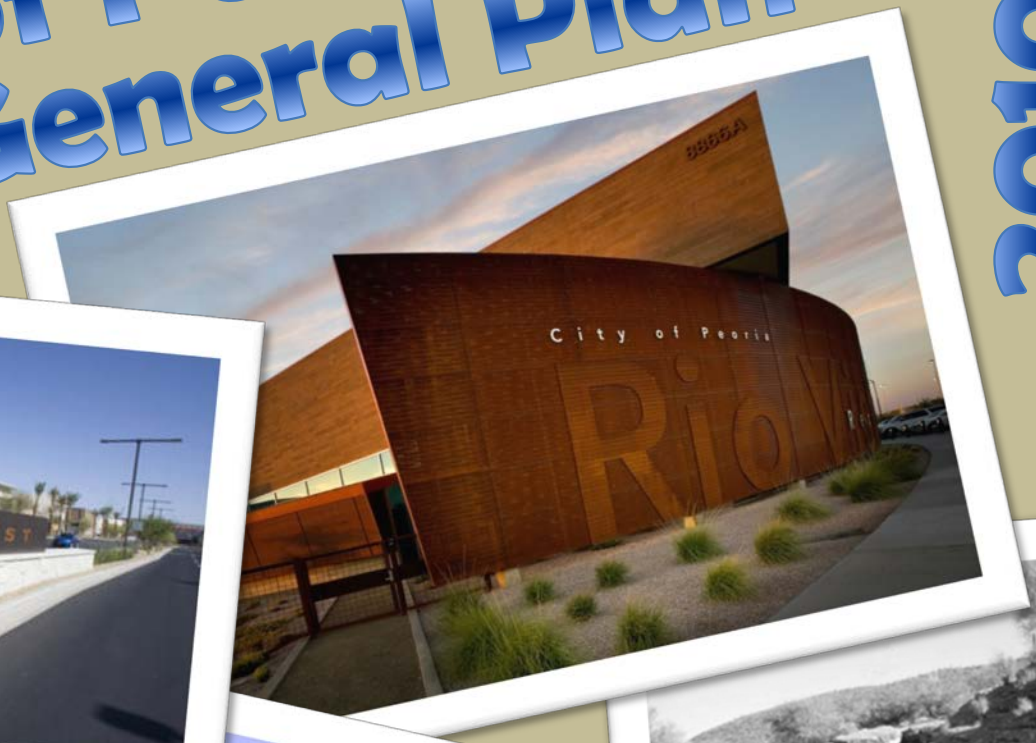
City of Peoria General Plan

2010



Section/Chapter Page

ACKNOWLEDGMENTS vi

1. INTRODUCTION 1-1
   1.a Peoria's Roots 1-1
   1.b. Purpose of the General Plan 1-1
   1.c. Legislative Framework 1-2
   1.d. Goals, Objectives and Policies 1-2
   1.e. Implementation Program 1-2
   1.f. Major Themes of the General Plan 1-3
   1.g. Use and Organization of the General Plan 1-4
   1.h. Other Components of the General Plan 1-4

2. LAND USE ELEMENT 2-1
   2.a. Introduction 2-1
   2.b. Goals, Objectives and Policies 2-4
   2.c. Land Use Plan 2-10

3. CIRCULATION ELEMENT 3-1
   3.a. Introduction 3-1
   3.b. Goals, Objectives and Policies 3-1
   3.c. Circulation Plan 3-6

4. ECONOMIC DEVELOPMENT ELEMENT 4-1
   4.a. Introduction 4-1
   4.b. Peoria Employment 4-2
   4.c. Peoria Regional Retail 4-6
   4.d. Redevelopment Opportunities in Peoria 4-6
   4.e. Economic Development Advisory Board 4-7
   4.f. Partnerships 4-7
   4.g. Economic Development Priorities 4-8
   4.h. Goals, Objectives and Policies 4-8

5. GROWTH AREAS ELEMENT 5-1
   5.a. Introduction 5-1
   5.b. Goals, Objectives and Policies 5-3

5.c. Growth Areas Plan 5-5
5.d. Implementation Program 5-7

6. REVITALIZATION AND REDEVELOPMENT ELEMENT 6-1
6.a. Introduction 6-1
6.b. Goals, Objectives and Policies 6-3
6.c. Revitalization and Redevelopment Plan 6-6

7. HOUSING ELEMENT 7-1
7.a. Introduction and Analysis 7-1
7.b. Goals, Objectives and Policies 7-2
7.c. Housing Plan 7-4

8. PUBLIC SERVICES AND FACILITIES ELEMENT 8-1
8.a. Introduction 8-1
8.b. Goals, Objectives and Policies 8-3
8.c. Public Services and Facilities Plan 8-6

9. RECREATION AND OPEN SPACE ELEMENT 9-1
9.a. Introduction 9-1
9.b. Goals, Objectives and Policies 9-3
9.c. Recreation and Open Space Plan 9-12
9.d. Implementation Program 9-49

10. ENVIRONMENTAL RESOURCES ELEMENT 10-1
10.a. Introduction 10-1
10.b. Goals, Objectives and Policies 10-2

11. WATER RESOURCES ELEMENT 11-1
11.a. Introduction 11-1
11.b. Summary of Existing Water Supplies 11-2
11.c. Summary of Existing Water Infrastructure 11-4
11.d. Goals, Objectives and Policies 11-5
11.e. Implementation Program (Strategies to Increase Capacity) 11-7

12. COST OF DEVELOPMENT ELEMENT 12-1
12.a. Introduction 12-1

12.b. Goals, Objectives and Policies 12-4
12.c. Plan Implementation Framework 12-4

13. SAFETY ELEMENT 13-1
13.a. Introduction 13-1
13.b. Goals, Objectives and Policies 13-1
13.c. Safety Plan 13-3

14. PLAN ADMINISTRATION.....14-1
14.a. General Plan Implementation.....14-1
14.b. General Plan Update 14-2
14.c. General Plan Amendments.....14-3
14.d. Official Public Notice 14-4
14.e. Public Participation Process 14-5
14.f. Adoption.....14-5
14.g. Classifying General Plan Amendments 14-6
14.h. Implementation Program 14-7

Figures

Page

Figure 2-1 Land Use Plan / Map....2-23
Figure 2-2 Public Land Ownership Map....2-24

Figure 3-1 Circulation Plan....3-11

Figure 5-1 Growth Areas Plan....5-10

Figure 8-1 Public Facilities Plan....8-9

Figure 9-1 Parks, Open Space, Paths and Trails Master Plan....9-18
Figure 9-2 Neighborhood Park Service Areas....9-19
Figure 9-3 Community Park Service Areas....9-20
Figure 9-4 Regional Park Service Areas....9-21
Figure 9-5 Paths. Trails and Trailheads....9-22
Figure 9-6 Paths. Trails and Trailheads and Trail Crossings....9-23
Figure 9-7 Proposed Open Space....9-24

Tables

Table 1-1 Corresponding General Plan Elements....1-4

Table 2-1 General Plan Land Use Designation / Zoning Correlation....2-10
Table 2-2 Residential Land Use Designation and Target Density....2-10
Table 2-3 Population Density....2-13
Table 2-4 Net Acreage, Dwelling Units & Population....2-13
Table 2-5 Residential Trip Generation Characteristics....2-14

Table 3-1 Functional Classification System....3-8
Table 3-2 Roadway Widths....3-9

Table 7-1 2010 Housing Needs Analysis....7-2

Table 8-1 Public Facility and Service Needs Summary....8-3

Table 9-1 Recommended Park Level of Service Standards 9-2
Table 9-2 Park Facility Needs 9-2
Table 9-3 Park Sites and Parkland Acreage Needs 9-3
Table 9-4 Future Park Needs 9-14

Table 12-1 City of Peoria Level of Service Standards 12-1

Table 14-1 Plan Amendment Notification Area 14-5
Table 14-2 Major General Plan Amendments 14-6
Table 14-3 General Plan / Zoning Correlation 14-7
Table 14-4 Implementation Tasks 14-8

1. INTRODUCTION

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.

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 155,000 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

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 is formulated in response to the goals and objectives. 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.F. 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 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, 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 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, development should continue to pay for its share of community resources impacted from the development.

CELEBRATING THE CITY'S HERITAGE
The City maintains its commitment to supporting the arts and to the preservation of its natural and cultural resources for the enrichment of current and future generations.

1.G. 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.

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.

TABLE 1-1 Corresponding General Plan Elements

State-Mandated Element	Corresponding Peoria General Plan Element
Land Use	Land Use
Growth Areas	Growth Areas
Circulation	Circulation
Bicycling	
*Transit (optional)	
Open Space	Recreation and Open Space
Recreation	
Water Resources	Water Resources
Cost of Development	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.H. 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.

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.

2. LAND USE ELEMENT

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 promotes a pedestrian-friendly environment and integrates natural and manmade features in a manner consistent with the vision for the City of Peoria.

The Land Use Element is organized in the following manner:

2.a Introduction
2.b. Goals, Objectives and Policies
2.c Land Use Plan

2.A INTRODUCTION

Explosive population growth over the last 40 years has transitioned a former small agricultural city of approximately 2,500 in 1970 to a large city currently exceeding 155,000. High sustained growth rates during this relatively short time span produce many 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 adopted several new tools and plans. These efforts are summarized below.

LAKE PLEASANT AREA PLANNING EFFORTS

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 2008 the City adopted an updated impact fee schedule through the acceptance of the *Red Oak Impact Fee Study* requiring developers to pay their 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.

