industrial users should be located near major transportation corridors eliminating additional trips within the City. The integration of a multitude of uses and maximizing the accessibility between them is crucial in the reduction of energy consumption and creating a community with efficient alternative modes of transportation. Site plan analysis for passive climate solutions and integration of alternative energy sources, such as window positioning and use of solar power, are vital in making the Sonoran Desert climate benefit the community far beyond its natural beauty.

Knowledge of the impacts of inefficient energy consumption, techniques to reduce energy consumption and the development of renewable energy sources are constantly maturing. The education of Peoria citizens, staff, and community stakeholders is essential to the successful implementation of energy-conscious practices within the City. The City must also utilize the vast number of institutions within the Valley and State to incorporate new design and information into City operations to continue the education of its citizens.

Site planning and building design have a significant effect on the amount of energy needed to heat, cool and light buildings to meet the needs of their occupants. Integration of green building practices in site and building design can significantly reduce energy consumption. Many green building techniques currently carry a higher capital cost, but when viewed in respect to life-cycle costs and the cost paid by the local environment, the savings payback the initial investment, while producing long-term operational and quality of life benefits.

The market is constantly changing and in order for the City to receive the full economic benefit it must adapt to such changes. The growing awareness of sustainability issues and the importance of addressing them in order to preserve our future are producing a new sector of the economy. This green sector consists of businesses centered around and the production and sales of products that conserve energy or capitalize on renewable energy sources. These businesses range from solar panel production, recycling plants, hybrid vehicle development and even local farmers markets. The City should encourage green businesses to locate within the City through refinements to the Zoning Ordinances to create overlay zones to allow unique, emerging industries and development types.

Energy consciousness adds value to a City beyond the apparent environmental and economic reasons. The value is an awareness of the natural environment and understanding its benefits for generations to come. Energy consciousness allows Peoria to remain a progressive City and an environmental leader in the Valley.

The City also promotes Transportation Demand Management and Transportation System Management that makes travel more efficient and less energy consumptive. These strategies also reduce congestion on the City streets and therefore decrease travel time while increasing traffic flow throughout the City.

#### **ARCHAEOLOGICAL RESOURCE MANAGEMENT**

Archaeological resources include residences occupied or utilized by humans both in historic and prehistoric times for a sufficient length of time to construct features or deposit artifacts. These features and artifacts are resources that the City wishes retain as a cultural resource of the City. Current development projects and roadways are required to prepare an archaeological survey if the State Historic Preservation Office (SHPO) feels the area is a potential to contain historic features. An archaeological survey may result in further archaeological investigation, if deemed necessary. The City encourages protection of archaeological sites by requiring surveys and mitigation by developers (if necessary) and restricting information regarding the location of sites to potential vandals or artifact collectors. Future acquisition and/or protection of significant sites or features should be considered on a case by case basis as any of the following conditions occur.

- Significant sites or features are found in development applications or roadway improvements.
- Future or existing studies that identify significant archaeological sites for preservation.
- Significant sites and features Identified by the City Parks Department, Planning Division, or any other entity.
- Significant sites and featured identified by a community association, group, or coalition.

#### **NATURAL HABITAT PRESERVATION**

A diversity of plant and wildlife species plays a critical role in preserving the quality and function of the natural environment. To this end, it is imperative that land that supports diverse wildlife and plant communities be preserved and protected from fragmentation. The impacts from development and other human activities can be significant. An activity that disrupts a segment of the ecosystem may have

ripple effects upon the rest of the system. Therefore, responsible planning principles would promote the preservation and conservation of significant plant and wildlife communities.

An objective within this element promotes the preservation and maintenance of connections between wildlife habitats by identifying open space corridors for unimpeded movement. These corridors can also function as trails linking pedestrians, bicyclists and equestrian users to open spaces. The adopted Trails and Rivers Master Plans referenced herein recognize the City's rivers corridors as the "recreational spines of the City." Additionally, this element promotes wildlife-friendly recreational spaces and addresses the impacts from development upon wildlife corridors.

- Preserve wildlife corridors for endangered and threatened species.
- Establish open space lands restricting and limiting human use to protect significant plant and animal habitats.
- Preserve a system of linkages, connections, and gateways between significant open spaces and significant animal and plant habitats.
- Identify areas to restrict the development of fences and barriers that will block the natural movement near wildlife corridors.
- Develop standards within the Design Guidelines to address measures that minimize conflicts between the built environment and open space, and wildlife habitat.

#### **SENSITIVE LANDS MANAGEMENT**

Peoria has completed groundwork efforts to protect sensitive lands by completing the Peoria Desert Lands Conservation Master Plan. The City can further this effort by utilizing GIS-based analysis to create detailed information that can help guide development near sensitive lands. The City is dedicated to further evaluate and protect the following resources.

- Limit man-made environmental hazards near sensitive lands and lands not suitable for intensive development or hazardous materials.
- Restrict development on steep slopes and floodplains.
- Utilize the river open spaces to provide multi-use corridors for wildlife access, recreational use, floodplain protection, and open space view corridors.
- Restrict development in the identified river corridor open space.
- Limit the development of hazardous man-made structures adjacent to the river corridor open spaces.
- Develop a GIS based inventory of seismic and subsidence area and other known geological limitations. Restrict development in these areas that is non-compatible.
- Develop a GIS based inventory for soils, vegetation, and habitats that can be utilized to direct preservation and development efforts.

#### **10.D. IMPLEMENTATION PROGRAM**

~~The Implementation Program for the Environmental Resources Element of the Peoria General Plan is presented in Table 10-1, *Environmental Resources Implementation Program*. The table is presented under the following four headings:~~

**Implementation Measure** — Lists the action necessary to carry out the Environmental Resources 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.

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.

**TABLE 10-1 — Environmental Resources Implementation Program**

<b>Implementation Measure</b>	<b>Lead Department / Agency</b>	<b>Projected Timeframe (Years)</b>	<b>Potential Funding Sources</b>
Update City Water Resources Master Plan	Utilities Department; Consultant	5-10	Development Impact Fees; Water Operating Fund
Update City Wastewater Master Plan	Utilities Department; Consultant	0-3	Development Impact Fees; Wastewater Operating Fund
Update City Water Infrastructure Master Plan	Utilities Department; Consultant	5-6	Development Impact Fees; Water Operating Fund
Update Water Reuse Master Plan	Utilities Department; Consultant	5	Development Impact Fees; Water and Wastewater Operating Fund
Develop a strategy to revitalize and promote adaptive reuse for historic buildings	Community Development; Economic Development Director	2-5	General Operating Fund; ½-cent Sales Tax Funds
Develop an Environmental Sensitive Lands Ordinance (ESLO)	Community Development; Consultant	0-2	General Operating Fund
Develop a Native Plant Restoration and Salvage Ordinance in conjunction with the ESLO	Community Development; Consultant	0-2	General Operating Fund
Develop a Wash Setback Ordinance in conjunction with the ESLO	Community Development; Consultant	0-2	General Operating Fund

**10. ENVIRONMENTAL RESOURCES ELEMENT**

<b>Implementation Measure</b>	<b>Lead Department / Agency</b>	<b>Projected Timeframe (Years)</b>	<b>Potential Funding Sources</b>
Develop a conservation strategy to promote sustainability principles	Citywide	0-3	General Operating Fund

Source: City of Peoria, 2001; Amended 2003; Amended 2008  
 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.

## 11. WATER RESOURCES ELEMENT

*The City of Peoria knows that planning for its future requires consideration of the current and future water supply and demand. Because of its value, the City's water resources will play an increasingly important role in Peoria's growth and development plans. Fiscally and environmentally, intertwining Peoria's water resource planning and development planning makes sense.*

The Water Resources Element is organized in the following manner:

- 11.a. Introduction
- 11.b. Summary of Existing Water Supplies
- 11.c. Summary of Existing Water Infrastructure
- 11.d. Goals, Objectives and Policies
- 11.e. Implementation Program (Strategies to Increase Capacity)

### 11.A. INTRODUCTION

Water policy direction and goals are created within an environment that is ever-changing. The use of water supplies in Arizona is affected by state and federal regulations. There are increasing demands for limited water resources making it even more necessary for Peoria to remain active and informed on current water issues. In addition to the changing water supply arena, regulations affecting the treatment and testing of water to meet water quality requirements are constantly changing.

Given the value of water in an arid environment, the Growing Smarter initiative included requirements for cities to recognize and plan for water supply constraints. For cities and counties that match certain criteria, Growing Smarter requires a summary of the current water supply. Components of the current water supply include surface water, groundwater, and reclaimed water. Although not referenced in the Growing Smarter legislation, water conservation can be considered a quasi-supply because it allows a city's water budget to serve more people. Water conservation ties into the next water component in Growing Smarter, which is an analysis of how future growth will be served by available water supplies or by a city's plan to obtain a larger supply. Growing Smarter recognizes that water planning and planning for future growth goes hand in hand.

At the state level, the Arizona Department of Water Resources (ADWR) has adopted the ~~final version of the~~ Third Management Plan (TMP) and is working on developing the Fourth Management Plan. The TMP is ~~the latest part of a series of five~~ management ~~plan in the series of five plans~~ that ~~was~~ is mandated by the Groundwater Management Act of 1980 (GMA). The ~~approval of the~~ TMP ~~brings with it~~ has regulatory requirements for municipalities, particularly in the area of water conservation. Peoria also ~~abides by~~ must comply with the Assured Water Supply (AWS) rules. The AWS rules require that water providers prove a 100-year supply of renewable water that is physically, continuously, and legally available, and must be of sufficient quality, before any ~~new residential growth~~ additional development occurs. ~~Due to the regulatory need to reduce groundwater mining, Peoria has converted to renewable water resources for the majority of its water supply. The primary sources~~ City meets the requirements of this program through its Designation of renewable water are Central Arizona Project (CAP) water, Salt River Project (SRP) water, and reclaimed water. In September 1998, Peoria began this conversion by using CAP water directly through the City of Glendale's Pyramid Peak Assured Water Treatment Plant. ~~In June 2002, Peoria's Greenway Water Treatment Plant began operating~~ Supply (DAWS or Designation)

~~issued by ADWR having met this rigorous criteria. The City first obtained a DAWS in 1997, and renewed and expanded the Designation in 2003. However, this Designation will expire in 2010. In 2009 the City submitted a new application for a Designation and requested an extended coverage date to 2030. This plant allows Peoria to use SRP surface water as a potable source. In 1999, Peoria started to receive recharge credits for the highly treated reclaimed water being recharged back into the groundwater aquifer application is currently under review at the Beardsley Wastewater Treatment Plant. Also, the recharge of surface water at the Aqua Fria and Hieroglyphic Mountains recharge facilities was started in 2002. The credits earned for the recharged water can be redeemed by the City through the water supply wells. ADWR.~~

~~Effective January 2006, the Environmental Protection Agency (EPA) lowered the maximum contaminant level (MCL) of arsenic across the nation. The EPA set the MCL for arsenic at 10µg/liter, whereas the past MCL had been set at 50µg/liter. This requirement primarily affects groundwater production and will require modifications to some existing wells and their delivery systems and possibly the drilling of new wells. Peoria is currently working to maximize the water production from existing and newly-constructed wells while meeting the MCL requirements for arsenic and other regulated constituents. Since much of Peoria's renewable supply utilization will occur as recovery through groundwater wells, it is important to continue to expand the capacity of the City's groundwater well infrastructure.~~

~~Due to the regulatory need to reduce groundwater mining, Peoria has converted to renewable water resources for the majority of its water supply. The primary sources of renewable water are Central Arizona Project (CAP) water, Salt River Project (SRP) water, and reclaimed water. In September 1998, Peoria began this conversion by using CAP water directly through the City of Glendale's Pyramid Peak Water Treatment Plant. In June 2002, Peoria's Greenway Water Treatment Plant began operating. This plant allows Peoria to use SRP surface water as a potable source. In 1999, Peoria started to receive recharge credits for the highly treated reclaimed water being recharged back into the groundwater aquifer at the Beardsley Wastewater Treatment Plant. Also, the recharge of surface water at the Aqua Fria and Hieroglyphic Mountains recharge facilities was started in 2002. The credits earned for the recharged water can be redeemed by the City through the water supply wells. In July 2008, Peoria dedicated the new and state-of-the-art Butler Water Reclamation Facility. This plant replaces the need for treating the City's wastewater in Tolleson. This plant will eventually produce up to 15,000 acre-feet per year of cleaned reclaimed water, most of which will be stored at the New River-Agua Fria Underground Storage Project (NAUSP), which is operated by SRP and in which the City has a 20% ownership stake.~~

~~Peoria firmly believes in planning for future water needs and availability. In January 2006, a Water Resources Master Plan update was completed that outlined the City's options and strategies for meeting future water demands. The Water Resources Master Plan outlines both the legally and physically available supplies and the projected water demands as the City grows through build out. The City is currently updating the Water Infrastructure Master Plan report which will discuss the necessary treatment facilities and distribution systems required to treat and transport water to Peoria's customers.~~

#### ~~11.b.— Summary of Existing Water Supplies~~

~~Effective January 2006, the Environmental Protection Agency (EPA) lowered the maximum contaminant level (MCL) of arsenic across the nation. The EPA set the MCL for arsenic at 10 µg/liter, whereas the past MCL had been set at 50 µg/liter. This requirement primarily affects groundwater production and will require modifications to some existing wells and their delivery systems and possibly the drilling of~~

new wells. Peoria is currently working to maximize the water production from existing and newly-constructed wells while meeting the MCL requirements for arsenic and other regulated constituents. Since much of Peoria's renewable supply utilization will occur as recovery through groundwater wells, it is important to continue to expand the capacity of the City's groundwater well infrastructure.

Peoria firmly believes in planning for future water needs and availability. In January 2006, a Water Resources Master Plan update was completed that outlined the City's options and strategies for meeting future water demands. The Water Resources Master Plan outlines both the legally and physically available supplies and the projected water demands as the City grows through build out. In November 2007, the City Council adopted the "Principles of Sound Water Management," a compendium of 17 policies that cover topics ranging from regulatory compliance to water conservation to land use water management to drought planning. The "Principles" act as an over-arching policy guide for the City's water future, and are unique among Arizona municipal providers.