LOOP 303 SPECIFIC AREA PLAN

Recognizing the enormous potential of the emerging Loop 303 corridor as a center for employment and community activity, the City adopted *The Loop 303 Specific Area Plan*. *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.

OPEN SPACE, CONSERVATION AND RECREATION

In 1999, the City adopted three major open space plans - 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 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 as the "recreational spines" of the City since they contain the potential to provide trail access and recreational opportunities.

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 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 desire of the federal agencies and the City to limit development on these lands.

OLD TOWN REVITALIZATION

Peoria has also taken steps to enhance development in its city center by adopting the *Downtown Peoria Redevelopment Plan* in 1997, then the *Central Peoria Revitalization Plan* in 2000 and most recently the *Old Town Revitalization Plan* in 2009. These plans provide specific action plans for future 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

In 2010, the City adopted 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-friendly 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 standards for improving the quality of development in the City. A major overhaul of this document was completed early in 2008 in response 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. 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.

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 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.

TRANSPORTATION LINKAGES

The General Plan addresses the relationship between land use and transportation. It incorporates the future arterial roadway network identified in the Northwest Valley Transportation Study (Maricopa County Department of Transportation, 2000), including Loop 303. 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 *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 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.

GOAL1:	PROVIDE A BALANCE OF LAND USES THAT WILL PRESERVE AND ENHANCE NEIGHBORHOODS, PROMOTE ECONOMIC DEVELOPMENT AND ENCOURAGE REDEVELOPMENT AT APPROPRIATE LOCATIONS.

SMART GROWTH

Objective 1.A:
Manage and control development to facilitate orderly growth and an efficient urban form.

Policy 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 or will be 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 only those areas that are consistent with the criteria contained within the adopted Annexation Policy as suitable for annexation.

Objective 1.B:
Maintain a supportive relationship between established commercial proprietors and the City's business retention and expansion efforts.

Policy 1.B.1:

Work to enhance commercial activity by attracting, retaining, and expanding those developments, which improve economic conditions in Peoria.

Objective 1.C:
Encourage sustainable business practices through the rehabilitation and repurposing of existing and / or underutilized development.

Policy 1.C.1:
Promote the revitalization of underutilized buildings through site rehabilitation and / or adaptive reuse.

Policy 1.C.2:
Provide assistance to promote private and public-sector improvement programs for underutilized employment centers.

Policy 1.C.3:
Utilize performance standards and site design elements to reduce compatibility conflicts with adjacent uses.

Objective 1.D:
Foster commercial, industrial and business park employment centers that are compatible with Peoria's economic needs.

Policy 1.D.1:
Maintain and market an employment zone profile listing that includes a summary of parcels, location, existing zoning, infrastructure, and site characteristics.

Objective 1.E:
Support the preservation of Luke Air Force Base.

Policy 1.E.1:
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 1.E.2:
Support the formation of a preservation zone around the Luke Air Force Base perimeter.

Policy 1.E.3:
Monitor and coordinate airport feasibility efforts with Luke Air Force Base officials.

Policy 1.E.4:
Observe 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 1.E.5:
Attend pertinent planning coordination meetings regarding Luke Air Force Base activities and missions.

MIXED-USE DEVELOPMENT

Objective 1.F:
Promote sustainable developments that elevate community identity and convenience, reduce vehicular trips, minimize infrastructure needs, improve air quality and provide a diversity of uses.

Policy 1.F.1:
Develop a mixed-use zoning district consistent with the land use designation framework.

Policy 1.F.2:
Develop guidelines that establish criteria to determine optimal locations for mixed-use and / or infill development.

Policy 1.F.3:
Develop a residential density bonus program for mixed-use projects that includes specific performance criteria.

Policy 1.F.4:
Encourage compact mixed-use developments using vertical orientation with connections to multi-modal transportation centers.

Policy 1.F.5:
Maximize compatibility between mixed use developments and existing neighborhoods through building orientation, buffering, outdoor activity concentration and site access.

Objective 1.G:
Promote mixed-use development templates to advance the City's sustainability efforts.

Policy 1.G.1:
Identify opportunities for mixed-use and neighborhood-centric core areas throughout the City.

Policy 1.G.2
Integrate 'place making' design principles such as streetscape and building orientation, public spaces, multi-modal transportation options, walkability and overall community appearance in all mixed-use developments.

Policy 1.G.3
Adjust the Zoning Ordinance as necessary to allow opportunities for mixed-use development at varying levels of intensities.

INFILL DEVELOPMENT

Objective 1.H
Encourage the development or redevelopment of vacant or underutilized infill sites within the City.

Policy 1.H.1
Develop infill strategies to promote reinvestment in the community.

Policy 1.H.2
Identify open space and recreational opportunities in infill areas

Policy 1.H.3:
Encourage infill residential development that takes advantage of existing municipal services, utilities, transportation facilities, schools, and shopping areas.

RESORT DEVELOPMENT

Objective 1.I:
Promote resort development that provides tourism opportunities within the City.

Policy 1.I.1:
Identify and designate resort development sites that have direct access to significant recreational corridors and open space areas.

Policy 1.I.2:

Identify recreational corridors with future access points to resort areas and visitor access that encourage tourism and visitor activity.

Objective 1.J:
Promote the provision of convenient housing and support infrastructure for resort development service employees.

Policy 1.J.1:

Promote the development of affordable housing options for service employees near major resort and commercial areas.

Policy 1.J.2:

Require adequate road, transit, utility, and water service infrastructure in conjunction with resort development.

Objective 1.K:
Establish incentives to attract appropriately-scaled resort developments integrating a mix of land uses.

Policy 1.K.1:

Develop a marketing and incentive program to attract large resort developments in appropriate locations.

Objective 1.L:
Utilize mixed-use development templates to create specialty resort commercial developments including residential and employment components.

Policy 1.L.1:

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 to accommodate future 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 well-designed, high-quality multifamily residential development in appropriate areas which maintains compatibility between adjacent developments.

Policy 1.O.1:
Support alternate forms of housing, such as attached and detached townhouses and condominiums in appropriate locations.

Policy 1.O.3:
Encourage multi-family housing units adjacent to community level parks and public open space areas.

Policy 1.O.4:
Regularly assess the effectiveness of the Design Review Principles and Guidelines to ensure the highest level of design quality.

Policy 1.O.5:
Focus the development of multifamily housing proximate to current and planned transit facilities, employment centers and activity hubs.

Policy 1.O.6:
Maximize active community open space and recreation amenities throughout multifamily developments.

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 1.Q:

Consider periodic amendments to the General Plan Land Use Map to ensure relevancy.

Policy 1.Q.1:

Evaluate and adopt General Plan text and map amendments on an annual basis.

Policy 1.Q.2:

Periodically 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.

Objective 2.A:

Reduce dependence on the automobile for daily trips and activities by promoting mixed-use development types within Old Town and the Sports Complex District

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.

Policy 2.A.3:

Promote development standards that encourage pedestrian environments and activity.

GOAL 3:	PROTECT AND PRESERVE THE SONORAN DESERT IN ITS NATURAL STATE

Objective 3.A:

Develop programs that encourage the clustering of development 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.

GOAL 4:	PROMOTE COMPATIBLE LAND USES IN AREAS OF CLOSE PROXIMITY TO EXISTING OR PLANNED AGGREGATE / MINERAL MINING LOCATIONS

Objective 4.A:
Provide equal protection for residential development and aggregate mining operations.

Policy 4.A.1:
Discourage new residential development where future residences would be adjacent to an existing or planned aggregate / mineral mining operation.

Policy 4.A.2:
Discourage new mining operations adjacent to or in close proximity to existing residential development, schools, or existing or planned City recreation areas.

Policy 4.A.3:
Promote non-residential development such as business park and industrial uses adjacent to existing mining operations.

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

General plan land use designation	Density (du/ac)	Existing Zoning district[1]
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	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[2]	0-1	SR-43/35, R1-43, R1-35
TOD / Transit Corridor	18-35	Planned Area Development
Mixed Use[3]	Variable	CCM, CRM, Planned Area Development
Neighborhood Commercial Mixed Use[3]	12	Planned Area Development
Community Commercial Mixed Use[3]	18	Planned Area Development
Regional Commercial Mixed Use[3]	25	Planned Area Development
Business Park Mixed Use[3]	25	Planned Area Development
Sports Complex Mixed Use[4]	N/A	Planned Area Development
Public / Quasi-Public[3]	N/A	All Zones

[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, Old Town Revitalization Plan or General Plan Mixed-Use Guidelines (Land Use Element) for the density prescriptions.
[4] Refer to the relevant section in the Peoria Sports Complex Urban Design Study for the housing and density concepts.

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

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

RESIDENTIAL TARGET DENSITIES

The target density within each of the density ranges represents the maximum allowable density for those projects meeting the minimum City requirements. The target density 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 be comensurate to the overall public benefit provided by the following:

- 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 variation in product types and lot sizes;
- Incorporation of open space and/or amenities above required minimum standards
- Integration of plans to retain, replace or salvage native desert vegetation; and
- 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 with enhanced amenities must be provided on site.

Density increases exceeding the target density may also be granted for development projects located in designated infill areas according to the 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.

DESCRIPTIONS OF 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. This category also denotes transitional areas between natural open spaces and residential development

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 multi-story apartments, condominiums, and townhouses close to employment and service areas and to buffer lower density residential areas. 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
- The proposal will not result in excessive traffic volumes on the surrounding circulation system; and
- The proposal provides for adequate infrastructure needs; and
- 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:

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

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

Table 2-3, *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 2-3 serves as an analytical tool showing population density under traditional layout.

TABLE 2-3 -- Population Density

Designation	Target Density	Anticipated Units Per Square Mile	People Per Square Mile**
Estate 0-2	1 du/ac	512	1,331
Low 2-5	3 du/ac	1536	3,994
Medium 5-8	6 du/ac	3072	7,987

Medium-High 8-15	12 du/ac	6144	11,674
High 15+	18 du/ac	9216	17,510

** 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.

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 85,000 units. Also shown in Table 2-4, 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

Land Use Category	Net Acreage	Dwelling Units	Population
Estate 0-2	23,068	23,068	47,982
Low 2-5	28,380	85,140	177,092
Medium 5-8	7,169	43,014	89,475
Medium-High 8-15	1,311	15,732	23,918
High 15+	1,252	22,536	34,247
Mixed-Use*	2,328	11,164	53,177
TOTAL	63,509	200,654	425,891

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

Residential population generates vehicular trips which directly impact the road network and the ability of the City to balance mobility and access with the 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)	6.72

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

OFFICE:

The designation of Office supports low-intensity commercial development consisting of office uses that provide services directly to residential neighborhoods in residentially scaled 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.

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:
Neighborhood Commercial areas consist of offices and commercial centers which provide services and goods that support the day-to-day needs of the surrounding neighborhood. 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. Buildings and uses generally relate to adjacent residential neighborhoods with respect to architectural style and scale. Uses are contained within buildings. This designation also denotes areas where small lot or small-scale business sites may be located. 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.

COMMUNITY COMMERCIAL:
Denotes areas where 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. Community Commercial centers should be located with adequate controlled access to arterial streets. Community Commercial centers should coincide with adequate affordable housing 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 gross floor area. 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. Business Park areas generally consist of uses such as professional offices, research and development, and light manufacturing within wholly enclosed buildings and ancillary eating and retail establishments. In

particular, Business Park areas shall be designed such that the least intense uses (i.e., back office, business park) shall be located along arterial streets, where visibility to the public is likely. Adherence to landscape standards, setbacks, and adequate transition of intense uses ensures compatibility with adjacent properties and enhances the visual quality of the community.

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

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

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

Mixed-use 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.

SPORTS COMPLEX MIXED USE:
Denotes areas suitable for a mixture of pedestrian-oriented employment, commercial/retail services, recreational/tourism uses and residential uses within the designated Peoria Sports Complex Area. Residential uses are encouraged to be vertically integrated and support a pedestrian oriented mixed use environment. Horizontally-integrated residential uses shall occupy visual locations that are secondary to non-residential uses and occur sparingly. All uses should provide clear pedestrian links and facilitate the development of a mixed use urban village. The characteristics of this designation are more specifically described within the *Peoria Sports Complex Area Urban Design Plan.*

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.

PUBLICLY HELD LANDS:
Throughout the City, there are large areas of publicly held properties (Figure 2.2) that have specified land use designations upon them which are clearly defined by the General Plan. These properties are generally owned and managed by the Arizona State Land Department (ASLD), the Bureau of Land Management (BLM) or the Bureau of Reclamation (BOR). It is important to note that although it is the City's goal to protect these lands for desired development or preservation in their natural state, the potential does exist for such uses as mineral extraction and sand and gravel operations. For State Constitutional reasons, the City has very limited authority over such uses; however, the City has maintained and will continue to maintain solid relationships with these public entities to promote reasonable operational procedures and site restoration through intergovernmental agreements (IGA) and / or memorandums of understanding (MOU). A brief synopsis, including Mission and Vision Statements for the ASLD, BLM and BOR is provided below.

ARIZONA STATE LAND DEPARTMENT (ASLD)

Mission Statement:
To manage State Trust lands and resources to enhance value and optimize economic return for the Trust beneficiaries, consistent with sound stewardship, conservation, and business management principles supporting socioeconomic goals for citizens here today and generations to come. To manage and provide support for resource conservation programs for the well-being of the public and the State's natural environment.

The revenue received through State Land transactions is directed to 13 public Trustees, including public schools, correctional facilities and other publicly funded services. The Common Schools (K-12) are the largest beneficiary owning approximately 87% of the land and receiving close to 90% of the revenue.

BUREAU OF LAND MANAGEMENT (BLM)

Mission Statement:
The BLM is responsible for managing the nation's public lands and resources in a combination of ways which best serve the needs of the American people. The BLM balances recreational, commercial, scientific and cultural interests and strives for long-term protection of renewable and nonrenewable resources, including range, timber, minerals, recreation, watershed, fish and wildlife, wilderness and natural, scenic, scientific and cultural values. It is the mission of the BLM to sustain the health, diversity and productivity of the public lands for the use and enjoyment of present and future generations.

Vision Statement:
The BLM provides for a wide variety of users without compromising the long-term health and diversity of the land and without sacrificing natural, cultural and historical resource values. We are committed to using the best scientific information to make decisions, in collaboration with other agencies, states, tribal governments and the public. We work to understand the needs of rural and urban publics, and we are committed to recovering a fair return for the use of publicly owned resources for the American taxpayers.

BLM in Arizona:
BLM Arizona administers 12.2 million surface acres of public lands, along with another 17.5 million subsurface acres within the state. Field Offices throughout the state provide on-the-ground field management: Arizona Strip, Hassayampa, Kingman, Lake Havasu, Lower Sonoran, Safford, Tucson and Yuma. Arizona BLM management, coordination and direction come from the Arizona State Office, which is guided by State Director Jim Kenna.

BUREAU OF RECLAMATION (BOR)
Mission Statement:
The mission of the Bureau of Reclamation is to manage, develop, and protect water and related resources in an environmentally and economically sound manner in the interest of the American public.

Vision Statement:
Through leadership, use of technical expertise, efficient operations, responsive customer service and the creativity of people, Reclamation will seek to protect local economies and preserve natural resources and ecosystems through the effective use of water.

The Commissioner's plan for how Reclamation will attain its vision:

- Directing our leadership and technical expertise in water resources development and in the efficient use of water through initiatives including conservation, reuse, and research.
- Protecting the public and the environment through the adequate maintenance and appropriate operation of Reclamation's facilities.
- Managing Reclamation's facilities to fulfill water user contracts and protect and/or enhance conditions for fish, wildlife, land, and cultural resources.
- Working with Reclamation's customers and stakeholders to achieve mutual objectives.
- Assisting the Secretary in fulfilling Indian Trust responsibilities.
- Implementing innovative, sound business practices with timely and cost-effective, measurable results.
- Promoting a culturally diverse workforce which encourages excellence, creativity, and achievement.

Understanding and striving to attain our vision are critical to effectively implement the Government Performance and Results Act. GPRA was enacted in 1993 to improve public confidence in Federal agency performance by holding agencies accountable for achieving program results; and to improve

congressional decision making by clarifying and stating program performance goals, measures, and costs "up front." Basic GPRA requirements include:

- 6-year Strategic Plan
- Annual Performance Plans
- Annual Performance Reports

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:

- Loop 303 Specific Area Plan
- North Peoria Redevelopment Area
- Downtown Peoria Redevelopment Area
- Old Town 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 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 against noise pollution through sound studies and wall design / placement,
- 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.

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

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

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
SR-74	Regional Node		Community Commercial
El Mirage/Castle Hot Springs R	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 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.

Urban Section (Rose Garden Ln to Happy Valley Rd)	Suburban Section (Happy Valley Rd to Dynamite Blvd)	Rural Section (North of Dynamite Blvd)
Buffer - 15 feet	Buffer - 30 feet	Buffer - 50 feet