~~THE CITY HAS BEEN ACTIVELY ENGAGED IN OBTAINING AND SERVING RELIABLE AND COST-EFFECTIVE WATER RESOURCES TO ITS CUSTOMERS SINCE 1954. AT PRESENT, THE CITY HAS A PORTFOLIO OF SUPPLIES FROM WHICH TO SERVE ITS CUSTOMERS. EACH WATER SUPPLY IS DISCUSSED BELOW.~~

### ~~SALT RIVER PROJECT WATER RIGHTS~~

~~APPROXIMATELY 8,973 ACRES OF LAND IN THE SRP WATER PLANNING AREAS OF THE CITY OF PEORIA HAVE SRP WATER RIGHTS. THE CITY HAS A WATER DELIVERY CONTRACT WITH SRP SO THAT THE CITY IS THE DELIVERY AGENT FOR WATER RIGHTS APPURTENANT TO URBANIZED SRP LANDS. AS OF 2005, APPROXIMATELY 7,596 ACRES HAD BEEN URBANIZED. SRP ESTIMATES THAT APPROXIMATELY 15,192 ACRE- FEET OF SRP WATER ARE AVAILABLE TO THOSE URBANIZED LANDS (2005, SRP ENTITLEMENT REPORTS). THIS CONSTITUTES SRP'S STANDARD ALLOCATION OF 2 ACRE- FEET PER ACRE AND IS CONSIDERED A FIRM SUPPLY DEPENDENT UPON SRP DROUGHT DELIVERY SCENARIO.~~

~~SRP ESTIMATES THAT AT BUILD- OUT, ALL THE LANDS IN PEORIA WITH SRP WATER RIGHTS WILL BE URBANIZED. ASSUMING THAT HAPPENS, THE CITY WILL BECOME THE DELIVERY AGENT FOR 8,973 ACRES OF LAND WITH SRP RIGHTS. APPROXIMATELY 17,947 ACRE- FEET ANNUALLY (AFA) OF SRP WATER WILL BE AVAILABLE FOR DELIVERY TO THOSE LANDS BASED ON SRP ESTIMATES. AT PRESENT, ACCORDING TO FEDERAL LAW SRP WATER MAY NOT SERVE OFF PROJECT LANDS.~~

### 11.B. SUMMARY OF EXISTING WATER SUPPLIES

The City has been actively engaged in obtaining and serving reliable and cost-effective water resources to its customers since 1954. The City currently has five sources of water in its portfolio from which to serve its customers, which are key components of the approved Designation:

- 1) Salt River Project (SRP) Surface Water – Salt and Verde Rivers, delivered by SRP canal system for use on SRP association member lands
- 2) Central Arizona Project (CAP) Surface Water - Colorado River, delivered by the Central Arizona Water Conservation District (CAWCD) through the CAP canal system (CAP)
- 3) Groundwater- available from multiple service area wells
- 4) Recovered Water, both CAP and Reclaimed Water: Available from multiple recovery wells as a result of the City's recharge of CAP and reclaimed water. The City is able to recharge water CAP water

through ownership of portions of CAP recharge facilities and reclaimed water through 20% ownership the SRP New River Agua Fria Underground Storage Facility as well as the City's Beardsley Water Reclamation Facility Underground Storage Facility.

5) Reclaimed Water-Direct Use for irrigation and other non-potable uses

Each water supply is discussed below.

**SALT RIVER PROJECT (SRP OR PROJECT) WATER RIGHTS**

Surface water delivered by SRP to the Greenway Water Treatment Plant is used for on-Project demands. The Greenway Water Treatment Plant is currently designed and built to treat 17,936 acre-feet per year. The City's SRP water supply was determined by SRP in a November 2008 study entitled "2008 Assured Water Supply Study for Salt River Project Member Lands". SRP annually allocates water stored in impoundments on the Salt-Verde River system and water developed from SRP wells, historically 3.0 acre-feet per acre of Member Lands. Although the City contains 10,877 acres which are Member Lands (including the town site), the SRP study utilized projected demand in 2030 instead of acreage to determine the maximum amount of water available to the City. All municipal providers receiving SRP surface water agree to the numbers fixed in the study. This consensus study has been previously submitted by SRP to ADWR. The total allocation for the City for Assured Water Supply Program purposes as determined in the study is 25,201 acre-feet. Currently the supply of SRP surface water exceeds the demand of on-Project lands. The Greenway WTP will need to be expanded in the future to treat its total SRP allocation, as SRP estimates that all the member lands in Peoria with SRP water rights will be urbanized.

**GROUNDWATER ALLOWANCE**

The City has an established volume of 1098 acre-feet of groundwater that may be pumped as part of its AWS. ~~This quantity~~The City's groundwater allowance ~~was established~~calculated in 1995 ~~by the AWS rules and was computed to be original 1997 Designation as 7.5 times % of the amount of water the City provided to its customers in 1994.~~ In 1994, the City used approximately 14,634 afa. Therefore, the groundwater allowance is 109,800 afa (7.5 x 14,634 rounded to nearest 100 afa). If used at a constant annual rate, the supply is equal to 1,098 afa for 100 years. Through 2005, the City has used a small ~~portion of the allowance.~~total demand.

**INCIDENTAL GROUNDWATER RECHARGE**

The AWS rules established a standard incidental recharge factor to recognize that some of the water used in a municipal system returns to the subsurface. This recharge is return flow from water leaks, waste, excess and urban irrigation. This volume is calculated annually as four percent of the total water used by the City. ~~In 2004, this amounted~~For 2008, the incidental recharge factor amounts to ~~approximately 928 afa.~~1,176 acre-feet. Incidental recharge is calculated annually and credited to the City's groundwater credit account~~;~~, as water the City may also legally pump.

**CENTRAL ARIZONA PROJECT (CAP) ALLOCATION**

The City ~~has~~holds a Municipal and Industrial (M&I) subcontract ~~for 19,709 afa~~in the amount of 26,236 acre-feet per year. The ~~allocation~~City also holds a lease on Indian CAP M&I priority water in the amount of 7,000 acre-feet per year as the result of the Gila River Indian Community (GRIC) settlement. A total of 33,236 acre-feet per year is thus physically, continuously, and legally available from the CAP canal. These allocations may be used anywhere within the City's service area, consistent with City policy. The supplies may be delivered from the CAP Aqueduct and any location approved by the Central Arizona

Water Conservation District (CAWCD). The supply is highly reliable. However, it is likely that some shortages may occur in the future during severe droughts on the Colorado River and when the Upper Basin states begin to utilize their full entitlements.

The City has purchased 10 cfs capacity in the SRP-CAP interconnect facility. Therefore, approximately 7,240 afa of CAP water may be wheeled through SRP conveyance facilities to City facilities.

#### **RECOVERED WATER FROM RECHARGE CREDITS**

~~As of 2003, the City holds approximately 33,000 af stores water on its own behalf under a series of six Water Storage Permits. The sources of stored water include both CAP recharge credits surface water and reclaimed water from City-owned water reclamation facilities. Water stored in accordance with ADWR excess of the amount annually recovered accrues Long-Term Storage Credits. Through its recharge activities to date, the City has already built up Long Term Storage Credits in excess of 35,000 acre-feet. These credits were accrued through in-lieu recharge on SRP lands by providing SRP with a portion of Peoria's CAP allocation, CAP water recharged at the Agua Fria and Hieroglyphic Mountain Recharge Projects, and reclaimed water recharged at the Beardsley Water Reclamation Facility (WRF) and the New River Agua Fria Underground Storage Project (NAUSP).~~

The credits are available to be recovered through groundwater pumping and will help to off-set any groundwater use. ~~CAGR D Service Area Membership~~

~~The City However, none of these credits are being pledged to the Designation of Assured Water Supply. Instead, the City is a service area member of the Central Arizona Groundwater Replenishment District (CAGR D). Under the current contract, the City may incur reserving these credits for the future in the event of a minimum CAGR D obligation of 500 afa beginning in 2001. For purposes of its AWS application, the City showed use of 12,149 af of groundwater use which would require replenishment. The service area membership is subject to physical availability of groundwater. shortage in surface water. The City intends to add to these credits each year to the maximum extent possible.~~

#### **RECLAIMED WATER**

~~The City produced approximately 7,900 acre-feet of reclaimed water in 2008. This production will increase over time as the City's population increases. The City completed its first Reuse Master Plan in 2005 to guide the development of this valuable resource. Approximately 7,200 acre-feet, or 91%, of the City's reclaimed water was recharged, with 5.5% currently being directly reused to meet non-potable irrigation demand in the Vistancia master-planned community, and 3.5% directly reused in City facilities.~~

~~The City intends to increase deliveries of treated effluent for non-potable uses such as landscaping and golf courses as the supply of effluent increases whenever the opportunity is presented. The City intends to recharge all other treated effluent for annual recovery and Long-Term Storage Credits.~~

#### **WATER CONSERVATION PROGRAM**

While not a water supply in the traditional sense, the City water conservation program is an important compliment to the existing water resource portfolio of the City. Water conservation reduces water demands, which saves considerable capital and operating costs for the City and its customers and gives the City flexibility when planning for the future. At present, the City provides water conservation information and assistance to its residents through various utility efforts, financial incentives, and public awareness and education.

**LAKE PLEASANT**

Lake Pleasant is a significant recreational resource for the City. It provides regulatory storage for CAP and conservation storage for Maricopa Water District (MWD). As such, Lake Pleasant is not a direct water resource for the City.

**11.C. SUMMARY OF EXISTING WATER INFRASTRUCTURE**

**INFRASTRUCTURE**

The City currently operates a wide array of water resource treatment and production facilities. These include a water treatment plants (WTPs), wells, recharge facilities, recovery wells, and wastewater reclamation facilities (WRFs). The facilities are discussed below.

**WATER TREATMENT PLANTS**

The City owns 23% of the treatment capacity in Glendale's of the Pyramid Peak ~~WTP~~Water Treatment Plant which is operated by Glendale and ~~has completed~~owns and operates the Greenway WTP. The Pyramid Peak WTP serves CAP water while the Greenway WTP treats SRP water mainly and can also serve CAP water. The first phase of the Greenway plant was constructed to have 17,936 afa (16.0 mgd) of capacity.

**WELLS**

The City ~~currently has 31~~a total of 37 wells, including SRP wells available for water production~~City use, for municipal supply~~. In ~~addition, SRP has pledged three wells 2008 only~~ 17 of these wells were pumped. The others were not active due to serve the SRP planning area of the City water quality or other issues. In total, the City has approximately ~~37,400~~40,000 afa (~~33.436 mgd) of production capacity from existing wells. ~~The production capacity assumes City wells, although some are operating at 75 percent of their pumping capacity. currently inoperable due to water quality or other issues~~. The production wells are also permitted as recovery wells for the purpose of pumping recharge credits.~~

**RECHARGE FACILITIES**

~~The City has constructed 22.9 acres of spreading basins to recharge reclaimed water produced at the Beardsley WWTP. The basins have a capacity to recharge approximately 4,500 afa. Approximately 2,200 af of reclaimed water was recharged in 2005. At present, the City has a permit to recharge up to 4,480 afa from the treatment plant. The permit number for this recharge facility is 71-552497-0002. The permit period is June 21, 2006 to June 21, 2011. The City also has a permit for the indirect recharge of 40,000 afa of CAP water within the SRP boundaries. The permit number is 73-553133-0201, and the permit period is effective from July 17, 2006 through the permit period for the facility which is June 21, 2011. The City also owns capacity and recharges CAP water at the Central Arizona Project's Agua Fria and Hieroglyphic Mountains Recharge Facilities. The City has the following permitted recharge capacities through ownership of or in the listed facilities, for a total of 47,080 afa:~~

**RECLAIMED WATER**

- NAUSP (SRP facility): 14,600 afa
- Beardsley: 4,480 afa (phases upward to match WRF capacity)

**CAP WATER**

- Agua Fria Managed: 9,000 afa
- Agua Fria Constructed: 9,000 afa
- “Hieroglyphic Mountain” 10,000 afa

**WASTEWATER TREATMENT PLANTS**

The City owns and operates ~~the three WRFs: Beardsley WRF. The plant has a~~, treatment capacity of 4.0 mgd. ~~The; Jomax WRF, also owned, treatment capacity of 2.25 mgd, and operated by the City, was started in December 2004 with an initial capacity of 0.75 mgd. Additionally, Peoria also owns 9.4 mgd of Butler, capacity in the Tolleson WWTP. The City is currently designing the Butler Drive WRF which will replace the need for capacity in the Tolleson WWTP. 10 mgd.~~

**11.D. GOALS, OBJECTIVES AND POLICIES**

The goals, objectives and policies in this section provide the fundamental guidance for addressing a water resource issues. Policies in this element advocate careful management in order to assure an adequate and reliable supply of water resources.

In order to review all policies applicable to water resources and water conservation, the “Principles of Sound Water Management” should be consulted. This document was approved and adopted by the Peoria City Council in November, 2007.

**GOAL 11.1:**

**MANAGE A COORDINATED SYSTEM OF WATER AND WASTEWATER UTILITY SERVICE FACILITIES AND RESOURCES TO ADEQUATELY SERVE BUSINESS, HOUSING AND OTHER USES.**

**Objective 11.1.A:**

Enhance and extend public wastewater service including collection and treatment systems to urbanized and newly developing areas of the City.

**Policy 11.1.A.1:**

~~Continuously~~The City shall continuously maintain a Wastewater Master Plan and undertake comprehensive revisions on a five ~~to seven~~ year cycle.

**Policy 11.1.A.2:**

The Wastewater Master Plan shall support the General Plan.

**Policy 11.1.A.3:**

~~The City shall continuously m~~Maintain a Wastewater Reuse Plan as a component of the Wastewater Master Plan to maximize the beneficial use of reclaimed water.

**Policy 11.1.A.4:**

~~The City shall u~~Utilize the Wastewater Expansion fee for new development as a component of the funding required for the Capital Improvement Program.

**Objective 11.1.B:**

Satisfy current and future water demands through sustainable and renewable water resources for the next 100 years.

**Policy 11.1.B.1:**

~~The City shall c~~Continuously ~~ontinuously~~ maintain a Water Resource Master Plan and undertake comprehensive revisions on a five- ~~to seven~~ year cycle ~~concurrent with the General Plan Update.~~

**Policy 11.1.B.2:**

The Water Resource Master Plan shall support the General Plan.

**Policy 11.1.B.3:**

~~The City shall c~~Comply with the provisions of its Assured Water Supply designation by the Arizona Department of Water Resources.

**Policy 11.1.B.4:**

~~The City shall c~~Continue ~~to maximize the its conversion from a primarily groundwater-based (non-renewable) supply system to a use of City~~ surface water ~~based and stored/recovered water~~ (renewable) supply system.

**Policy 11.1.B.5:**

~~The City shall c~~Continue to pursue the acquisition of additional renewable water resources such as groundwater recharge programs, reclaimed water, ~~stormwater~~ and ~~various CAP allocations or other available surface water.~~

**Policy 11.1.B.6:**

~~The City shall u~~Utilize a Water Resource Expansion Fee for new development as a component of the funding required for new water resources.

**Objective 11.1.C:**

Enhance and extend public water service including distribution and potable treatment systems in both urbanized and newly developing areas of the City.

**Policy 11.1.C.1:**

~~The City shall c~~ontinuously maintain a Water Infrastructure Master Plan and undertake comprehensive revisions on a five ~~to seven~~ year cycle.

**Policy 11.1.C.2:**

The Water Infrastructure Master Plan shall conform to and support the General Plan.

**Policy 11.1.C.3:**

~~The City shall continue to m~~Meet and exceed the water quality requirements of the Safe Drinking Water Act and all other regulatory requirements. The City will place a priority on the aesthetic quality of the water it produces and delivers.

**Policy 11.1.C.4:**

~~The City shall u~~tilize the Water Expansion Fee for new development as a component of the funding required for the Capital Improvement Program.

**Policy 11.1.C.5:**

~~The City shall continu~~Continuously ~~e to~~-build and maintain a water distribution system which supports adequate fire suppression and enhances life safety and property protection.

## 11.E. IMPLEMENTATION PROGRAM (STRATEGIES TO INCREASE CAPACITY)

This section summarizes the conclusions which have been reached as a result of the analysis of the water supplies and demands for the City of Peoria. The strategies the City should pursue in order to assure an adequate and reliable supply are identified.

Conclusions are segregated into those related to water resource availability (which takes into account legal and physical availability) and those related to infrastructure capacity. The conclusions are based on the following general assumptions:

- City total per capita water use is approximately 165 gallons per day;
- Average annual population growth rate of four percent over the next 25 years;
- City build out occurs at approximately year 2060; and
- Water demands within private water companies are not included.

### WATER RESOURCE AVAILABILITY

Summarized below are the major conclusions and issues relating to water resource availability:

- 1) SRP water supplies are more than adequate to serve on-project water demands and impacts from drought. ~~However, due to canal dry up and peaking demands, groundwater must~~The City should pursue opportunities for exchange agreements with SRP that would allow water to be a component of moved off-Project. Such opportunities would include the supply. At present, there is no apparent way to utilize any potential excess SRP water to meet water demands-use of reclaimed water from the Butler Water Reclamation Facility for parks, ball fields, common areas, and other large turf areas in the off project portionsplace of SRP water, allowing an 80% exchange in which SRP water could

be moved north. Also, during dry-up periods on the Arizona Canal, the City should pursue opportunities to recharge SRP surface water from the Grand Canal at NAUSP, which would allow recovery of water legally characterized as surface water from wells located on-Project during the same month. Due to the projected excess availability of water supplies in the SRP service area, planning of water-intensive development would be more favorable in this area.

The City's current CAP M&I subcontract of 19,709,26,236 afa should meet the water demands of the off-~~project~~Project portions of the City until ~~about year 2010.~~

- 2) ~~Assuming that 2030.—The City will build an additional water treatment plant or participate in ownership with other water treatment plant projects to fully utilize the available CAP water supplies are secured from the reallocation of uncontracted CAP M&I water and supply in the off-Project service area.~~
- 3) With the leasing of 7,000 acre-feet of firmed CAP water from the Gila River Indian Community (GRIC), and the leasing of 354 acre-feet of firmed M&I priority and 935 acre-feet of non-firmed non-Indian agricultural priority CAP water from the White Mountain Apache Tribe (WMAT), the City should have sufficient water resource supplies to satisfy off-project demands until about year 2020-Project demands past 2030.
- 4) Reclaimed water will be available from the City's WRFs water reclamation facilities to augment water supplies. ~~This water resource is needed to provide an additional 10 years' supply.—~~In order to maximize this resource, ~~continued analysis~~the City should continue to analyze and ~~implementation of~~ recharge/recovery opportunities, ~~as well as exchanges with SRP, and~~ opportunities for direct deliveries, ~~as they arise.~~
- 5) Annual recovery of stored water should be sufficient to turf areas, are necessary supply the City's need for water pumped from wells without pumping excess groundwater.

~~The CAGR D water supplies are available~~The City will continue to provide groundwater as a back-up resource.—~~Due purchase CAP water annually for recharge to the high cost of replenishment, CAGR D membership should not be used unless less expensive alternatives are not available to meet demands. Direct delivery membership may be an alternative for lands currently outside the City service area ensure that require a supply immediately.~~

- 6) ~~Imported water resources such as non-CAP Colorado River water may be necessary, especially~~the City recharges more water than it recovers annually, thus accruing Long-Term Storage Credits. The City should continue to maximize its Long-Term Storage Account in order to have legal authority to pump wells if additional CAP water is not available.—~~The imported water resources are the highest cost resources currently available to the City or SRP supplies are curtailed in a shortage situation. The City should also continue to utilize a small percentage of its credits for purposes that will enhance the ability to recharge water, such as trading credits for storage space at USFs.~~
- 7) ~~Long-term groundwater pumping from adjacent cities and private water companies may impact the physical availability of groundwater in the City as well as recharge and recovery plans.—~~The Utilities Department groundwater monitoring plan should be continued~~The City should continue to actively participate in planning for additional supplies through the CAP system such as the ADD Water~~

- process and expanded—the Access to Excess discussions. The City should position itself to be able to acquire additional replenishable supplies from the CAP canal whenever the opportunity is presented. Additionally, the City should participate in any negotiations with tribal entities to settle water rights claims that might result in leasing CAP water.
- 8) Long-term groundwater pumping from adjacent cities and private water companies may impact the physical availability of groundwater in the City as well as recharge and recovery plans. A groundwater model has been undertaken and groundwater monitoring plan should be planned and implemented to track changes in the groundwater conditions within the City, and the model should be periodically updated.
  - 9) Groundwater is not physically available in the northwestern portion of the study service area. As a result, CAP water must be treated and served directly and/or groundwater imported from other City areas to meet these demands. This will require an additional water treatment plant, and/or agreements with other water providers, and/or infrastructure to cost-effectively move and store water to this area.
  - 10) While there is currently abundant groundwater (including that resulting from CAP and reclaimed water recharge by the City) physically available under the currently developed portion of the City, its legal availability is adequate infrastructure could be limited. Recharge of reclaimed water and CAP water will be necessary to use this valuable supply. A sufficient network of wells will be required to access this stored water and the legal authorization to pump these wells will need to be obtained. As older City wells reach the end of their usable lifespan, these wells should be replaced. Additionally, new wells should be planned for locations in the northern portion of the service area where abundant supplies can be predicted and redundancy with the CAP supply is needed.
  - 11) Also of concern is the variable water quality at a number of the City's existing wells, which have required temporary and/or protracted shut-down while sources, causes and potential solutions are evaluated. Development of blending and treatment systems will likely need to be considered while the City continues to look for cost-effective ways to produce and deliver adequate safe water.

#### INFRASTRUCTURE CAPACITY

Summarized below are the major conclusions and issues related to the infrastructure required for delivery of water to users in the City.

- 1) The Greenway WTP is critical in providing treatment capacity to serve SRP water directly.
- 2) As the need for recovery of recharge credits increases, as the City experiences additional growth, and as older wells need replacement, new and replacement wells will be required to meet water demands.
- 3) Wells developed off-~~project~~Project should be located where an abundant physically available supply is assured (e.g., adjacent can be predicted. Hyrdogeological investigation for each new well must be undertaken to maximize the Agua Fria recharge site possibility of successful well drilling and resultant well production capabilities (both volume and water quality).
- 4) Additional infrastructure will be required to make use of both CAP and reclaimed water supplies. For CAP supplies, consideration must be made to balance recharge/recovery and direct use from WTPs water treatment plants. In some northern portions of the City, direct use of CAP supplies will

be necessary because groundwater availability is limited due to hydrogeologic conditions. Siting additional WTPs/water treatment plants should include evaluation of hydrogeologic conditions and location of demands.

- 5) Recharge of ~~either both~~ reclaimed water ~~or and~~ CAP supplies will be necessary to have groundwater capacity to meet peaking demands and also to provide redundancy in the system in case of emergency or drought.
- 6) Treatment for arsenic, fluoride, nitrates, or other water quality issues may be required to best utilize our existing infrastructure's access to groundwater

### STRATEGIES

Strategies have been prepared that, when implemented, should provide the City with a reliable, sustainable, and economical supply to meet current and future water demands. ~~The strategies are based on a review, in conjunction with Utilities Department staff, of the water demands, supplies, and available alternatives.~~ In summary, the strategies continue the City's focus on providing renewable water resources balanced with groundwater resources and are based on the following underlying concepts:

- 1) ~~Locally available, renewable water supplies such as the unused portion of the City's Recharge of CAP allocation and reclaimed water should allowing annual recovery from wells and the accrual of Long-Term Storage Credits will be developed before imported water the core of the City's water resources such portfolio, as non the amount of reclaimed water expands with the growth of Peoria.~~
- 2) SRP water will meet all water demands on-Project until buildout, but may be subject to shortages in the event of drought.

~~Water delivered through the CAP Colorado River water or imported groundwater; CAGR membership provides a back-up supply but is more expensive than CAP system will be the basis for meeting much of the water supplies demand off-Project, but may be subject to increasing shortages over time as changes in climate and reclaimed water; and~~

- 3) ~~Additional CAP water available through reallocation and GRIC water rights settlements should become available by 2008 competition for Colorado River water made this supply less assured.~~
- 4) The strategies will initiate the reuse of reclaimed water primarily through recharge and recovery programs, while modifying the existing CAP recharge program to include recharge and recovery as a near- and mid-term alternative to construction of additional WTP capacity. The strategies will require periodic review to determine if they remain viable and if they are the most appropriate methods to meet the City's needs and planning goals. Summarized below are the strategies that the City should initiate or continue in order to assure that adequate water resources are available now and in the future. These activities have been segregated into near-term, mid-term, long-term and build-out strategies. The near-term strategy is composed of actions the City needs to pursue to assure that economical and adequate resources are in place through ~~2010~~2015. Mid-term strategy is for the period ending in ~~2020~~2025. The long-term strategy is for the period ending 2040. The build-out strategy is for full development of the City through approximately 2060. The strategies are designed to satisfy regulatory requirements for AWS and to fit with the existing regulatory framework.

**NEAR-TERM STRATEGY**

The near-term strategy is focused on developing surface water treatment facilities or agreements with other water providers to treat the City's surface water, and securing redundant recharge capacity (infrastructure). Also, additional wells must be planned and recharge credits (legal availability of groundwater resources) designed, and permitted as both service area and recovery wells. These activities act as a continued bridge from mined groundwater use to the direct delivery of surface water supplies (e.g., CAP and SRP) and pumping solely of recovered water. The recharge components (legal availability and infrastructure) stored water will serve to provide groundwater to meet shortages in treatment plant capacity, peaking demands, system redundancy, and canal outages. The City will also need to extend the AWS obtain a new Designation of Assured Water Supply within this timeframe.

The implementation steps are outlined below:

~~Use existing groundwater credits (groundwater allowance, CAP credits, incidental recharge, and IGFR credit) for groundwater pumping until all possible wells are permitted as recovery wells. This will permit Peoria to minimize replenishment obligations to CAGR.~~

~~Maximize the use of CAP recharge facilities that the City partners in the ownership. The City owns 15% of the capacity at both the Agua Fria and Hieroglyphic Mountain recharge facilities with 9,000 afa capacity available at the Agua Fria and 4,000 afa available at Hieroglyphic Mountain. These capacities secured in the sites are available for lease or assignment by the City to a third party in order to provide maximum flexibility to the City.~~

~~Continue to actively pursue the acquisition of the CAP reallocation and lease of the GRIC settlement water. These additional CAP resources are a key component of the City's future renewable water supplies and may provide up to 12,500 afa. Apart from reclaimed water, the additional CAP water is the most economical renewable resource available. These supplies provide more flexibility in that they can be served to areas without groundwater physically available such as the northern portions of the City. In addition, this CAP water must be contracted when offered or the opportunity will be lost.~~

- 1) Maximize the pumping of recovered water. Continue to permit new and replacement wells as both service area and recovery wells.
- 2) Maximize the use of CAP recharge facilities that the City partners in the ownership, including CAP M&I water, excess water (when available), and water leased from GRIC and WMAT. The capacities secured in the sites are available for lease or assignment by the City to a third party if they are not in use by the City in order to provide maximum flexibility to the City. But since CAP water stored at these facilities can be recovered annually or used for LTSC accumulation, such storage by the City should be emphasized.
- 3) Maximize the recharge of reclaimed water at NAUSP and the City's own Beardsley USF, and other storage facilities available to the City. Reclaimed water stored at these facilities should accumulate Long-Term Storage Credits which will add to the City's water resources portfolio. Due to infiltration rates at these facilities being lower than originally predicted, the City should pursue alternative facilities. Opportunities for direct re-use of reclaimed water and developing groundwater savings facility (GSF) options from these facilities should also be pursued.

- 4) Evaluate and implement programs to improve data collection and reporting on water production and water delivered and billed to customers. Obtain updated City data that may be used to assess residential and non-residential water uses by location. The billing, water use, and population data should be used to re-evaluate the water resource strategies.

~~Continue to evaluate and develop water conservation programs to achieve permanent reductions in indoor and outdoor water use. Residential water use may offer the greatest opportunity for water demand reductions.~~

~~Utilize the recharge capacity for the Beardsley WRF. Update and extend the ADWR recharge permit for the facility as necessary.~~

~~Continue to permit service area water supply wells as recovery wells.~~

~~Evaluate and construct, if feasible, projects which use reclaimed water directly to replace groundwater as the supply for non-potable uses such as lakes, turf facilities, golf courses and highway landscaping.~~

~~Prepare and submit an application to ADWR to extend the City's AWS Designation by 2010.~~

~~Continue and expand a program to monitor and define groundwater quantity and quality within the City planning area.~~

- 5) Evaluate and develop new water conservation programs to achieve permanent reductions in indoor and outdoor water use. Evaluate existing conservation programs for effectiveness in water savings, and develop program improvements where needed. Exterior residential water use may offer the greatest opportunity for water demand reductions.
- 6) Emphasize the planning and development of the City' reclaimed water direct reuse backbone infrastructure. Increase direct reuse to 50% of the total demand.

#### MID-TERM STRATEGY

The mid-term strategy (~~2011–2020~~2016–2025) focuses on ~~implementation~~maximization of recharge and recovery opportunities and ~~extending~~ the City's ~~Designation of AWSCAP supplies, including Indian lease water.~~ During this time period, the planning and development of ~~WTPs~~water treatment plants and new well fields may be necessary for northern portions of the City where groundwater is not available. The implementation steps are outlined below.