CIRCULATION

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

RESIDENTIAL NEIGHBORHOODS

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

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

TRAILS

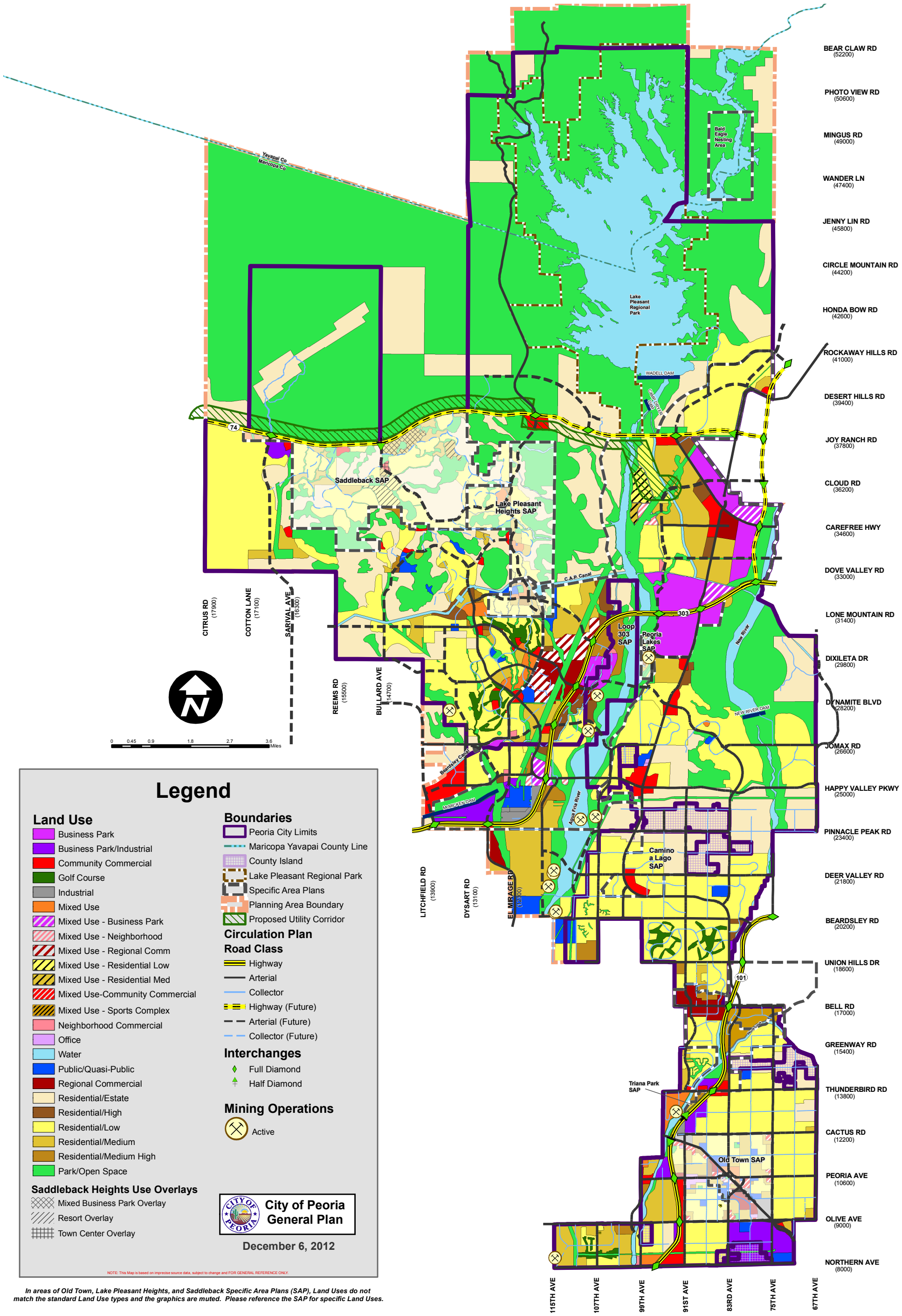
Pedestrian, bicycle and multi-use trail policies for this part of Peoria are now contained in this General Plan and the Parks, Recreation, Open Space and Trails Master Plan published by the Community Services Department.

ENVIRONMENTAL PROTECTION

Protection of native plants, conservation features, noise pollution 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.

FIGURE 2-1
LAND USE PLAN / MAP



In areas of Old Town, Lake Pleasant Heights, and Saddleback Specific Area Plans (SAP), Land Uses do not match the standard Land Use types and the graphics are muted. Please reference the SAP for specific Land Uses.

Figure 2.1 - Land Use Plan

FIGURE 2-2
PUBLIC LAND OWNERSHIP MAP

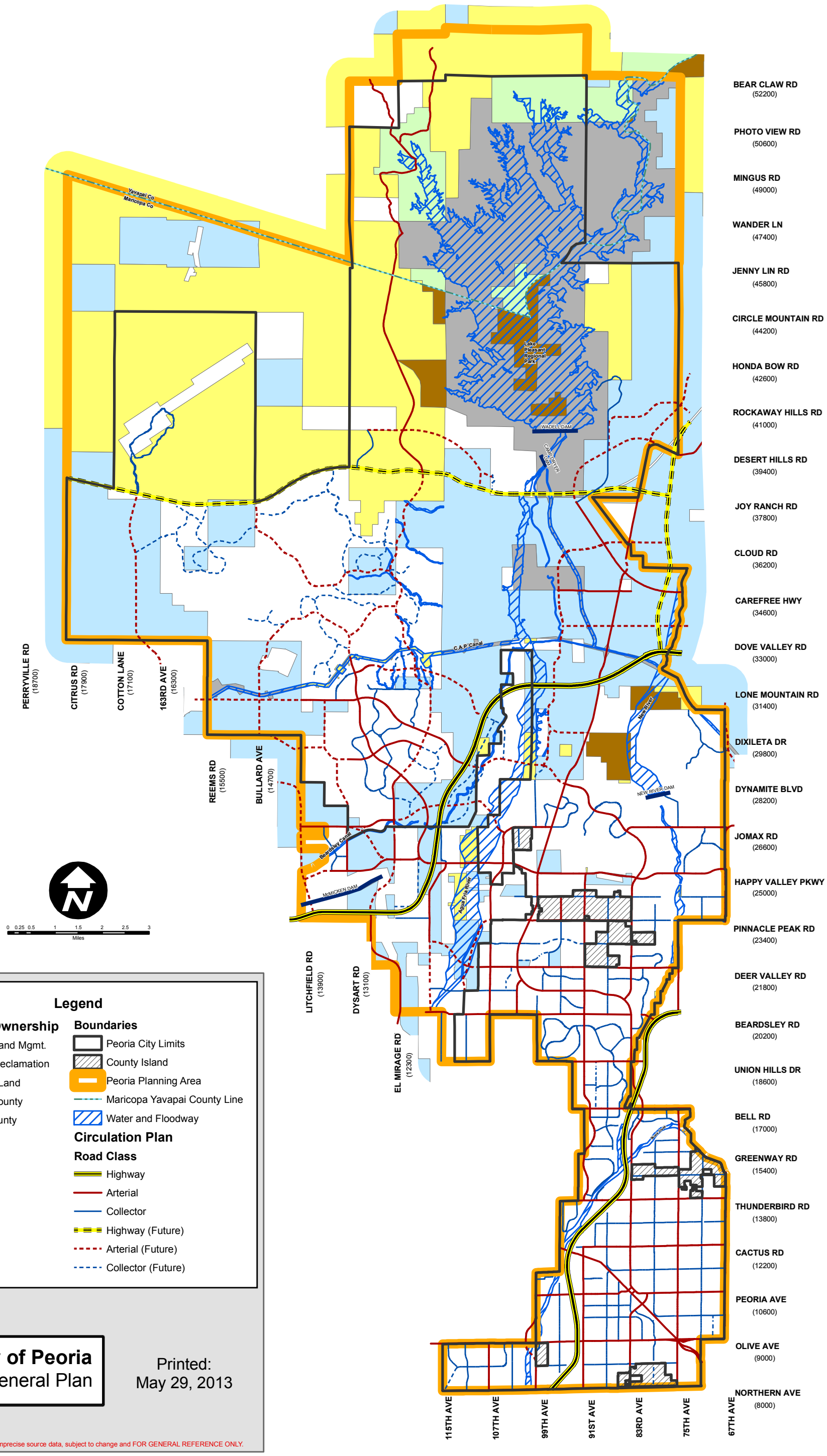


Figure 2.2 - Public Lands

3. CIRCULATION ELEMENT

The City of Peoria understands that the City requires a transportation system that meets the transportation needs of all residents, visitors and businesses in both existing and future areas. The Circulation Element provides the layout of a balanced, comprehensive transportation system within the City's planning area. This transportation system strives to develop a multi-modal system that serves both local and regional travel needs that is dependable, safe, efficient and aesthetically pleasing while offering users choices in routes and modes of travel. The Circulation Element provides a policy framework for improving this system and provides the layout for its ultimate build-out.

The Circulation Element is organized in the following manner:

3.a. Introduction
3.b. Goals, Objectives and Policies
3.c. Circulation Plan

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 along with the Circulation Plan Map to depict and identify implementation measures to realize this system.

The goals, objectives and policies contained within this element will provide guidance for future recommendations on street, transit, commuter rail, bikeway and pedestrian transportation system improvements. The projected population forecasts suggest that upgrades and expanded multi-modal opportunities are critical components in the City's circulation system. The recommendations will assist the City Council and staff in decision-making on future development and redevelopment activities. The following is a discussion on the implementation tools used for this element.

The Circulation Plan Map (Figure 3-1), is a planning tool used to portray and define the envisioned roadway transportation network. This network represents the system of streets —to provide transportation mobility and access to existing and future residential, recreation, and economic uses throughout the City. The City also maintains a consistent Street Classification Map, which identifies specific functional classification of roadways along with the number of lanes, future right-of-way needs, and intersection configurations for major roadways in the city. The Circulation Plan and Street Classification Map work together to identify the future roadway capacity needed to maintain an acceptable level of mobility in the City.

The Multi-Modal Transportation Master Plan uses the Circulation Plan Map as a base to create Transit maps that depict existing and future Bus Routes (Line and Express), along with Commuter Rail alternatives. It also depicts possible transit centers, park and ride lots as well as outlining a hierarchy of different transit stops to account for different purposes and passenger volumes.

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

Objective 1.A:
Develop a sustainable 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 all users, all modes, goods and services.

Policy 1.A.1:
Maintain a detailed Street Classification map which further defines functional classification into major and minor categories, identifies ROW width, typical street cross-sections and intersection type. The map is consistent with the General Plan Circulation Map.

Policy 1.A.2:
Encourage land development patterns that efficiently integrate transportation and housing and foster social equity in affordable transportation options. Promote the operational efficiency of the existing and future transportation system to reduce negative impacts on public health by improving roadway user traffic safety, improving air quality, promoting physical activity, fitness and increasing community cohesion.

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 and Transit maps.