~~Recharge CAP water at the Agua Fria and Hieroglyphic Mountain recharge facilities~~Continue to recharge CAP water and reclaimed water in order to maintain a reserve of ~~groundwater credits.~~ The City should maintain a minimum groundwater credit balance of 40,000 af which is equal to 50 percent of the maximum year City water demand. ~~Undertake reliability evaluations in order to determine an appropriate quantity to be reserved.~~

- 1) ~~Continue to recharge and directly use effluent to develop groundwater credits~~Long-Term Storage Credits and allow ~~for long-term supplies and groundwater pumping to firm supplies and meet peaking demands.~~annual recovery of stored water.
- 2) Continue the groundwater quantity and quality monitoring program initiated in the earlier strategy. Water quantity and quality trends should be used to update or modify water resource strategies.
- 3) If they become available, evaluate the feasibility or purchase of low priority CAP supplies (non-Indian agricultural priority water).

~~Evaluate participation in Arizona Water Banking Authority (AWBA)/CAP groundwater recovery programs if the City continues to have groundwater available and if the impacts of Agua Fria and Hieroglyphic Mountain recharge activities support participation.~~

~~Assess whether the CAP-SRP interconnect capacity (10 cfs) is necessary to meet City water supply goals. If the capacity is not necessary, evaluate alternative uses for the capacity such as developing Salt River resources for use in the northern City water planning areas.~~

~~Develop infrastructure that is compatible with the available water resources and location of water demands. Evaluate the location and timing of construction of a treatment plant for CAP water to serve the northern service areas of the City. These areas have limited quantities of groundwater available and may require direct delivery of CAP water for long-term reliability.~~

- 4) Develop infrastructure that is compatible with the available water resources and location of water demands, including treatment needs to address water quality issues. Evaluate the location and timing of construction of a treatment plant for CAP water to serve the northern service areas of the City. Some northern areas have potentially abundant quantities of groundwater available and well fields will be required to develop these supplies.
- 5) Update the water resources master plan to include updates in population and growth projections and changes in water resources management and availability. The population data should be updated based on the 2010 census. City water use and billing data should be re-evaluated to analyze water use assumptions and conservation programs.
- 6) Implement innovative new strategies for water conservation.
- 7) Provide infrastructure and utilize reclaimed water at City's major turf facilities. Ensure development is utilizing reclaimed water whenever possible or providing on-site infrastructure to hook-up the City's growing backbone system. Increase direct reuse to 10% of the total demand.

#### LONG-TERM STRATEGY

The long-term strategy (~~2021~~2025–2040) continues the focus on investment in renewable supplies. In addition, the strategy begins evaluation of potential imported supplies if City population growth ~~continues at present (2005) rates.~~begins to outpace the growth in water supplies.

- 1) Evaluate need for imported supplies. Population data from the 2020 census should be evaluated along with population growth rate projections and City water use trends. If the growth rates and water use trends indicate that the build-out projections used in the ~~2006~~current water resources plan will be exceeded, imported water supplies must be considered.

- 2) Continue evaluation of need for WTPs to serve the northern areas of the City that lack groundwater availability.
- 3) Participate in development and implementation of CAP wheeling policies. These policies will be the likely mechanism to import additional water supplies.
- 4) Participate in the development of additional groundwater management rules and regulations. The goal of safe yield is supposed to be met by 2025. It is likely that to meet that goal, additional regulations may be developed. City staff should continue to participate in these issues.
- 5) Continue the groundwater quantity and quality monitoring program initiated in the earlier strategy. Water quantity and quality trends should be used to update or modify water resource strategies.
- 6) Increase direct reuse to 20% of the total demand.

#### **BUILD-OUT STRATEGY**

The build-out strategy (2041–2060) shifts toward monitoring and maintenance of the City’s resources unless additional growth is anticipated. If additional growth is projected, then imported supplies must be secured in this time frame.

- 1) Evaluate need for imported supplies. Population data from the 2040 census should be evaluated along with population growth rate projections and City water use trends. If the growth rates and water use trends indicate that the build-out projections used in the 2006 water resources plan will be exceeded, imported water supplies must be considered.
- 2) Continue the groundwater quantity and quality monitoring program initiated in the earlier strategy. Water quantity and quality trends should be used to update or modify water resource strategies.
- 3) Expand water conservation programs to all aspects of life in Peoria in order to decrease demands.
- 4) Increase direct reuse to 30% of the total demand

#### **11.F. IMPLEMENTATION PROGRAM**

~~The Implementation Program for the Water Resources Element of the Peoria General Plan is presented in Table 11-1, Water Implementation Program. The table is presented under the following four headings:~~

- ~~**Implementation Measure** — Lists the action necessary to carry out the Water Resources 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 Resources** — Lists the potential funding, City staff, volunteer or other community resource necessary to carry out the implementation action.~~

11. WATER RESOURCES ELEMENT

TABLE 11-1 — Water Implementation Program Implementation Measure	Lead Department / Agency	Timeframe (Years)	Potential Funding Sources
Use existing groundwater credits.	Utilities	0-5	Water Operations Funds
Continue to actively pursue the acquisition of the CAP reallocation and lease of the GRIC settlement water.	Utilities	0-5	Water Operations Funds;
The design and construction of the Butler Drive WRF to replace the need for capacity at the Tolleson WWTP. Develop the recharge capacity and reuse opportunities for the reclaimed water that will be produced.	Utilities	0-5	Water and Wastewater Operations Funds
Evaluate and implement programs to improve data collection and reporting on water production and water delivered and billed to customers.	Utilities	0-5	Water Operations Funds
<u>Continue to develop water conservation programs to achieve permanent reductions in water demands.</u>	<u>Utilities</u>	<u>0-5</u>	<u>Development Impact Fees;</u> <u>Wastewater Water</u> <u>Operations Funds</u>
<u>Permit service area water supply wells as recovery wells.</u>	<u>Utilities</u>	<u>0-5</u>	<u>Water Operations Funds</u>
<u>Recharge CAP water at the Agua Fria and Hieroglyphic Mountain recharge facilities in order to maintain a reserve of groundwater credits.</u>	<u>Utilities</u>	<u>0-25</u>	<u>Development Impact Fees;</u> <u>Water Operations Funds</u>
<u>Continue to recharge and directly use effluent to develop groundwater credits and extend usefulness of other water supplies.</u>	<u>Utilities</u>	<u>0-40</u>	<u>Development Impact Fees;</u> <u>Water / Wastewater</u> <u>Operating Fees</u>
<u>Continue the groundwater quantity and quality monitoring program initiated in the earlier strategy.</u>	<u>Utilities</u>	<u>0-10</u>	<u>Water Operations Funds</u>
<u>If they become available, evaluate the feasibility or purchase of low priority CAP supplies.</u>	<u>Utilities</u>	<u>0-10</u>	<u>Water Operations Funds</u> <u>Development Impact Fees</u>
<u>Evaluate participation in Arizona Water Banking Authority (AWBA) and CAP groundwater recovery programs.</u>	<u>Utilities</u>	<u>0-10</u>	<u>Water Operations Funds</u>
<u>Assess whether the CAP-SRP interconnect capacity (10 cfs) is necessary to meet City water supply goals.</u>	<u>Utilities</u>	<u>6-10</u>	<u>Water Operations Funds</u>
<u>Develop infrastructure that is compatible with the available water resources and location of water demands.</u>	<u>Utilities</u>	<u>60-10</u>	<u>Development Impact Fees</u>
<u>Continue evaluation of the need for WTPs to serve the needs of the northern areas of the City that lack groundwater availability.</u>	<u>Utilities</u>	<u>6-10</u>	<u>Development Impact Fees;</u> <u>Water Operations Funds</u>

11. WATER RESOURCES ELEMENT

TABLE 11-1 — Water Implementation Program Implementation Measure	Lead Department / Agency	Timeframe (Years)	Potential Funding Sources
<u>Update the water resources master plan to include updates to population and growth projections and changes in water resources management and availability.</u>	<u>Utilities</u>	<u>6-10</u>	<u>Development Impact Fees; Water Operations Funds</u>
<u>Evaluate need for imported supplies.</u>	<u>Utilities</u>	<u>10-25</u>	<u>Water Operations Funds</u>
<u>Continue evaluation of need for WTPs to serve the northern areas of the City that lack groundwater availability.</u>	<u>Utilities</u>	<u>10-25</u>	<u>Water Operations Funds; Development Impact Fees</u>
<u>Participate in development and implementation of CAP wheeling policies.</u>	<u>Utilities</u>	<u>10-25</u>	<u>Water Operations Funds</u>
<u>Participate in the development of additional groundwater management rules and regulations.</u>	<u>Utilities</u>	<u>10-25</u>	<u>Water Operations Funds</u>
<u>Continue the groundwater quantity and quality monitoring program initiated in the earlier strategy.</u>	<u>Utilities</u>	<u>10-25</u>	<u>Water Operations Funds</u>
<u>Evaluate need<sup>23</sup>. Continue evaluation for imported supplies.</u>	<u>Utilities</u>	<u>26-40</u>	<u>Water Operations Funds</u>
<u>Continue the groundwater quantity and quality monitoring program initiated in the earlier strategy.</u>	<u>Utilities</u>	<u>26-40</u>	<u>Water Operations Funds</u>

Continue to develop water conservation programs to achieve permanent reductions in water demands.	Utilities	0-5	Water Operations Funds
Continue to expand the recharge capacity for the Beardsley WRF.	Utilities	0-5	-Operations Funds
Permit service area water supply wells as recovery wells.	Utilities	0-5	Water Operations Funds
Prepare and submit an application to ADWR to renew the City's AWS Designation.	Utilities	0-5	Water Operations Fund
Recharge CAP water at the Agua Fria and Hieroglyphic Mountain recharge facilities in order to maintain a reserve of groundwater credits.	Utilities	0-10	Development Impact Fees Water Operations Funds

<u>Source: City of Peoria, 2001; Amended 2006</u> <u>Update the water resources master plan to include updates to population and growth projections and changes in water resources management and availability.</u>	<u>Utilities</u>	<u>6-10</u>	<u>Development Impact Fees Water Operations Funds</u>
<u>Evaluate need for imported supplies.</u>	<u>Utilities</u>	<u>10-25</u>	<u>Water Operations Funds</u>
<u>Continue evaluation of need for WTPs to serve the northern areas of the City that lack groundwater availability.</u>	<u>Utilities</u>	<u>10-25</u>	<u>Water Operations Funds Development Impact Fees</u>
<u>Participate in development and implementation of CAP wheeling policies.</u>	<u>Utilities</u>	<u>0-25</u>	<u>Water Operations Funds</u>

TABLE 11-1 — Water Implementation Program Implementation Measure	Lead Department / Agency	Timeframe (Years)	Potential Funding Sources
<del>21. Participate in the development of additional groundwater management rules and regulations.</del>	Utilities	0-25	Water Operations Funds
<del>Continue the groundwater quantity and quality monitoring program initiated in the earlier strategy.</del>	Utilities	10-25	Water Operations Funds
<del>for imported supplies.</del>	Utilities	26-40	Water Operations Funds
<del>Continue the groundwater quantity and quality monitoring program initiated in the earlier strategy.</del>	Utilities	26-40	Water Operations Funds

~~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.~~

## 12. COST OF DEVELOPMENT ELEMENT

~~The City of Peoria believes that sustained development is necessary to increase the municipal tax base incurred by a strong local economy. New increases in tax revenues can beare often offset by the costs of providing facilities and services such as roads, parks and libraries, waterwater and sewer services and full supplies, sustaineding adequate police and fire protection, constructing road and sewer and water lines. New development should pay its fair share of these costs. The purpose of this element is to identify and delineate the fiscal impacts created by new development and determine how these costs will be equitably apportioned. An equally important charge within the element is to address when and how costs will be assessed as well as their apportionment.~~

The Cost of Development Element is organized in the following manner:

- 12.a. Introduction
- 12.b. Goals, Objectives and Policies
- 12.c. Plan Implementation Framework

### 12.A. INTRODUCTION

The City of Peoria subscribes to the basic principles of fairness in the application of fees and taxes for new development. Revenues derived from development impact fees should reflect costs generated by the development for extension or expansion of infrastructure and services. Characteristics and timing of infrastructure improvements are matters to be determined by the citizens of Peoria.

#### IDENTIFYING A LEVEL OF SERVICE FOR THE COMMUNITY

The citizens of Peoria have judiciously committed tax dollars to ensuring a sufficient level of service (LOS) for the community. LOS is defined as the characteristics of City services and infrastructure that Peoria has developed over the years since its incorporation. This can be measured by the number of parks or library books, for example, that the community supports. LOS is directly related to the City's commitment to safeguard quality of life. ~~Since 1999 the City has utilized studies prepared by Tischler and Associates to monitor the costs to maintain the LOS, especially in developing areas. These studies are the basis for the adoption and maintenance of impact fee schedules.~~

Impacts resulting from new residential neighborhoods and commercial development are noticeable in fast-growing cities such as Peoria. Development outpacing school construction, lagging utility and transportation infrastructure, increased public safety response times and flood control are types of situations that may arise when necessary infrastructure components are not in place concurrently with new development.

Table 12-1, *City of Peoria Level of Service Standards*, outlines the service level standards currently expected for various services supplied by the City of Peoria. Mitigation measures would likely be required for new development impacting these LOS standards. City policy supports achievement of the City LOS as soon as possible in newly developed neighborhoods.

TABLE 12-1 City of Peoria Level of Service Standards

Service	Minimum Performance Standard
Transportation	Level of Service "C" for all arterial and collector routes
<b>Parks, Recreation and Open Space</b>	
Neighborhood Parks	1.7557 acres per 1,000 residents
Citywide Parks	1.546 acres per 1,000 residents
River Corridor and Trails	466 linear feet per 1,000 residents
Open Space	4.1410 acres per 1,000 residents
Libraries	0.45 square feet of facilities per capita 1.39 volumes per capita
Water System	System designed for Peak Demand and for Fire Flow Protection
Wastewater System	System designed for a minimum flow rate of 300 gal/day/du
Fire Protection	Four minute response time, 90% of the time Five minute response time, 90% of the time in areas with homes that are fully sprinklered
Law Enforcement	Respond to citizen requests for services: 2 minutes or less for Priority 1 calls 10 minutes or less for Priority 2 calls 45 minutes or less for Priority 3 calls
Storm Drainage	No change to peak storm water run-off
Solid Waste Collection	2 residential collections per week <u>(1 trash collection, 1 recyclable waste collection)</u>

Achieving the LOS standard is more costly in parts of the city where growth is occurring or infrastructure is deficient. This is due to the initial expense of adding supportive infrastructure to serve these areas. In these instances separate service areas are identified to isolate costs associated with growth.