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, Street Classification and Transit maps.
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 shade and 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, Transit and Rail maps, 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 bus stop, 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, 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), and the Regional Public Transit Authority (RPTA) 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 1.B.2:

Require that new transportation facilities are developed as necessary to support the planned incremental population and economic growth of Peoria and designed to their planned function to provide for all modes of transportation.

Policy 1.B.3:

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

Policy 1.B.4:

Expand our transportation networks in ways that offer competitive travel choices for people and goods, promote clean energy and enable us to respond quickly to disasters and emergencies.

Objective 1.C:

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

Policy 1.C.1:

Approve the design and construction of local ~~and~~ /residential and collector streets that contribute to the residential environment and minimize cut-through traffic and speeding and provide alternatives to automobile mobility.

Policy 1.C.2:

a) 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.
c) Connections to the arterial system should be safe and convenient and assist residents in accessing bus and/or rail routes and facilities.

Policy 1.C.3:

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 1.D:

Develop and maintain Limited-Access Parkways throughout Peoria.

Policy 1.D.1:

Maintain Limited-Access Parkways as defined on the Circulation Map.

Policy 3.1.D.2:

Enforce the goals and objectives of the State Route 74 Access Management Plan.

Policy 1.D.3:

Enforce the goals and objectives of the Northern Parkway design concept report.

Objective 1.E:
Develop a comprehensive, coordinated, sustainable, efficient and continuous multi-modal transportation system.

Policy 1.E.1:
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.

Policy 1.E.2:
Continually monitor, evaluate, and update a city-wide Bicycle Development Plan.

Policy 1.E.3:
Develop a safe and convenient network of sidewalks, crossings, and paths for walking and bicycling that provide connections between schools, recreation facilities, residential areas, transit stops and business centers.

Policy 1.E.4:
Design, construct and revise culvert and bridge details as needed to allow for safe pedestrian/bicycle crossings**.**

Policy 1.E.5:
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 1.E.6:
Implement the concepts of Complete Streets to accommodate multi-modal transportation needs when designing and building all new streets and when improving existing street, using the most current MAG Complete Streets Guide as reference.

Objective 1.F:
Efficiently expand Peoria's transit and express route system and commuter rail access points as an attractive and convenient alternative for Peoria's residents, workforce and visitors.

Policy 1.F.1:
Plan and adopt both short, mid and long-term local and express route transit services.

Policy 1.F.2:
Seek to increase the frequency and service area of transit services.

Policy 1.F.3:
Seek express route service at strategic City locations to major employment centers.

Policy 1.F.4:
Partner with MAG and ADOT in the development of a commuter rail access plan along the BNSF railroad corridor.

Objective 1.G:
Provide for the existing and future linkage of bicycle, pedestrian and automobile traffic with existing and future public transit, and commuter rail systems and facilities.

Policy 1.G.1:
Coordinate with the Regional Public Transportation Authority (RPTA) to develop passenger transit and Park-and-Ride facilities at selected locations in commuter corridors.

Policy 1.G.2:
Encourage site planning and transit-oriented design and land uses around future express route, and commuter rail transit centers to emphasize the ease and safety of pedestrian circulation and orientation of compatible and mutually supportive uses.

Policy 1.G.3:
Include sidewalks, bus pullout bays and transit shelters within future development located along designated commuter corridors and transit routes.

Policy 1.G.4:
Establish 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 multi-modal 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 required 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, riding a bicycle to school or walking to the 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,
- Establish a basis for developing long-range programs, improvement priorities and fiscal plans, and
- 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. The City of Peoria encourages the balance between mobility and access and places an emphasis on all modes of transportation for the enhancement of overall quality of the transportation system.

FUNCTIONAL CLASSIFICATION

The following functional categories are used to classify roadways in the City of Peoria. These categories are:

- Freeway,
- Limited Access Parkway,
- Major Arterial,
- Minor Arterial,
- Major Collector,
- Minor Collector,
- Local, and
- Rural.

These categories comprise the hierarchy of functional classification of roadways in Peoria and relate directly to the different types and lengths of generated trips as well as access needs. Travel demand determines these characteristics.

Freeway is a major highway that provides for the expeditious movement of large volumes of through traffic and has full access control via interchanges only. All roadways classified as Freeways are under the jurisdiction of the Arizona Department of Transportation.

Limited Access Parkway is a major arterial that serves high volumes of traffic traveling relatively long distances and is managed to reduce conflict between through traffic and traffic entering, leaving and crossing the facility. By limiting access to intersections and interchanges, Limited Access Parkways regulate and control the spacing and design of driveways, medians, median openings, traffic signals and intersections to improve safe and efficient through traffic flow. Limited Access Parkways typically have up to three lanes in each direction.

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, service to abutting land is limited and access is controlled. Opposing traffic flows are often separated by a raised medium. Major arterials typically have up to three lanes in each direction.

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. Opposing traffic flows are often separated by a raised medium. Minor arterials typically have two lanes in each direction.

Major Collector is a roadway that provides for traffic movement between arterials and local streets and carries moderate traffic volumes over moderate distances (less than 3 miles). Provides direct access to abutting land and has some access control through spacing

and location of driveways and intersections. Opposing traffic flows are generally separated by a continuous left turn lane. Major collectors normally have two lanes in each direction.

Minor Collector is a roadway that is similar in function to a major collector, but carries lower traffic volumes at lower speeds over shorter distances (less than 3 miles) and has a higher degree of property access. Minor collectors normally have one lane in each direction.

Local is a roadway that is intended to provide access to abutting properties, tends to accommodate lower traffic volumes at lower speeds, 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.

Roadway function establishes the design characteristics and 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.

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.

TABLE 3-1 -- Functional Classification System

Roadway Category	Primary Function	Degree of Private Access Control
Freeway	Mobility	Very High (at interchanges only)
Limited Access Parkway	Mobility	Very High
Major Arterial	Mobility	High
Minor Arterial	Mobility	Moderate
Major Collector	Mobility and Accessibility	Moderate
Minor Collector	Transition	Moderate
Local	Accessibility	Low

SOURCE: TRB ACCESS MANAGEMENT MANUAL

The four major Functional Classifications, Freeway, Limited Access Parkway, Arterial, and Collectors, are illustrated on Figure 3-1, *Circulation Plan*. The City also maintains a Street Classification Map, which identifies intersection configurations along with differentiating between the major and minor categories of Arterial and Collector streets as defined in Table 3-1.

The Major 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.

- Loop 303 provides a regional freeway route complementing Loop 101.
- The following will serve as Limited Access Parkways and will maintain access control as outlined within this section:
    - Northern Avenue, from 71st Avenue to 115th Avenue,
    - Happy Valley Road/Parkway, from 67th Avenue to Litchfield Road, and
    - El Mirage Road, from Loop 303 to State Route 74.
    - Vistancia Blvd. from Happy Valley Road to the CAP
    - Lake Pleasant Parkway from Beardsley Road to Carefree Highway (SR 74)

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

The distance between Major Arterials will depend upon the developed densities/intensities of particular portions of the urban and suburban areas. The spacing of Major 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 eight interchanges on Loop 303 within the planning area will also directly impact the Major Arterial system.

For Major 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 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 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 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 half mile to one 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.

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.

TRANSIT AND RAIL PLAN

The City recognizes that the transportation systems must integrate multi-modal opportunities to reduce reliance on the automobile. The Multi-Modal Transportation Plan is the City's guiding document for future transit services within Peoria. The Transportation Plan includes maps, which indicate the current and proposed line bus routes, commuter rail corridor and potential stations, potential park and ride, and transit station sites.

Light Rail and High Capacity Transit (HCT) options currently are not depicted in the plan as our land uses do not support them. Should future land uses change to justify HCT, the Transit/Rail Plan should be amended to reflect the new routes.

The Master Plan also creates new standards for transit stops within Peoria. These standards outline a hierarchy of different stops to account for different purposes and passenger volumes, and identify amenities to be provided at each type. In addition, the Plan outlines a process for incorporating art into bus stops to make them more attractive, improve the character of the surrounding areas and to help the City create unique identities for specific areas. In general, bus stops for local line routes should be located every quarter mile or at locations that have high potential use. All high use stops shall have pull-out bays.

BIKEWAYS, TRAILS AND PEDESTRIAN CIRCULATION

The street system illustrated on Figure 3-1, *Circulation Plan,* includes Collector, Arterial and Freeways streets. The City also maintains a Street Classification Map System which differentiates between Major

and Minor Collectors, Major and Minor Arterials, and Freeways. The City's Parks, Recreation, Open Space, and Trails (PROST) 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.

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 PROST Master Plan 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.

FIGURE 3-1
CIRCULATION MAP

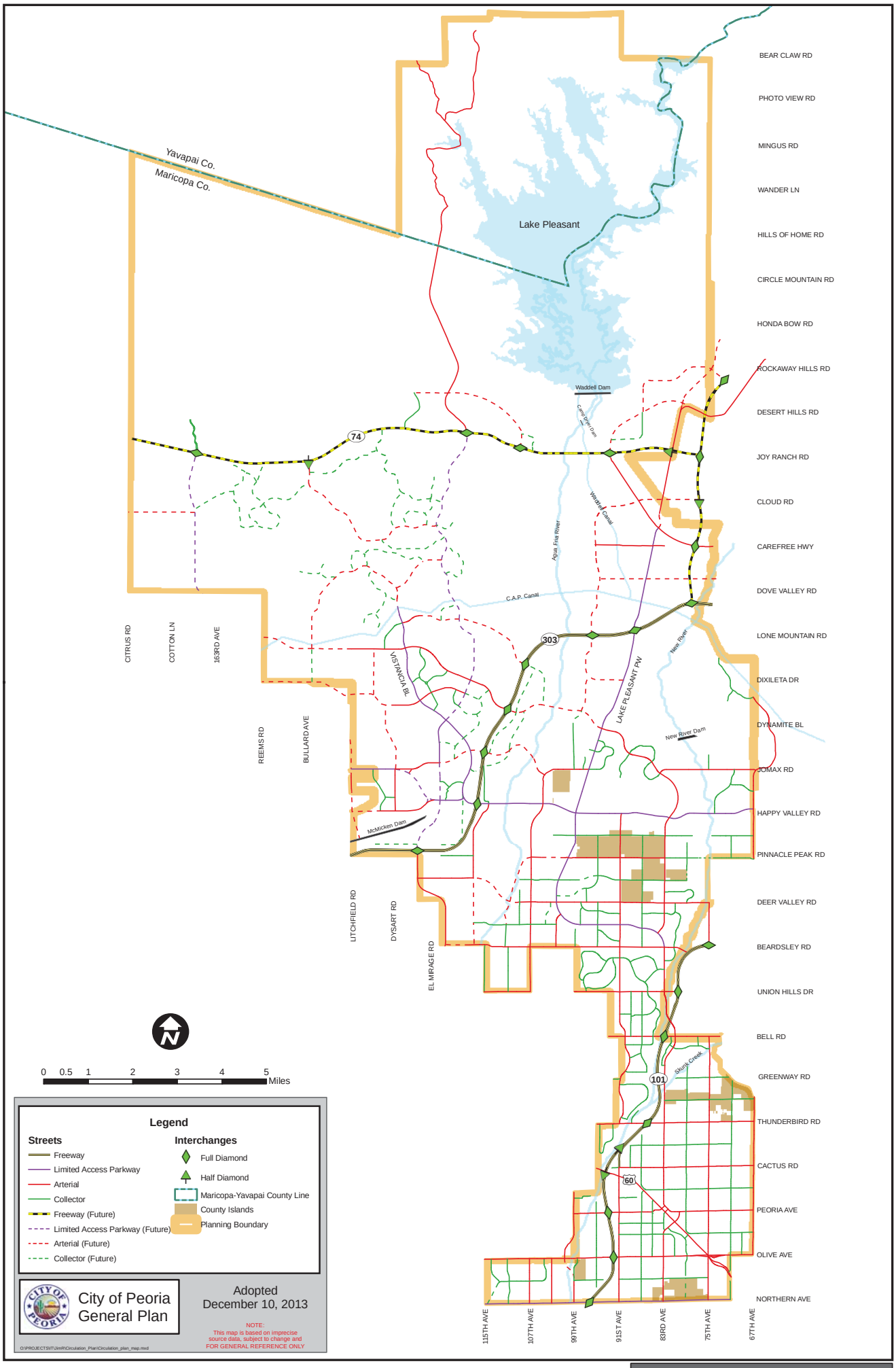


Figure 3.1 - Circulation Plan

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 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 experiened 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.

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
- Old Town 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

4. 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. 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
- 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
- Emerging Green Industries – includes research and the manufacturing of products such as those associated with solar and wind power generation.

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 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 67th to 99th Avenues), and covers approximately 10 square miles. Population within the zone is relatively stable with some remaining opportunities for residential development and population increase.

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.

Business attraction within this area is very broad, ranging from neighborhood office and retail to regional commercial, medical and some 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 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.D., "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 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. 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.

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 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 a general aviation airport 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. This is another zone with a relatively stable population base, though there are opportunities for residential and commercial infill development.

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 75th 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 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 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 107th 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.

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 115th 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. 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.

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.C. 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.

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

4.D. 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

4.E. ECONOMIC DEVELOPMENT ADVISORY BOARD

The City of Peoria has created an Economic Development Advisory Board comprised of high profile business persons in the City of Peoria, with the guidance and facilitation of meeting agendas falling under the responsibility of the City's Economic Development Director. The purpose of the Economic Development Advisory Board is developing the Economic Development section of the City's General Plan, making recommendations on economic development-related projects, and creating strategies and plans for promoting economic development in the City. The EDAB allows collaboration and dialogue in the strategic planning of economic development between the City and private entities.

4.F. 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
- 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 7.B: Review and develop Peoria economic development tool kit.

4.H. GOALS, OBJECTIVES AND POLICIES

The following goals, objectives and policies provide the guidance for implementing the Economic Development Plan and Priorities.

GOAL 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.

Policy 1.A.3:
Promote the development of employment-based businesses to encourage the employment of Peoria residents.

Policy 1.A.4:
Work to remove impediments to gainful employment, such as lack of transportation, child care, job training, vocational education, and other factors. Coordinate efforts with local, state, federal, and private entities.

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, including green sector industries.

Policy 1.B.2:
Expand outreach programs to support national and international economic development efforts.

GOAL 2: ENHANCE THE BUSINESS ENVIRONMENT IN PEORIA

Objective 2.A:
Maintain relationships with local businesses to encourage open communication regarding small business needs.

Policy 2.A.1:
Develop resources, programs, and processes to encourage and support small business and entrepreneurship

Policy 2.A.2:
Work with the Chamber of Commerce and other regional groups to provide information and resources necessary for local business owners.

GOAL 3: GENERATE NEW NET CITY SALES TAX COLLECTIONS

Objective 3.A:
Facilitate and support the development of key commercial retail cores and regional service

Policy 3.A.1:
Identify and promote sites for commercial cores and regional retail development.

Policy 3.A.2:
Explore opportunities to create mixed-use zones anchored by quality retail services.

Objective 3.B:
Facilitate and support the development of destination entertainment centers, including resort tourism development.

Policy 3.B.1:
Explore potential partnerships with federal, state, and county agencies to capitalize on the economic and recreational opportunities presented by Lake Pleasant Regional Park.

Policy 3.B.2:
Focus entertainment amenities within the area of the Peoria Sports Complex and other key commercial nodes.

Policy 3.B.3:
Identify potential resort locations to capitalize on the City's amenities and its natural beauty.

Objective 3.C:
Facilitate and support the development of automotive dealer centers.

Policy 3.C.1:

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

Policy 3.C.2:

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

GOAL 4: DEVELOP OLD TOWN PEORIA INTO A VIBRANT URBAN ENVIRONMENT.

Objective 4.A:
Preserve cultural, historical, and public amenities and attractions.

Policy 4.A.1:

Facilitate the development of community and cultural facilities in Old Town Peoria.

Policy 4.A.2:

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

Objective 4.B:
Promote the development of quality employment and retail opportunities in Old Town Peoria to support a high quality urban area.

Policy 4.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 sustainable neighborhood economy.

Policy 4.B.3:

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

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 of areas within the City that need improvement or have the capacity for new jobs and housing without intruding on existing neighborhoods. 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 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 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. This form is perpetuated as land uses are physically removed from each other necessitating increased automobile trips. Some concerns have been leveled at this development pattern in that it has resulted in 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. These areas should be particularly well suited to accommodate 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.

These growth areas are intended to promote 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 oriented to multi-modal transportation.

It should be understood that a growth area is not an "urban growth boundary." 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 within identified areas that exhibit certain characteristics consistent with Smart Growth principles. It should also be noted that these areas do not need to be contiguous nor defined by any rigid boundary.

GROWTH AREAS

This element identifies several targeted development areas ('Growth Areas') throughout the Peoria planning area and is illustrated on Figure 5-1, Growth Areas Plan. The identified growth areas are 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 expansion commensurate with development activity; and
- Areas that incorporate urban open spaces, community recreational facilities or conserves significant natural resources. 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

GOAL 1:	PROMOTE EFFICIENT DEVELOPMENT AREAS WHICH SUPPORT A VARIETY OF LAND USES, CONSERVE NATURAL RESOURCES, REDUCE AUTOMOBILE DEPENDENCY, AND EXHIBIT A LOGICAL EXTENSION OF INFRASTRUCTURE AND SERVICE CAPACITIES.

Objective 1.A:
Direct attractive development into identified growth areas, creating dynamic urban pockets with diverse economic, housing, cultural and entertainment opportunities.

Policy 1.A.1:
Develop specific area plans including revitalization and redevelopment plans for growth areas.

Policy 1.A.2:
Encourage a mix of land uses within each growth area, including varied housing types and densities, employment opportunities and businesses.

Objective 1.B:
Promote attractive public spaces and streets that reduce automobile dependency and enhance the function and character of the community.

Policy 1.B.1:
Provide for traffic circulation needs in conjunction with pedestrian-friendly neighborhoods and employment centers.

Policy 1.B.2:
Identify street improvements that promote pedestrian-oriented development including wider sidewalks, street furniture, landscaped medians, angled on-street parking where appropriate, and landscaped areas.

Policy 1.B.3:
Encourage street frontages that contribute to retail vitality; particularly, through the use and placement of buildings that create pedestrian areas visible from adjacent streets.

Policy 1.B.4:
Identify funding resources for the expansion of bicycle facilities and transit related improvements.

Policy 1.B.5:
Incorporate publicly accessible urban open spaces, including parks, courtyards, water features, gardens, passageways and plazas.

Objective 1.C:
Promote cost-efficient and logical expansion of infrastructure.