Since incorporation in 1954, the City has employed a variety of methods to determine the fiscal impacts from new development and provide for a fair assessment of the associated public cost burden.

According to the City's "Principles of Sound Management," there are three guiding principles applicable to a discussion of issues associated with development-related costs. These principles are:

- Establish service and facility standards to help identify how existing capacities will support demands from new development;
- Recognize new development impacts on existing public services and facilities;
- Where applicable, and to the extent possible, require growth to pay for itself.

These principles reflect City policy and are consistent with the requirements embodied within the Growing Smarter legislation with respect to assessing the costs of development. Accordingly, the *Cost of Development Element* is designed to:

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

### PLANNING FOR INFRASTRUCTURE GROWTH AND IMPROVEMENTS

The City ~~annually~~ updates its 10-year Capital Improvement Program (CIP) annually, which is ~~designed intended~~ to anticipate and budget costs associated with improving the City's infrastructure. Projects are described, discussed, scheduled and budgeted in order to provide a comprehensive synopsis for the ~~C~~City ~~M~~anager and City Council. The plan also allows for scheduling the construction of improvements so ~~that~~ they are ~~in-place-operational at the time of need as soon as possible in relation to the construction of new neighborhoods~~. Improvement projects listed in the plan are directly related to the LOS the City strives to maintain for its citizens. The approved CIP reflects City policy and strategies to maintain the established LOS.

### PAYING FOR GROWTH

The City of Peoria may ~~utilize~~ use a number of funding strategies for new infrastructure, equipment and facilities necessitated by growth. The City collects ~~development or "impact"~~ fees for specific services or utilities in conjunction with building permit activity. These fees may be used to pay for needed expansion of services directly or may pay for bonds issued by the City to pay for expansion projects. Other mechanisms available to the City for funding expansion of services include:

- Primary and Secondary Property Taxes
- Transaction Privilege (Sales) Tax
- Specialty Industry Tax (such as a Hotel Bed Tax)
- Excise Tax
- Improvement Districts
- Community Facilities Districts
- User Fees

### IMPACT FEES ASSOCIATED WITH NEW DEVELOPMENT

The City of Peoria ~~should~~ collect s its ~~fair~~ share of costs ~~attributable~~ attributed to providing infrastructure and improvements for new growth. Generally these costs will be collected through a variety of methods, including but not limited to impact fees, public investment through ~~different~~ varied funding sources and third party contributions. The following factors should be considered ~~in~~ when assessing these revenue sources for infrastructure and improvements:

- The benefit of new revenue will be linked to providing retail and employment centers that are or will be located in the City.
- The benefit of regional commercial and employment centers are of utmost importance for the economic vitality of the City.
- The development of retail and employment opportunities within the City will enhance the quality of life by locating these uses in close proximity of Peoria residents.
- The use of practical and affordable standards for development should be maintained to encourage a variety of housing types and well-designed commercial/employment centers.
- The benefit of quality growth should be considered when evaluating a development and whether or not it exceeds the City's requirements.

**COST CLASSIFICATION**

Each City service ~~or activity~~ is divided into two distinct parts - *General Operations* (i.e. energy, labor costs) and the City's ~~physical-Physical structure-Structure~~ (i.e. capital projects, infrastructure). General operation~~s~~ costs are ~~usually-typically~~ funded through the collection of taxes, utility and service payments, grants and ~~subventions~~subsidies. ~~Increases in tax~~Tax collections and revenue flows to the City associated with new development are generally used to pay for the impacts of growth affecting general operations.

The City's physical structure refers to land, buildings, vehicles, equipment and improvements to streets, utilities and other facilities ~~and property~~ owned by the City. To achieve the City's LOS goals, it is necessary to add to the physical structure. For example, new housing development will require a corresponding increase in parks and open space lands, streets, utilities and other public infrastructure. ~~The Cost of~~ to expanding the physical structure will be borne by new development where the costs are ~~fair and reasonable~~equitable and ~~will~~ results in improved services or facilities necessary ~~and pertinent~~ to the new development.

Components of physical structure costs may include land, buildings, equipment, vehicles, apparatus, concrete and asphalt construction costs, consultant costs and credits where appropriate for bond payments for the same components.

**12.B. GOALS, OBJECTIVES AND POLICIES**

The goals, objectives and policies provide guidance on approaching a fair and reasonable assessment of the costs for mitigating the fiscal impacts created by growth. Policies in this element advocate careful management of financial resources to maintain uniform levels of service standards.

**GOAL ~~12.1~~: EQUITABLY ASSESS AND MANAGE THE FISCAL AND CAPITAL IMPACTS RESULTING FROM NEW DEVELOPMENT.**

**Objective ~~12.1~~.A:**  
**Maintain uniform community services and standards.**

**Policy ~~12.1.A.1~~.1:**  
~~The City shall~~ identify levels of service (LOS) indicators for the delivery of City services that reflect the typical experiences of citizens and other service users.

**Policy ~~12.1.AA.2~~.2:**  
~~The City shall~~ Coordinate the creation of its annual CIP with the General Plan and LOS to assure maintenance of services received by Peoria citizens.

**Policy ~~12.1.A.3A~~.3:**  
~~The City shall~~ identify components of City services affected by growth.

**Objective ~~12.11~~.B:**  
**Measure citywide incremental changes in land use and the effects on service level standards.**

**Policy ~~12.1.B.1~~.1:**  
~~The City shall develop and m~~Monitor leading indicators of growth and changes in land use ratios in the City.

**Policy ~~12.1.B.2~~.2:**  
~~The City shall~~ identify costs of expansion of City operations and facilities to maintain service level expectations.

**Objective ~~12.1.CC~~:****Develop a plan to finance the costs associated with expansion of government operations.****Policy ~~12.1.CC.1.1~~:**Manage the provision of citywide services to maintain existing level of service (LOS) standards.**Policy ~~12.1.CC.2.2~~:**~~The City shall identify fees and other revenues and funding mechanisms that may be used to pay for expansion of operations and new facilities generated by new growth.~~**12.C. PLAN IMPLEMENTATION FRAMEWORK**

The City of Peoria maintains updated sources of information that assists in identifying projects and activities necessary for achieving LOS standards. This information, usually in the form of reports or plans, also aids the ~~city~~ City in determining project priorities and scheduling. Project implementation must be closely balanced with the need to sustain a strong financial position. A brief summary of these sources is listed below.

**CAPITAL IMPROVEMENT PROGRAM (CIP)**

The Capital Improvement Program is the City's ten-year capital spending plan. This plan is updated annually and assists the City in its efforts to coordinate design and construction programs. All project descriptions in the CIP offer detailed information on the work, cost and timing of the project and its identified revenue source.

**CIP COORDINATION WITH THE GENERAL PLAN**

The Peoria General Plan also addresses LOS through the various elements included in the plan. Each element identifies goals and objectives for the particular aspect of City services addressed. The plan has a 10-year horizon, over which it guides decisions that the City makes as it looks to support and enhance the LOS. Capital projects are anticipated as implementation tools of the element in which they are located.

**BOND ELECTION INFORMATION**

The issuance of general obligation and revenue bonds by governmental entities within the ~~state~~ State of Arizona requires voter approval. The City of Peoria prepares a comprehensive public disclosure of capital expenditure information prior to the election date. Information prepared for the bond information brochure includes a comprehensive assessment of long-term capital needs for the City's public works, utilities and community services projects.

**DEVELOPMENT FEE REPORT**

Cost assumptions are continually evaluated relative to the new impact fee structure assessed against new development. These fees are one-time charges for recovering a proportional share of capital costs. The cost analysis considers detailed study reports that address the complex legal and financial requirements associated with these fees.

**~~DEVELOPMENT FEE REPORT~~**

~~Cost assumptions are continually evaluated relative to the new impact fee structure assessed against new development. These fees are one-time charges for recovering a~~

~~proportional share of capital costs. The cost analysis considers detailed study reports that address the complex legal and financial requirements associated with these fees.~~

**CITYWIDE LOS STANDARDS**

Each City service is uniquely structured to meet its Level of Service (LOS) standard. The cost appropriation methodologies for each of the cost centers listed below were developed and described as part of the 2007 Red Oak Consulting General Government Development Fee Study and the 2007 Raftelis Financial Consultants Utility Development Fee Study. ~~The cost appropriation methodologies for each of the cost centers listed below were developed and described as part of the 2003 Tischler & Associates Development Fee Study.~~

**COST CENTERS IDENTIFIED IN DEVELOPMENT FEE STUDY**

The cost of maintaining levels of service are identified by cost centers listed below. A methodology has been described that considers the appropriate factors for measuring the costs of these services. The methodology is then used to calculate fees that should be collected to maintain the LOS or establish the LOS in developing areas.

- Libraries
- Parks, Recreation Open Space and Trails
- Transportation
- Law Enforcement
- Fire and Emergency Medical
- General Government
- ~~Water Parks, Recreation and Open Space~~
- ~~Wastewater Water~~
- ~~Wastewater~~
- ~~Solid Waste~~
- Law Enforcement
- Solid Waste

~~**FIRE AND EMERGENCY MEDICAL**~~ ~~**GENERAL GOVERNMENT**~~

**LIBRARIES**

Incremental expansion is the methodology used to calculate costs for maintaining the library LOS. Cost components for library services include: (1) land for library buildings; (2) buildings and furniture; (3) library materials (books, etc.); (4) consulting for preparation of the fee. Library development fees include a small credit for bonds that have financed library construction.

**PARKS, RECREATION, ~~AND OPEN SPACE~~ AND TRAILS (PROST)**

Incremental expansion is also used to calculate costs of the various PROST components, which include neighborhood parks, citywide parks, open space, rivers and trails, recreational facilities, consultant costs for preparation of the fee, principal payment credits, ~~and~~ vehicles and equipment used for these facilities. The City uses a goals and objectives approach for developing new facilities and anticipating community needs for these facilities. The City adopted a ~~Parks, Recreation and Open Space Master Plan~~ Parks Recreation Open Space and Trails Master Plan in ~~2002-2006~~ containing standards for the development and location of facilities and corresponding LOS standards.

**LAW ENFORCEMENT**

Law enforcement uses two methodologies to determine cost equity. A buy-in approach is used for buildings while an incremental expansion approach is used for vehicles and equipment. Demand factors for law enforcement services differ among residential and non-residential areas of the City. Residential

development fees are calculated on a per capita basis and then converted to an appropriate amount by size of housing using multipliers based on type.

The most equitable manner for determining non-residential costs is by using non-residential vehicle trips. The Police Department also responds to all traffic accidents in the public right-of-way, which is an additional reason to use trip generation as the measure for demand. A trip adjustment factor has been used to avoid double-counting each trip at the point of origin and point of destination. Fees to cover these costs are offset somewhat by bond credit payments. A consultant fee factor is used to cover costs associated with preparation of the fee.

### **FIRE AND EMERGENCY MEDICAL SERVICES**

Demand for fire and emergency medical services (EMS) is based on the location of people. Desirable land for fire stations has good arterial roadway access and a central location within its service area. Fire station locations compete with other non-residential uses competing for the same site characteristics.

Both Fire and EMS services are provided to residential areas and to non-residential areas (areas containing jobs). Approximately 85 percent of the Fire Department's service requests originate in residential areas and 15 percent in non-residential areas.

Development fees pay for costs associated with land acquisition, building construction and the purchase of fire and emergency medical apparatus. Fees to cover these costs are offset somewhat by bond credit payments. A consultant fee factor is used to cover costs associated with preparation of the fee.

### **GENERAL GOVERNMENT**

In determining General Government development fees, an incremental expansion cost approach is used to determine the need for building space and general government vehicles. Building space needs have been adjusted to allow for space used by enterprised services.

Costs are allocated to residential and non-residential sectors of the community. ~~Approximately 85 percent of cost is allocated to residential areas and 15 percent to non-residential areas.~~ Services are allocated based on determined according to where the location of concentrations of population people are located, similar to the rationale used in the law enforcement methodology. Development fees pay for costs associated with land, building space, equipment and vehicles. Fees to cover these costs are offset somewhat by bond credit payments. A consultant fee factor is used to cover costs associated with preparation of the fee.

### ~~TRANSPORTATION SERVICES~~

~~TRANSPORTATION FEES ARE BASED ON A TRANSPORTATION PLAN PREPARED BY CITY STAFF AND KIMLEY HORN AND ASSOCIATES (KHA). THIS PLAN DEPICTED THE TRANSPORTATION NEEDS OF THE CITY BASED UPON THE ULTIMATE BUILDOUT POPULATION AS DENOTED IN THE GENERAL PLAN. TRIP GENERATION RATES FOR EACH TYPE OF DEVELOPMENT ARE MULTIPLIED BY THE NET CAPITAL COST PER UNIT OF TRIP CAPACITY TO YIELD THE DEVELOPMENT FEE FOR EACH TYPE OF DEVELOPMENT. RATES ARE REDUCED TO ACCOUNT FOR TRIP DUPLICATION IN DESTINATION LOCATIONS.~~

~~THE DEVELOPMENT FEE IS ADJUSTED TO REFLECT THE LOCAL SHARE OF THE COST OF INDIVIDUAL IMPROVEMENT PROJECTS. THE FEES HAVE ALSO BEEN REDUCED TO PROVIDE A CREDIT FOR FUTURE MUNICIPAL BOND PAYMENTS ON TRANSPORTATION CAPITAL PROJECTS. THE TRANSPORTATION FEE MAY ALSO CONTAIN A BUY-IN COMPONENT FOR PREVIOUSLY CONSTRUCTED PROJECTS. THE~~

~~COMPONENT WOULD BE BASED ON THE LIFE EXPECTANCY OF THE ASSOCIATED TRANSPORTATION IMPROVEMENTS. COSTS ASSOCIATED WITH THE PREPARATION OF THE FEE ARE ALSO INCLUDED.~~

~~THE CITY MAY UNDERTAKE A FEE CREDIT PROGRAM TO PROMOTE COMMUNITY ECONOMIC DEVELOPMENT. FEE CREDITS WOULD BE CONSIDERED FOR COMMERCIAL DEVELOPMENT PROJECTS THAT GENERATE SALES TAXES SUFFICIENT TO AMORTIZE THE COSTS OF RELATED TRANSPORTATION SYSTEM IMPROVEMENTS.~~

~~TRANSPORTATION FEE ZONES WERE ESTABLISHED WHICH RESPONDED TO TOPOGRAPHIC DIFFERENCES WITHIN THE CITY. SOUTHERN PEORIA IS MOSTLY FLAT, GENTLY SLOPING TOWARDS THE SOUTHWEST. THIS TOPOGRAPHY REFLECTS THE AGRICULTURAL PAST OF THE AREA. CONVERSELY, NORTHERN PEORIA CONTAINS NUMEROUS MOUNTAINS AND DRAINAGE FEATURES THAT WILL LIKELY REQUIRE COST-INTENSIVE BRIDGES OR OTHER CROSSING STRUCTURES AND FUNCTION IN RUGGED TERRAIN. ZONES HAVE BEEN ESTABLISHED TO PROVIDE SEPARATE NORTH AND SOUTH FEE ZONES TO ACCOUNT FOR THESE DIFFERENCES. ADDITIONAL ZONES MAY BE ESTABLISHED IN THE FUTURE TO FURTHER DEFINE COST VARIATIONS.~~

#### **WATER SERVICES**

The Utilities Department provides potable water services for the City of Peoria. Provision of services involves:

- Securing ample water reserves to guarantee a 100-year supply for City residents;
- Delivering water to water users;
- Maintaining the water system;
- Efficient use of effluent water; and
- Ensuring water quality.