Policy 1.C.1:
Coordinate the City's Capital Improvement Program with development activity.

GOAL 2:	PROMOTE NEIGHBORHOOD ACTIVITY CENTERS INTEGRATING 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

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

Objective 3.C:
Adopt a Specific Area Plan for the Old Town Revitalization Area

Policy 3.C.1:
Implement the recommendations from the Plan.

5.C. GROWTH AREAS PLAN

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

PEORIA SPORTS COMPLEX 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 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. 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 83rd 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 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, the North Peoria Redevelopment Plan (1993) provides redevelopment tools for this area and the Peoria Sports Complex Area Urban Design Plan (2010) provides development, design, and transportation network direction.

OLD TOWN PEORIA

Description: 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. 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 vacant parcels are interspersed throughout the area.

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 access to the Old Town area. 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: 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.

GRAND AVENUE GATEWAY

Description: This growth area is oriented along the Grand Avenue corridor from 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 91st Avenue. This access enhances the service area for businesses located in the Grand Avenue Gateway. As an added benefit, these trips pass through the heart of Peoria's Old Town which provides the area with as steady supply of potential customers.

With the planned widening of Northern Avenue from 71st Avenue to the Loop 101, it is anticipated that this area will attract desirable office park and employment generating uses. Existing and future uses in this area will help establish this gateway as a vibrant employment center. Secondarily, 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. 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 has formed the beginning of the City's 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.

CAREFREE HIGHWAY / NORTHEAST PEORIA

In the future, a major regionally-scaled growth node is expected to develop at the Lake Pleasant and State Route SR-74 intersection. 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 areas. It is important to recognize and anticipate the opportunities in this area.

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 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.

SPECIFIC AREA PLANS

Specific Area Plans provide a more narrow geographic focus and are intended to offer planning solutions in areas with unique opportunities or constraints. To this end, 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 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, development impact fees have been modified to encourage the development of vacant or underutilized property. The growth areas south of Beardsley Road are located within these incentive zones.

INFILL INCENTIVE

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 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.

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 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.

FIGURE 5-1
GROWTH AREAS PLAN

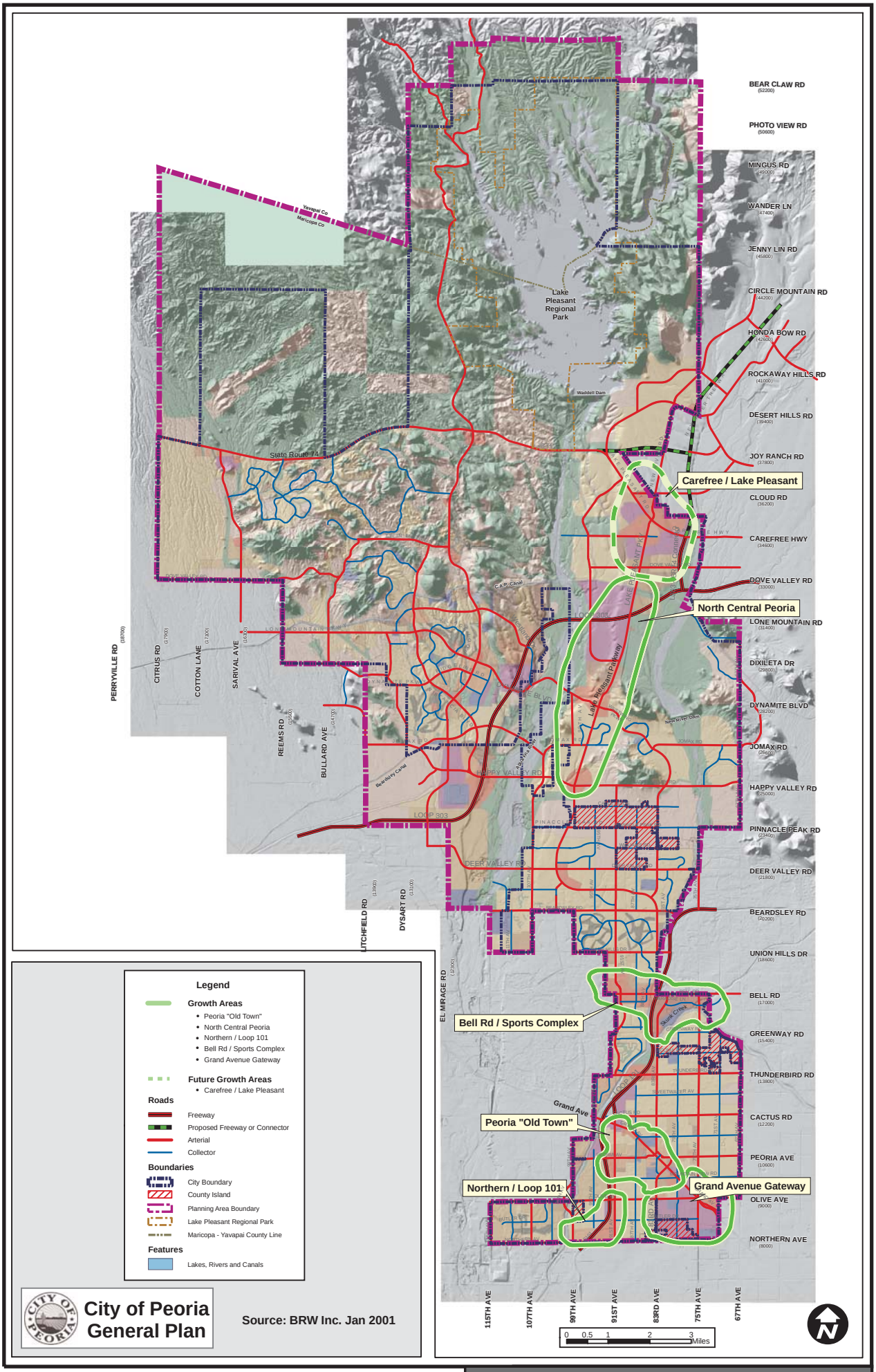


Figure 5-1: Growth Areas Plan

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), the North Peoria Redevelopment Area Plan and the Downtown Peoria Redevelopment Plan.

The first redevelopment plan to be adopted was 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, 77th Avenue on the east and 92nd Avenue on the west comprising approximately 3.5 square miles of land. The plan included 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 redevelopment plan created was 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 85th Avenue on the west. The plan included 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

Developing upon the work of the Downtown Peoria Redevelopment Plan, the City prepared and adopted the Central Peoria Revitalization Plan in 1999. The revitalization planning area was a four square-mile area bounded by 75th Avenue to the east, Loop 101 to the west, Olive Avenue to the south, and Cactus Road to the north. The plan was intended to guide the rejuvenation of the historic center of the City. The plan included 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 83rd 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.

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 is highly desirable. 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 1:	CREATE AN ATTRACTIVE, VIBRANT AND SUSTAINABLE COMMUNITY WITHIN MATURE AREAS OF THE CITY.

Objective 1.A:
Continue to leverage public investments within existing Redevelopment/Revitalization planning areas.

Policy 1.A.1:
Support the recommendations embodied in the Old Town Peoria Revitalization Plan and the Peoria Sports Complex District Urban Design Plan.

Policy 1.A.2:
Designate the adopted revitalization and redevelopment areas as infill incentive districts pursuant to Arizona Revised Statutes.

Policy 1.A.3:
Once adopted, implement transit improvements in accordance with the results of the Multi-Modal Transportation study.

Objective 1.B:
Encourage economic development in adopted revitalization or redevelopment areas.

Policy 1.B.1:
Identify appropriate areas, match with desired users, and prepare a marketing package for prospective developers.

Policy 1.B.2:
Develop incentives to attract infill employment opportunities that will entice residential development.

Objective 1.C:
Rejuvenate historic Old Town.

Policy 1.C.1
Implement the recommendations of the Old Town Peoria Revitalization Plan and enact the necessary ordinances to do so.

Policy 1.C.2:
Investigate restoration opportunities for selected historically significant structures.

Policy 1.C.3:
Continue to design and construct improvements for Osuna Park.

Policy 1.C.4:
Design a mixed-use transit station to be located north and west of Peoria and 83rd Avenues as part of a Multi-Modal Transportation Plan.

Policy 1.C.5:
Support efforts to prepare a marketing package for key sites within the Old Town area.

Policy 1.C.6:
Investigate enhanced streetscape designs for 85th Avenue between Grand Avenue and the City Hall Complex.

Objective 1.D:
Promote a pedestrian-friendly environment in the Old Town area.

Policy 1.D.1:
Utilize the Old Town Peoria Revitalization Plan architectural design standards when considering amendments to the City's Design Review Manual.

Objective 1.E:
Encourage arts, recreation and civic-oriented development in the Old Town.

Policy 1.E.1:
Continue to recruit theaters, museums, art galleries, recreation attractions and civic-oriented uses.

Policy 1.E.2:
Encourage service-oriented agencies, and professional offices to locate in the Old Town area.

GOAL 2:	IDENTIFY AND PROMOTE THE PRESERVATION OF PEORIA'S HERITAGE FOR FUTURE GENERATIONS

Objective 2.A:
Identify Peoria's Historic and Cultural Resources

Policy 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, such as the area referred to as "Weedville", and the vicinity of Calderwood Butte.