The water utility accounts are managed as an “enterprise fund” which is essentially a fund established to account for operations that are (a) financed and operated in a manner similar to private business enterprises – where the intent of the governing body is that the costs (expenses, including depreciation) of providing goods or services to the general public on a continuing-continual basis is financed or recovered primarily through use charges; or (b) where the governing body has decided that periodic determination of revenues earned, expenses incurred, and/or net income is appropriate for capital maintenance, public policy, management control, accountability or other purposes. Examples of Enterprise Funds are those for water, gas, and electric utilities; swimming utilities, public swimming pools, airports, parking garages and transit systems.

The City is divided into two water service areas, On-Project and Off-Project. The names of the service areas relate to the jurisdictional boundaries of the Salt River Project (SRP). The SRP delivers surface water stored in its reservoirs to local water users located “on-project.” Surface water and well water within SRP jurisdiction may not be used outside SRP boundaries. Peoria’s boundaries in the SRP are the Arizona Canal on the north to its intersection with New River on the west.

The Off-Project service area is furnished with water from wells and from Colorado River water. The Off-Project area also has unique service issues to address. This area is primarily located in north Peoria. North Peoria contains numerous hill and mountain areas and riverbeds. Uneven topography is a challenge to any project that relies on topographic uniformity for efficiency. North Peoria is generally undeveloped and the water operations and infrastructure to service the area have only recently begun to be installed.

There are two methods of calculating service delivery charges. They are:

- System Buy-In Method
- Marginal/Incremental Cost Method

Both methods are designed to comply with the “rational nexus” test applied by the courts. The System Buy-In Method provides an estimate of the cost of delivering a unit of capacity based upon the net equity in the existing assets. The Marginal/Incremental Cost Methodology focuses on the cost of adding additional facilities to serve new customers.

Water services development fees are Water Expansion Fees for the On-Project area. The Off-Project area contains both Water Expansion Fees and Water Resource Fees. Both types of fees are calculated using the Marginal/Incremental Cost Method. The Water Resource Fee is calculated separately to recover costs that are unique to delivering water to the customers in this area.

Components of the **Water Expansion Fee** include:

- Construction of the new Greenway Water Treatment Plant;
- Construction of elevated tanks, potable wells and water storage areas;
- Cost for new transmission lines; and
- Costs for a Water Master Plan Study and expansion fee update.

Components of the **Water Resource Fee** are:

- Costs of securing additional source water from the Central Arizona Project Canal;
- Costs of securing additional source water from other owners of CAP water rights, including the Gila River Indian Community; and
- A credit for bond payments that avoids duplicate charges.

In order to provide uniform accounting for all water users, the unit of measure for establishing fees is Equivalent Dwelling Units (EDU). The EDU is a seasonal demand factor of the average daily water consumption by a typical residential customer during the five seasonal months (May through September). The EDU represents the peak demand for water on the City’s water delivery system.

### **WASTEWATER SERVICES**

The City provides wastewater services for developed areas within the City. Components for wastewater development fees are as follows:

- Costs of constructing and equipping new wastewater treatment and reclamation facilities; and
- Costs of constructing new parts of the collection system

Wastewater service costs are funded through service charges billed directly to the customer. Expansion of infrastructure, facilities and equipment to service new development funded are through development fees charged to the developer. Fees structured to fund increased capacity for new development are calculated based on the Marginal/Incremental Cost Methodology.

**SOLID WASTE MANAGEMENT**

The Sanitation Division of the City provides solid waste collection and disposal services to approximately 30,000 customers, including 700 commercial accounts. Solid waste collected from City customers is disposed at the Glendale landfill under an agreement between the City and Glendale.

Several factors impact the management of solid waste services. Communities exceeding 60,000 in population must allow private operators to compete for commercial customers. Competition may provide a dampening effect on growth. As growth occurs, new commercial customers may select a competing solid waste service provider. Most of the grocery store chains have their own contracts with major national solid waste companies.

Two factors that increase demand for City sanitation services are the explosive growth in residential development in the City and the “recognized need” to recycle more refuse that is discarded and collected. Increasing equipment and support facilities to maintain levels of service include the purchase of vehicles, developing storage and parking facilities and developing or contracting for vehicle and equipment maintenance.

**12.D. IMPLEMENTATION PROGRAM**

The Implementation program for the Cost of Development Element of the Peoria General Plan is presented on Table 12-2, *Cost of Development Implementation Program*. The table is presented under the following four headings:

**Implementation Measure** — Lists the action necessary to carry out the Cost of Development 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 12-2**

<b>Implementation Measure</b>	<b>Lead Department/ Agency</b>	<b>Projected Timeframe (Years)</b>	<b>Potential Funding Sources</b>
2. Develop a system for monitoring indicators of growth and changes in land use ratios	Finance/ Community Development Departments	Ongoing	* Operating Fund Revenues
3. Identify costs of expansion of City operations and facilities	Finance Department	Ongoing	* Operating Fund Revenues
4. Continuously evaluate and update (as necessary) the Impact Fee Structure	Finance Department	Ongoing	* Operating Fund Revenues; * Development Impact Fees

Source: City of Peoria, 2001; Amended 2003

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.~~

## 13. SAFETY ELEMENT

*The City of Peoria has plans in place to protect its residents, businesses and property from the threat of natural, technological and man-made hazards and emergencies. The City is a partner with Maricopa County, the State of Arizona and Federal Government in the coordinated execution of resources, facilities and information to minimize the effects of disasters within the City.*

The Safety Element is organized in the following manner:

- 13.a. Introduction
- 13.b. Goals, Objectives and Policies
- 13.c. Safety Plan

### 13.A. INTRODUCTION

The Safety Element of the Peoria General Plan provides a framework to address the presence of naturally occurring, human induced or national emergencies that affect the City. Climate, flooding potential, national disasters or even the handling and transportation of industrial chemicals, the City must be prepared to manage these risks through awareness and preparedness by way of adequate staffing, training and infrastructure. This Element establishes the framework to ensure the City's ability to prevent or respond to threats to the community.

### 13.B. GOALS, OBJECTIVES AND POLICIES

<b>GOAL 13-1:</b>	<b>PROTECT THE CITY FROM THE THREATS OF NATURAL AND MAN-MADE HAZARDS AND NATIONAL EMERGENCIES.</b>
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#### Objective 13.1.A:

Strive to create a safe community from natural threats produced by climate and the environment.

#### Policy 13.1.A.1:

~~The City shall continue to c~~Coordinate its regional flood control planning with the Maricopa County Flood Control District, ~~and require adequate on-site retention for new development.~~

#### Policy 13.1.A.2:

~~The City shall~~ utilize appropriately sized culverts to transport stormwater under roadways, rather than at-grade "dip-sections" or ditches.

#### Policy 13.1.A.3:

~~The City shall p~~rioritize all dip-section roadways for future culvert improvements to reduce the threat of flooding during storm events.

#### Policy 13.1.A.4:

~~The City shall c~~ontinue to require dust control plans for proposed development to maximize motorist visibility and air quality.

#### Policy 13.1.A.5:

~~The City shall c~~ontinue to monitor the effects of ground subsidence in the southwest portion of the Planning Area and earth fissuring in the western portion of the City.

**Objective 13.1.B:**

Strive to create a safe community from man-made threats produced by humans and the built environment.

**Policy 13.1.B.1:**

~~The City shall continue to support automatic~~ aid agreements with its municipal neighbors in the suppression of fire in the region.

**Policy 13.1.B.2:**

~~The City shall maintain~~ appropriate front, side and rear yard setback requirements to minimize the threat of a spreading fire.

**Policy 13.1.B.3:**

~~The City shall~~ incrementally upgrade ~~its~~ Insurance Services Office (ISO) standards for fire hydrant flow and service areas to enhance safety and reduce insurance premiums for residents and businesses.

**Policy 13.1.B.4:**

~~The City shall~~ evaluate, monitor and remove dilapidated and underutilized structures that pose a fire threat in the city.

**Policy 13.1.B.5:**

~~The City shall~~ utilize the principles of Community Policing Through Environmental Design (CPTED) to enhance the safety of proposed and existing developments from crime.

**Policy 13.1.B.6:**

~~The City shall~~ adequately staff the Police Department Neighborhood Response Unit and Community Relations Unit in an effort to enhance its community oriented policing and crime prevention and education programs within the City.

**Policy 13.1.B.7:**

~~The City shall~~ continue to monitor the mission of Luke Air Force Base in terms of changes in the boundaries of 65 Ldn (average day-night sound decibel levels) and higher noise contours and changes in existing departure-arrival flight tracks.

**Policy 13.1.B.8:**

~~The City shall~~ update its adopted emergency evacuation plan every five years to ensure the safe departure of residents, employees and visitors in times of natural or man-made disaster.

**Policy 13.1.B.9:**

~~The City shall~~ coordinate its emergency efforts with the Arizona Department of Emergency Management and Maricopa County Department of Emergency Management, as appropriate.

**Policy 13.1.B.10:**

~~The City shall route the~~ vehicular transport of all hazardous materials and waste products away from residential neighborhoods and river corridors in accordance with the adopted and incorporated federal hazardous materials transportation regulations.

**Policy 13.1.B.11:**

~~The City shall update its adopted truck route through the City (that only utilizes principal and major arterial roadways) every five years.~~

**Policy ~~13.1.B.112~~:**

~~The City shall c~~ontinue requiring adherence to standards set forth in the International Wildlife Urban Interface Code in the design of new development in the northern part of the City.

**Policy ~~13.1.B.123~~:**

~~The City shall c~~onduct annual fire inspections of all commercial occupancies to ensure adherence to the Peoria Municipal Fire Code.

**Policy ~~13.1.B.134~~:**

~~The City shall c~~ontinue evaluating the feasibility of requiring ~~that~~ all newly constructed residential occupancies contain residential fire sprinklers.

### 13.C. SAFETY PLAN

In accordance with Arizona Revised Statutes, the Emergency Response and Recovery Plan addresses the consequences of emergencies and disasters throughout the state of Arizona. The plan is applicable to natural disasters (i.e. earthquakes, floods, severe wind damage and technological emergencies (i.e. hazardous materials releases) that require state assistance. It describes the methods the state will use to mobilize resources and conduct response and recovery activities. State assistance is organized under 18 Emergency Support Functions (ESF) that provide the primary response for state response and assistance. Each ESF is led by one or more primary agencies which are supported by additional agencies based on their resources and capabilities. State assistance is provided by the State Coordinating Officer, who is the Director of the Arizona Division of Emergency Management.

The plan identifies a network of operating facilities within the state to facilitate the movement of personnel and resources. These include the State Emergency Operations Center (SEOC), to coordinate state response; Point of Departure (POD), external disaster deployment area; and Point of Arrival (POA), designated airport where personnel, supplies and equipment are directed. The nearest POA for the City of Peoria is Luke Air Force Base.

Maricopa County has prepared an emergency operations plan that outlines procedures for all governmental agencies to effectively respond to national security, technological, or natural disasters. The plan defines the authority, operational concepts and responsibilities of county government to provide for continued government operations, service and information. The plan consists of a basic plan and supporting annexes (i.e. direction and control, warning, communications, damage assessment, disaster assistance, storms and floods, earthquakes, fires and explosions, civil disturbances, hazardous materials incidents, aircraft crashes and national security emergencies). Maricopa County emergency operations are coordinated through the Emergency Operations Center. The center is located at 2035 North 52<sup>nd</sup> Street in Phoenix and is activated when emergencies occur that are such a scope that requires the coordinated efforts of several agencies or jurisdictions. The intent is to provide a centralized facility where representatives of various responding agencies can coordinate their efforts and transmit instructions to their field units.

Procedures for declaring a disaster within the corporate limits of the city involve the coordination of activities in concert with standard operating procedures (SOP), emergency operations plan and mutual aid agreements. A local emergency may be proclaimed (and transmitted to the Maricopa County Emergency Services Manager) when an emergency/disaster is or is likely to be beyond the control of the city's abilities. Upon proclamation the mayor may impose numerous measures to preserve peace and

order including: curfew, business closure, denial of public access, requesting law enforcement support, providing/requesting mutual aid, and obtaining local resource emergency plan commitments.

Depending on the circumstances, the City may be responsible for the organization of: personnel and resources for pre-deployment; personnel and equipment assembled for immediate deployment to an operational site; and the designated location that provides sleeping, eating and sanitary facilities for response personnel.

The City of Peoria has prepared an Emergency Operations Plan (EOP) that responds to incidents within their corporate boundaries. The city EOP supports the Maricopa County EOP. The response structure identifies the duties of the following officials and departments:

- Mayor or City/Town Council
- Emergency Management
- Fire Department
- Police Department
- Public Works
- Emergency Medical
- Transportation
- Schools
- Parks/Recreation

**13.D. IMPLEMENTATION PROGRAM**

The Implementation program for the Safety Element of the Peoria General Plan is presented on Table 13-1, *Safety Implementation Program*. The table is presented under the following four headings:

**Implementation Measure** — Lists the action necessary to carry out the Safety 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 13-1 — Safety Implementation Program**

Implementation Measure	Lead Department /Agency	Timeframe (Yrs)	Potential Funding Sources
Update the Emergency Evacuation Plan (every 5 years)	Fire	0-5	General Fund
Update designated truck routes (every 5 years)	Engineering; Public Works; Fire	0-5	CIP
Incorporate CPTED principles into the Zoning Ordinance and Design Review Manual	Community Development; Police	Ongoing	General Fund

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.

## 14. PLAN ADMINISTRATION

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*The successful preparation of the Peoria General Plan was a prodigious effort requiring months of extensive community involvement, the engagement of all levels of government, the coordinated efforts of numerous City departments, the review and support of adjacent communities, the State Department of Commerce and the local business community. However, much work remains to be done. More specifically, an outstanding plan will do the community little good if relegated to “sitting on the shelf.” To obtain the most out of the Peoria General Plan, a major focus needs to be placed on plan administration.*

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The Plan Administration section is organized in the following manner:

- 14.a. General Plan Implementation
- 14.b. General Plan Update
- 14.c. General Plan Amendments
- 14.d. Official Public Notice
- 14.e. Public Participation Process
- 14.f. Adoption
- 14.g. Classifying General Plan Amendments
- 14.h. Implementation Program

The purpose of this section is to examine each of these components in detail and to provide guidelines for ensuring that the Peoria General Plan is implemented, amended when necessary and regularly updated. Although each of these components is unique, they have at least one common denominator. To be successful, they must be comprehensive or inclusive in scope. At the local government level, this means that all City departments should understand the plan and use it as a foundation for making decisions. At another level, other units of government should be cognizant of the goals and objectives of the Peoria General Plan and coordinate their efforts to complement the Plan. Finally, the general public and the local business community should understand and support the Plan. When all of these entities are working in concert to achieve the common goals and objectives articulated in the Plan, significant progress can be made and all aspects of plan administration will be successful.

### 14.A. GENERAL PLAN IMPLEMENTATION

Although every community’s implementation program should be unique and based upon specific goals, objectives and resources, state legislation provides a common starting point for plan implementation. Recognizing the importance of plan implementation, the Arizona legislature has mandated municipal planning agencies to undertake the following actions to effectuate the plan:

- Investigate and make recommendations to the legislative body upon reasonable and practical means for putting into effect the General Plan in order that it will serve as a pattern and guide for the orderly growth and development of the municipality and as a basis for the efficient expenditure of its funds relating to the subjects of the General Plan. The recommended measures may include plans, regulations, financial reports and capital budgets.
- Render an annual report to the legislative body on the status of the plan and progress in its application.

- Endeavor to promote public interest in and understanding of the General Plan and regulations relating to it.
- Consult and advise with the general public, public officials and agencies, public utility companies, civic, educational, and other organizations to advance the vision and goals of the General Plan.
- Upon adoption of a General Plan, every governmental, judicial and quasi-judicial agency or commission should provide a list of proposed plans for capital improvements or construction within or partially within the City of Peoria. The agency shall list and classify all such recommendations and shall prepare a coordinated program of proposed public works for the ensuing fiscal year. Such coordinated program shall be submitted to the municipal planning agency for review and report to such agency as to conformity with the adopted General Plan.
- All acquisitions and dispositions of real property shall be reported to the Community Development Department to ensure conformity with the General Plan and supporting Specific Area Plans. The planning agency shall render its report as to conformity with such adopted General Plan within forty days after submittal.

Therefore, when preparing Peoria’s implementation program, the foundation of the plan should acknowledge these mandates and insert them into the implementation program as essential starting points.

In many ways, the most important element of the entire planning process is plan implementation. If the planning process is successful, one of the major benefits of preparing a General Plan is engaging and energizing the entire community. If community involvement was comprehensive, and political support from the Mayor, Council and Plan Commission is enthusiastic, the foundation has been laid to successfully implement the goals and objectives of the Peoria General Plan. To accomplish this, an implementation plan or action plan is necessary.

Each Element of the General Plan includes an Implementation Program that includes:

<b>Implementation Measure</b>	Lists the action necessary to carry out each element of the General Plan.
<b>Lead Department/Agency</b>	Identifies the responsible City department for accomplishing that particular measure.
<b>Projected Timeframe</b>	Identifies and prioritizes the timeframe for the measure to be initiated.
<b>Potential Funding Sources</b>	Lists the potential funding, City staff, volunteer or other community resource necessary to carry out the implementation action.

### 14.B. GENERAL PLAN UPDATE

In accordance with Arizona State Statutes (A.R.S. 9-461.06), the General Plan is effective for a period of ten years, at which time the governing body shall either adopt a new General Plan or re-adopt the existing General Plan. In the interim, the Planning and Zoning Commission, the Community Development Department, and other City departments should review, monitor, and provide recommendations for amendments on an annual basis to ensure that goals, objectives, and policies continue to meet the changing needs of the community, that data is up-to-date, and that the implementation program is functioning properly.

## 14.C. GENERAL PLAN AMENDMENTS

### RATIONALE FOR AMENDING THE GENERAL PLAN

~~Several factors argue for making amendments to the Peoria General Plan difficult. First, the~~ planning process leading up to the adoption of ~~the a General~~ Plan ~~was is~~ a rigorous process involving many formal and informal public meetings and public hearings over a considerable period of time. These meetings were supplemented with individual interviews, written surveys, and other methods that were used to determine the community's goals and objectives regarding the development of the City of Peoria. To ~~precipitously~~ make changes to the Plan might invalidate the entire process and undermine community confidence. Additionally, a typical amendment to a General Plan usually entails less public scrutiny and is less comprehensive in scope.

Nonetheless, the City must continually reexamine the Plan to respond to the changing social, economic, and other demographic trends associated with dynamic growth within the City and region. Development pressures directly impact land use, traffic patterns, socio-economic conditions, provision of City services, and a host of other factors which must be addressed so that the General Plan remains effective and relevant. Significant changes in any of these factors can trigger a need to amend the Peoria General Plan. Because the General Plan is, by its very nature, general, an in-depth examination of a specific property or area within the community may reveal characteristics that are inconsistent with the policies and details of the Plan. This in no way, however, negates the intent or guidance set forth in the Plan to provide for orderly growth and development within the City or adequate service provision for residents.

The most prudent policy when considering Plan amendments is to carefully evaluate the benefits to the community and consistency with the Plan's guidance and overall intent, and by maintaining a balance between inflexible adherence to the Plan (resulting in few or no amendments) and an over-elastic flexibility (resulting in indiscriminate changes).

### STATUTORY REQUIREMENTS FOR AMENDING THE GENERAL PLAN

The manner of amending the General Plan is set forth in Arizona Revised Statutes, specifically, A.R.S. 9-461.06. The City, public or private agencies, and private individuals may initiate a proposal for a General Plan Amendment. Major Amendments are subject to an annual process whereby all Major Amendment proposals are considered during the same time frame as scheduled by the local government. Major Amendment proposals must be considered for approval during the same calendar year in which they were initiated, and are subject to enhanced requirements for the notification, participation, and adoption processes.

If the City determines that severe hardship could be created for the City, the City Council may direct the initiation of the Plan Amendment process. However, amendments to the Peoria General Plan cannot be enacted as emergency measures and are subject to public referendum.

Local governments must adopt written procedures to provide structured, predictable, and continuous public participation in the development and consideration of amendments to the General Plans from all geographic, ethnic, and economic areas of the City of Peoria. These procedures should provide for the following:

- The broad dissemination of proposals and alternatives.
- The opportunity for written comments.
- Public hearings after effective notice.

- Open discussions, communications programs, and information services.
- Consideration of public comments.
- Consulting with and advising public officials and agencies, the County, school districts, associations of governments, public land management agencies, other appropriate government jurisdictions, public utility companies, civic, educational, professional and other organizations, property owners and citizens to secure maximum coordination of plans and to indicate properly located sites for all public purposes on the General Plan.

The City of Peoria meets and exceeds statutory requirements in an effort to provide a wide dissemination of information related to plan amendments, encourage and support constructive discussion in the community, and ensure that changes to the Plan are supported by the community. Peoria provides notice to the public, public agencies, property owners, and other entities through Official Public Notice and also through a Public Participation Process as outlined below.

#### **14.D. OFFICIAL PUBLIC NOTICE**

To ensure adequate scrutiny of proposals for Major Amendments to the General Plan, State Statutes mandate that local governments provide notice of the proposal a minimum of sixty (60) days prior to providing notice of public hearing.

##### **60-DAY NOTICE**

A minimum of sixty (60) days prior to providing notice of the first public hearing, the local government must transmit the proposal to the Planning and Zoning Commission and City Council and provide review copies to the following entities:

- The planning agency of the county in which the municipality is located.
- Each county or municipality that is contiguous to the corporate limits of the municipality or its area of extraterritorial jurisdiction.
- The regional planning agency within which the municipality is located.
- The department of commerce or any other state agency that is subsequently designated as the General Planning agency for this state.
- The Department of Water Resources
- Any person or entity that requests in writing to receive a copy of the proposal.

##### **NOTICE OF PUBLIC HEARING**

For both Major and Minor amendments to the General Plan, the City provides notice of public hearings before the Planning and Zoning Commission and City Council at least fifteen (15) but not more than thirty (30) calendar days prior to the hearing date as follows:

- Publishing at least once in a newspaper of general circulation
- For Land Use Amendments, posting within public view within the area proposed for amendment
- For Land Use Amendments, mailing of public notice by first class mail to each owner of real property within the Notification Area, which consists of the subject property and the surrounding properties within the prescribed distance as shown below:

Size of Subject Property	Notification Distance/Area
< 40 acres	300 ft
From > 40 acres to < 320 acres	600 ft
> 320 acres	900 ft

**14.E. PUBLIC PARTICIPATION PROCESS**

For all Major and Minor Amendments to the General Plan, applicants shall provide a Citizen Participation Process report. The purpose of the Public Participation Process is to ensure that the community is informed of proposed changes to the General Plan and provide a forum for public involvement and resolution of concerns prior to the public hearing process. In accordance with State Statutes, the City must adopt written procedures to provide effective, early, and continuous public participation in the development and major-amendments of general plans. The Statutes call for the broad dissemination of information and an opportunity for public discussion and comment. Peoria’s Public Participation Plan exceeds statutory requirements.

Within thirty (30) days of filing of a General Plan Amendment with the Peoria Planning Division, the applicant shall hold a meeting with affected residents as defined above In Table 14.c.1 for Notification. Following the meeting, the applicant shall provide a written report to the Planning Division setting forth points discussed, an attendance list with attendee addresses and any modifications to the proposed plan. In the event that substantial revisions are made to the proposed plan, planning staff may, at its discretion, require that the applicant hold a(n) additional meeting(s) with the affected residents and provide the respective report(s).

In the event that a rezoning application is filed concurrently with the General Plan Amendment application, a single Participation Plan meeting all required criteria shall suffice.

**14.F. ADOPTION**

Major Amendments are subject to more stringent requirements for adoption than are Minor Amendments. Major Amendments to the General Plan require a minimum of two public hearings, at distinct locations, before the Planning and Zoning Commission, and a third public hearing before the City Council. Minor Amendments require a minimum of one public hearing before the Planning and Zoning Commission. Approval of a Major Amendment requires the affirmative vote of at least two-thirds of the members of the Peoria City Council.

For both Major and Minor Amendments to the General Plan, the City shall find that the proposal substantially demonstrates or exhibits conformance with the following evaluative criteria. Approval of General Plan Amendments is based on the five criteria shown below, with the fifth criterion being applicable only to Major Amendments, which shall be considered in concert to determine the merit of the project in meeting the intent of the General Plan.

- i) The development pattern contained in the Land Use Plan inadequately provides appropriate optional sites for the use or change proposed in the amendment.
- ii) The amendment constitutes an overall improvement to the General Plan and is not solely for the good or benefit of a particular landowner or owners at a particular point in time.
- iii) The amendment will not adversely impact the community as a whole or a portion of the community by:
  - Significantly altering acceptable existing land use patterns,

- Requiring larger and more expensive improvements to roads, sewer or water delivery systems than are needed to support the prevailing land uses and which, therefore, may impact developments in other areas,
  - Adversely impacting existing uses because of increased traffic on existing systems, or
  - Affecting the livability of the area or the health and safety of the residents.
- iv) That the amendment is consistent with the overall intent of the General Plan and other adopted plans, codes and ordinances.

~~That the amendment is consistent with the overall intent of the General Plan and other adopted plans, codes and ordinances.~~

For Major Amendments to the General Plan, the City shall consider the following evaluative criterion together with the above criteria:

- v) Provides a positive benefit to the community without unduly impacting the City's water supplies as demonstrated through the application of the economic value per gallon of water measure contained within the City's adopted Principles of Sound Water Management.

~~**PROVIDES A POSITIVE BENEFIT TO THE COMMUNITY WITHOUT UNDULY IMPACTING THE CITY'S WATER SUPPLIES AS DEMONSTRATED THROUGH THE APPLICATION OF THE ECONOMIC VALUE PER GALLON OF WATER MEASURE CONTAINED WITHIN THE CITY'S ADOPTED PRINCIPLES OF SOUND WATER MANAGEMENT.**~~

## 14.G. CLASSIFYING GENERAL PLAN AMENDMENTS

A major amendment is triggered when a development proposal submitted for consideration by the City results in a change to the land use plan that would substantially alter the City's planned mixture or balance of land uses. Proposals that do not meet the substantiality test are either (a) Minor General Plan Amendments; or (b) do not require any General Plan Amendment. The City has identified the following variables to determine whether a development proposal necessitates an amendment and to delineate the type, if applicable.

### ~~1.~~ MAJOR GENERAL PLAN AMENDMENTS

TABLE 14-1 -- Major General Plan Amendments

Number	Major Amendment Criteria
1.	A change in residential land use designation exceeding 80 acres AND: <ul style="list-style-type: none"> <li>• Two-step change in residential land use category OR</li> <li>• Change to a non-residential or mixed-use land use designation except Park/Open Space and Public/Quasi Public.</li> </ul>
2.	A change in non-residential or mixed-use land use designation exceeding 80 acres.
3.	Any material alteration, deletion or change to the functional classification of any roadway identified on the Circulation Plan, except that amendments to the Circulation Plan resulting from an amended Specific Area Plan shall be deemed a minor amendment to the General Plan.
4.	All Park/Open Space land use designation changes to land use designations other than Residential 0-2 dwelling units per acre or Public/Quasi-Public land use designations.
5.	Any proposal that in aggregate includes changes in land use designations exceeding 320 acres.
6.	Changes to Specific Plans or Area Plans that increase the total number of dwelling units or non-residential intensity (GFA or FAR) by more than 10%.
7.	Planning Area Boundary changes.
8.	Text changes to the General Plan that conflict with or alter the intent of any goal, objective or policy as determined by the Community Development Director or designee.

**2. MINOR GENERAL PLAN AMENDMENTS**

- i) All other changes not expressly classified as a Major General Plan Amendment and/or exempt (“No General Plan Amendment required”).

**3. NO GENERAL PLAN AMENDMENT REQUIRED**

- i) **a.** No amendment is required if the zoning change results in a correlative district within the underlying land use category as illustrated in Table 14-2 (General Plan / Zoning Correlation); and

*For example, if a proposal seeks to rezone a site from R1-35 to R1-18, no amendment would be required. Both zoning districts result in a density and character that advances the Residential Estate designation as described in the Land Use Element. Secondly, it should be noted that the Plan encourages a diversity of housing types to meet the needs of all income and age segments.*

- ii) Projects requesting a change of land use density from Residential Medium (5-8 du/ac) to Residential Low (2-5 du/ac) or Residential Low (2-5 du/ac) to Residential Estate (0-2 du/ac) may be processed without the requirement for a General Plan amendment and shall be deemed compliant with the Land Use Element of the General Plan; and
- iii) **c.** Any minor shift in alignment to any roadway without change in functional classification, as determined by the Engineering Director.

TABLE 14-2 -- General Plan / Zoning Correlation

General plan land use <b>designation</b>	<b>Density (du/ac)</b>	Existing Zoning <b>district<sup>1</sup></b>
<b>designation</b>	<b>Density (du/ac)</b>	<b>district<sup>1</sup></b>
Residential Estate	0-2	SR-43/35, R1-43, R1-35, R1-18
Residential Low	2-5	R1-12, R1-10, R1-8
Residential Medium	5-8	R1-6, RM-1
Residential Medium High	8-15	RM-1
Residential High	15+	RM-1

Office Commercial	n/a	O-1, C-1
Neighborhood Commercial	n/a	PC-1, C-2
Community Commercial	n/a	PC-2, C-3, C-4
Regional Commercial	15+	C-4, C-5
Business Park	n/a	BPI
Business Park / Industrial	n/a	BPI, PI-1, I-1
Industrial	n/a	PI-1, I-1, I-2
Park / Open Space <sup>2</sup>	0-1	SR-43/35, R1-43, R1-35
Public / Quasi-Public	n/a	All Zones
Mixed-Use Designations	See Below <sup>3</sup>	OTMU, PAD, PCD

- 1 A PAD (10-600 acres) or PCD (600+ acres) may be used to implement any of the land use designations identified above.
- 2 Parks and other open space may be located in any zoning district.
- 3 Refer to the relevant sections in the Loop 303 Specific Area Plan, Central Peoria Revitalization Plan or General Plan Mixed-Use Guidelines (Land Use Element) for the density prescriptions.

### 14.H. IMPLEMENTATION PROGRAM

The Implementation Program for the City of Peoria General Plan establishes specific measures that will lead to plan achievement. The intent of the Implementation Program is to organize the listing of near-term implementation activities derived from the Goals, Objectives and Policies within each Element and prioritize them for timely completion. The following table contains a series of implementation tasks have been organized in ‘On-going’, ‘Short’, ‘Mid’ and ‘Long’ term priorities. Short-term tasks are intended to be implemented within 1-3 years; Mid-term tasks in 3-6 years; and Long-term tasks in 6-10 years. On-going tasks generally refer to items requiring routine maintenance such as the upkeep of lists or existing programs. Also included in the table is information pertaining to the respective departments responsible for each task.

**TABLE 14-3 -- Implementation Tasks**

<b>Task Number</b>	<b>Task-Description</b>	<b>Department</b>	<b>Priority</b>
<u>1</u>	<u>Identify existing and future high volume intersections for additional pedestrian refuge areas and safety amenities.</u>	<u>Engineering / Public Works Departments</u>	<u>On-going</u>
<u>2</u>	<u>Identify funding for transportation improvements in identified Growth Areas.</u>	<u>Engineering / Public Works Departments</u>	<u>On-going</u>
<u>3</u>	<u>Implement the recommendations from the Old Town Revitalization and Peoria Sports Complex District Plans</u>	<u>Community Development</u>	<u>On-going</u>
<u>4</u>	<u>Identify and coordinate transportation and infrastructure projects within the 10-year CIP.</u>	<u>All City Departments</u>	<u>On-going</u>
<u>5</u>	<u>Develop a strategic plan and funding strategy to identify and improve ROW landscaping, lighting, and amenities adjacent to mature neighborhoods.</u>	<u>Community Services/ Engineering / Public Works Departments</u>	<u>On-going</u>
<u>6</u>	<u>Continue to update the requirements within the Zoning Ordinance for compliance with special needs housing (i.e. recent legislation, dispersal requirements).</u>	<u>Community Development</u>	<u>On-going</u>
<u>7</u>	<u>Update Capital Improvement Plan</u>	<u>All City Departments</u>	<u>On-going</u>

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<u>8</u>	<u>Establish Northern Peoria Public School Joint Use / Compact (i.e. through Memorandum of Understanding).</u>	<u>Community Services</u>	<u>On-going</u>
<u>9</u>	<u>Participate in APS/SRP Major Facility Siting Studies.</u>	<u>Engineering / Public Works Departments</u>	<u>On-going</u>
<u>10</u>	<u>Update Glendale/ Peoria Area Drainage Master Plan (ADMP)</u>	<u>Engineering / Public Works Departments / City of Glendale / MCFCD / Consultants</u>	<u>On-going</u>
<u>11</u>	<u>Update North Peoria’s Area Drainage Master Plan (ADMP)</u>	<u>Engineering / Public Works Departments / MCFCD / Consultants</u>	<u>On-going</u>
<u>12</u>	<u>Identify costs of expansion of City operations and facilities</u>	<u>Finance Department</u>	<u>On-going</u>
<u>13</u>	<u>Continuously evaluate and update (as necessary) the Impact Fee Structure</u>	<u>Finance Department</u>	<u>On-going</u>
<u>14</u>	<u>Develop a system for monitoring indicators of growth and changes in land use ratios</u>	<u>Finance Department / Consultant</u>	<u>On-going</u>
<u>15</u>	<u>Incorporate CPTED principles into the Zoning Ordinance and Design Review Manual</u>	<u>Community Development / Police Department</u>	<u>On-going</u>
<u>16</u>	<u>Update Land Use and Open Space Maps to reflect existing development throughout the City.</u>	<u>Community Development</u>	<u>Short</u>
<u>17</u>	<u>Identify 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 and preservation).</u>	<u>Community Development</u>	<u>Short</u>
<u>18</u>	<u>Develop a mixed-use development program that addresses regulatory and infrastructure constraints.</u>	<u>Community Development / Fire / Building Safety / Engineering / Public Works / Utilities Departments</u>	<u>Short</u>
<u>19</u>	<u>Develop appropriate strategies to encourage sustainable developments such as transit-oriented development (TOD)</u>	<u>Community Development / Public Works / Engineering Departments</u>	<u>Short</u>
<u>20</u>	<u>Develop a long-range Traffic Management Plan incorporating ITS.</u>	<u>Engineering / Public Works Departments</u>	<u>Short</u>
<u>21</u>	<u>Develop roadway design features that enhance bicycle &amp; pedestrian use &amp; access.</u>	<u>Community Services/ Engineering / Public Works Departments</u>	<u>Short</u>
<u>22</u>	<u>Develop transit and pedestrian-oriented site design guidelines.</u>	<u>Community Development Department</u>	<u>Short</u>
<u>23</u>	<u>Develop an Infill Incentive Plan and Delineate Infill Areas / Criteria.</u>	<u>Community Development</u>	<u>Short</u>
<u>24</u>	<u>Prepare an Old Town Transit Station Design Concept Report.</u>	<u>Community Development; Engineering Department</u>	<u>Short</u>
<u>25</u>	<u>Produce development and design guidelines for the Old Town District as defined by the Old Town Peoria Revitalization Plan</u>	<u>Community Development</u>	<u>Short</u>
<u>26</u>	<u>Evaluate development regulations for techniques to foster the development of sustainable neighborhoods and living.</u>	<u>Community Services/ Engineering</u>	<u>Short</u>

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<u>27</u>	<u>Update the requirements within the Zoning Ordinance to reflect housing-type preference changes and to increase housing-type diversity.</u>	<u>Community Development</u>	<u>Short</u>
<u>28</u>	<u>Update City Wastewater Master Plan</u>	<u>Utilities Department / Consultant</u>	<u>Short</u>
<u>29</u>	<u>Develop a conservation strategy to promote sustainability principles</u>	<u>Citywide</u>	<u>Short</u>
<u>30</u>	<u>Develop an Open Space preservation strategy to promote conservation efforts</u>	<u>Community Development</u>	<u>Short</u>
<u>31</u>	<u>Evaluate and implement programs to improve data collection and reporting on water production and water delivered and billed to customers.</u>	<u>Utilities</u>	<u>Short</u>
<u>32</u>	<u>Continue to develop water conservation programs to achieve permanent reductions in water demands.</u>	<u>Utilities</u>	<u>Short</u>
<u>33</u>	<u>Permit service area water supply wells as recovery wells.</u>	<u>Utilities</u>	<u>Short</u>
<u>34</u>	<u>Incorporate new development fee structure for wastewater, potable water and solid waste facilities</u>	<u>Finance Department / Consultant</u>	<u>Short</u>
<u>35</u>	<u>Update the Emergency Evacuation Plan</u>	<u>Fire Department</u>	<u>Short</u>
<u>36</u>	<u>Update designated truck routes</u>	<u>Engineering Department / Public Works / Fire Department</u>	<u>Short</u>
<u>37</u>	<u>Develop a Transit Master Plan for the purposes of expanding transit opportunities</u>	<u>Community Services/ Engineering / Public Works Departments</u>	<u>Mid</u>
<u>38</u>	<u>Develop incentives promoting private development in Growth Areas.</u>	<u>Community Development; Economic Development</u>	<u>Mid</u>
<u>39</u>	<u>Identify funding resources for the expansion of bicycle facilities and transit related improvements</u>	<u>Community Development, Economic Development</u>	<u>Mid</u>
<u>40</u>	<u>Develop an adaptive reuse strategy to revitalize vacant and underutilized buildings.</u>	<u>Community Development, Economic Development</u>	<u>Mid</u>
<u>41</u>	<u>Update and expand the Historic Resources Survey.</u>	<u>Community Development</u>	<u>Mid</u>
<u>42</u>	<u>Develop a Zoning District that promotes Transit Oriented Development (TOD)</u>	<u>Community Development</u>	<u>Mid</u>
<u>43</u>	<u>Develop a rehabilitation and revitalization plan for existing aged housing stock and historically significant structures.</u>	<u>Community Services/ Engineering / Public Works Departments</u>	<u>Mid</u>
<u>44</u>	<u>Update City Integrated Utility Infrastructure Master Plan</u>	<u>Utilities</u>	<u>Mid</u>
<u>45</u>	<u>Update City Water Infrastructure Master Plan</u>	<u>Utilities Department / Consultant</u>	<u>Mid</u>
<u>46</u>	<u>Update Water Reuse Master Plan</u>	<u>Utilities Department / Consultant</u>	<u>Mid</u>
<u>47</u>	<u>Prepare an Old Town Revitalization Overlay Zone in accordance with the Old Town Peoria Revitalization Plan, the Historic Preservation Master Plan and Proposition 207.</u>	<u>Community Development</u>	<u>Long</u>
<u>48</u>	<u>Evaluate the Zoning Ordinance for techniques promoting housing affordability (i.e. reduce on-site parking requirements, incentives to increase family size units).</u>	<u>Community Development</u>	<u>Long</u>

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<u>49</u>	<u>Update City Water Resources Master Plan</u>	<u>Utilities Department / Consultants</u>	<u>Long</u>
<u>50</u>	<u>Continue the groundwater quantity and quality monitoring program initiated in the earlier strategy.</u>	<u>Utilities</u>	<u>Long</u>
<u>51</u>	<u>If they become available, evaluate the feasibility or purchase of low priority CAP supplies.</u>	<u>Utilities</u>	<u>Long</u>
<u>52</u>	<u>Evaluate participation in Arizona Water Banking Authority (AWBA) and CAP groundwater recovery programs.</u>	<u>Utilities</u>	<u>Long</u>
<u>53</u>	<u>Assess whether the CAP-SRP interconnect capacity (10 cfs) is necessary to meet City water supply goals.</u>	<u>Utilities</u>	<u>Long</u>
<u>54</u>	<u>Develop infrastructure that is compatible with the available water resources and location of water demands.</u>	<u>Utilities</u>	<u>Long</u>
<u>55</u>	<u>Continue evaluation of the need for WTPs to serve the needs of the northern areas of the City that lack groundwater availability.</u>	<u>Utilities</u>	<u>Long</u>
<u>56</u>	<u>Update the water resources master plan to include updates to population and growth projections and changes in water resources management and availability.</u>	<u>Utilities</u>	<u>Long</u>
<u>57</u>	<u>Use groundwater credits for recovery pumping, in lieu of CAGRD replenishment obligation to meet Designation of Assured Water Supply requirements</u>	<u>Utilities</u>	<u>Extended</u>
<u>58</u>	<u>Develop the recharge capacity and reuse opportunities for the reclaimed water that are produced from the Butler, Beardsley, and Jomax Water Reclamation Plants.</u>	<u>Utilities</u>	<u>Extended</u>
<u>59</u>	<u>Evaluate need for imported supplies.</u>	<u>Utilities</u>	<u>Extended</u>
<u>60</u>	<u>Continue evaluation of need for WTPs to serve the northern areas of the City that lack groundwater availability.</u>	<u>Utilities</u>	<u>Extended</u>
<u>61</u>	<u>Participate in development and implementation of CAP wheeling policies.</u>	<u>Utilities</u>	<u>Extended</u>
<u>62</u>	<u>Participate in the development of additional groundwater management rules and regulations.</u>	<u>Utilities</u>	<u>Extended</u>
<u>63</u>	<u>Continue the groundwater quantity and quality monitoring program initiated in the earlier strategy.</u>	<u>Utilities</u>	<u>Extended</u>
<u>64</u>	<u>Evaluate need<sup>23</sup>. Continue evaluation for imported supplies.</u>	<u>Utilities</u>	<u>Extended</u>
<u>65</u>	<u>Continue the groundwater quantity and quality monitoring program initiated in the earlier strategy.</u>	<u>Utilities</u>	<u>Extended</u>
<u>66</u>	<u>Recharge CAP water at the Agua Fria and Hieroglyphic Mountain recharge facilities in order to maintain a reserve of groundwater credits.</u>	<u>Utilities</u>	<u>Extended</u>
<u>67</u>	<u>Continue to recharge and directly use effluent to develop groundwater credits and extend usefulness of other water supplies.</u>	<u>Utilities</u>	<u>Extended</u>