Policy 2.A.2:

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

Policy 2.A.3:

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.2.B:
Preserve Peoria's Historic Resources

Policy 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 2.B.2:

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

Policy 2.B.3:

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

Policy 2.B.4:

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

Policy 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 2.C:
Foster Awareness and Support of Peoria's Heritage and Historic Resources

Policy 2.C.1:

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

Policy 2.C.2:

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

Policy 2.C.3:

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

Policy 2.C.4

The City will encourage the owners of properties deemed historically significant by Historic Resource Surveys support the nomination of their properties to the City's Local Register of Historic Places.

6.C. REVITALIZATION AND REDEVELOPMENT PLAN

The City has significantly expanded its population and employment growth northward over the past 30 years. As described previously, the City has prepared and adopted several plans that focus revitalization and redevelopment activities in areas that have been identified as opportunity zones for investment or reinvestment. The Old Town Peoria Revitalization Plan (OTPRP) and the Sports Complex 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.

The North Peoria Redevelopment Area Plan and the Downtown Peoria Redevelopment Plan 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.

7. HOUSING ELEMENT

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.

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 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.

- 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 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.

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 the average rent for the City of Peoria is $1115 (a 106% increase from 2000) and the median single-family home value is $276,400 (a 103% increase from 2000). However, broad and significant changes in the world economy have significantly decreased these values since 2007. 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 and need improvements or do not meet the current building codes. 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 48,931. This represents a City population of 202,072 in 2020. Table 7-1, *2020 Housing Needs,* presents the increased housing needs for the next ten years.

TABLE 7-1 -- 2020 Housing Needs Analysis

Housing Type	Population Allocation	Persons / Household	Needed Dwelling Units
Single-family (75%)	39,145	2.9	13,498
Multi-family (25%)	9,786	1.9	5,151
Total	48,931	N/A	18,649

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 General Plan timeframe.

7.B. GOALS, OBJECTIVES AND POLICIES

GOAL 1:	PROVIDE FOR SUFFICIENT AVAILABILITY AND A VARIETY OF OPPORTUNITIES FOR SAFE, QUALITY AND AFFORDABLE HOUSING

Objective 1.A:
Promote quality residential development through diversity in housing type.

Policy 1.A.1:

Encourage the development of public-private ventures developing low-moderate income housing with local, state and federal funds.

Policy 1.A.2:

Evaluate zoning incentives and regulations that encourage the development of diverse housing types including attached single-family units, townhomes, condominiums, mutli-family units, smaller, affordable detached single-family units.

Policy 1.A.3:

Investigate alternative parking requirements to encourage higher densities and lower housing costs in appropriate areas.

Policy 1.A.4:

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 1.A.5:

Pursue strategies which encourage a mix of housing types that foster sustainable living and neighborhoods.

Objective 1.B:
Encourage owner-occupied housing units.

Policy 1.B.1:

Utilize available federal, state, regional and local resources and programs to encourage first-time homebuyers.

Policy 1.B.2:

Promote the development of quality workforce housing.

Policy 1.B.3:

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 1.B.4:

Assist the public in foreclosure prevention through informational meetings and materials and through partnerships with local and federal agencies.

Objective 1.C:
Encourage and promote community efforts to revitalize mature neighborhoods.

Policy 1.C.1:

Investigate programs to abate deteriorating neighborhood conditions

Policy 1.C.2:

Continue to assist, support and expand the efforts of the Neighborhood Pride program.

Policy 1.C.3:

Incorporate funding for right-of-way landscaping along with road maintenance in older mature neighborhoods where landscaping has deteriorated.

Policy 1.C.4:

Enact 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 1.D:
Provide for adequate housing opportunities for special needs groups.

Policy 1.D.1:
Identify and analyze the housing needs of the special needs populations.

Policy 1.D.2:
Adopt regulations to encourage the development of housing targeted to the special needs groups.

Policy 1.D.3:
Consider special needs housing dispersal requirements to promote diversity throughout the City.

Objective 1.E:
Support programs and agencies that seek to eliminate housing discrimination.

Policy 1.E.1:
Coordinate with appropriate federal, state and local housing providers to ensure that fair housing laws are enforced and the City is accommodating 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-Moderate 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 centers 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-MODERATE 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-moderate income housing and other improvement issues and services. The following recommendations provide the City with future directions for improving low-moderate income housing in the City.

- Identify opportunities and strategies for low-moderate income housing within the City..
- Identify potential low-moderate income housing opportunities within future City redevelopment projects.
- Identify opportunities to purchase and rehabilitate multi-family structures within established revitalization and redevelopment plans.
- Continue the Public Housing and Housing Choice Voucher programs to provide low-moderateincome housing to City residents.
- Continue the City operated emergency home repair program which provides home repairs to low-moderate income and elderly residents.

HOME OWNERSHIP

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 and State 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.

8. PUBLIC SERVICES AND FACILITIES ELEMENT

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.

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 may create the demand for additional administrative facilities in the north. The new general government impact fee may be implemented to assist in providing service in the north when it is needed.

Although the City currently provides adequate police and fire service, future growth to the north will require additional facilities and personnel to enhance safety and security of residents. The City is committed to ensuring high levels of service and short response times as growth continues.

The City works very closely with the Peoria, Deer Valley, Nadaburg and charter schools to serve Peoria students in planning and constructing facilities and in the districting students in an efficient 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 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[A] 138,143
2015 Peoria Population – projected[B] 211,161
Buildout Population- projected[C] 484,917

FACILITY TYPE	PLANNING STANDARD	2005 FTE CONDITIONS (total/ratio)[D]	POTENTIAL BUILDOUT NEEDS
Personnel			
Police			
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
Facilities			
Police (Sworn & Unsworn)	300 sf	66,900[E]	349,200
Fire	460 sf	25,743	223,100

A 2005 Mid-Decennial Census 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 1:	IMPROVE CITIZEN ACCESS TO MUNICIPAL SERVICES AND FACILITIES TO PROPERLY SERVE THE COMMUNITY IN A MANNER THAT ENSURES QUALITY OF LIFE.

Objective 1.A:
Continually evaluate all equipment and facilities to ensure their maximum usefulness to the City.

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

Consider the use of technology to encourage paperless transactions and teleconferencing to the most practical extent.

Policy 1.B.1:

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

GOAL 2:	ENSURE QUALITY EDUCATIONAL OPPORTUNITIES AND PROGRAMS FOR ALL RESIDENTS OF THE CITY OF PEORIA.

Objective 2.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 2.A.1:

Foster open lines of communication with the respective school districts through the exchange of annual reports and mutual review of development proposals.

Policy 2.A.2:

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 2.A.3:

Prepare and adopt allowances guidelines for the dedication of future school sites that meet district criteria and timing issues.

Objective 2.B:
Establish the appropriate location and connections for future educational facilities.

Policy 2.B.1:

Promote sound site planning principles in locating safe, secure school sites.

Policy 2.B.2:

Encourage schools to be located within the neighborhood they intend to serve and utilize enrollment boundaries that remain relatively constant over time.

Policy 2.B.3:

Encourage 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 2.C:
Coordinate with local school districts for the provision of school facilities for additional recreational and civic activities.

Policy 2.C.1:

Create joint development opportunities to co-locate both schools and parks, as well as selected sites for swimming pools and satellite library facilities.

Policy 2.C.2:
Coordinate the use of school facilities by civic or non-profit groups who require gathering or meeting space during non-school hours.

GOAL 3:	COORDINATE INFRASTUCTURE IMPROVEMENTS TO MINIMIZE DISRUPTION AND IMPROVE EFFICIENCY.

Objective 3.A:
Coordinate the planning and implementation of appropriate stormwater improvements that minimize flood hazards and are aesthetically pleasing.

Policy 3.A.1:
Continue a partnership 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 3.A.2:
Continue to foster the joint use of retention basin facilities for both flood control and recreational activities.

Policy 3.A.3:
Require the use of public wastewater systems for all types of development to minimize the potential for groundwater contamination.

Objective 3.B:
Take a proactive stance in the appropriate placement and siting of significant utility corridors.

Policy 3.B.1:
Continue the involvement in all siting studies for SRP, APS, and regulated utility provider facilities within the Peoria Planning Area.

Policy 3.B.2:
Require the inclusion of SRP/APS and other public/private utility facilities and line routes on development plan submittals.

Policy 3.B.3:
Evaluate the implications of allowing areas affected by existing or proposed overhead electrical facilities to organize improvement districts for facility undergrounding.

Policy 3.B.4:
Promote the use of existing utility and major transportation corridors for new overhead utility siting to minimize visual and environmental impacts.

Policy 3.B.5:
Provide for adequate buffering and separation from high-pressure gas easements and other significant underground utility corridors.

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

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
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
It is anticipated that several fire protection facilities will be needed to service the City in the future. As 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 and 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 adjoining geographic areas: southern, north central, and northwest. The southern geographic area is generally bounded by Beardsley Road on the north, 67th Avenue on the east, Northern Avenue to the south, and 115th 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 67th Avenue to the east. The northwest area is generally bounded by Circle Mountain Road on the north, Cotton Lane to the west, Jomax 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 79th 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.

The wastewater collected in the north central area is currently treated at the Beardsley Water Reclamation Facility. This facility is located at 111th Avenue and Beardsley Road. The ultimate capacity of the plant will be 12 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. The effluent from this facility is used to feed a direct reuse system within the adjacent master planned community. The direct reuse system is used to provide irrigation water to the adjacent the 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 system.

WATER RESOURCE PLANNING AREA

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 pressure zones (six 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 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.

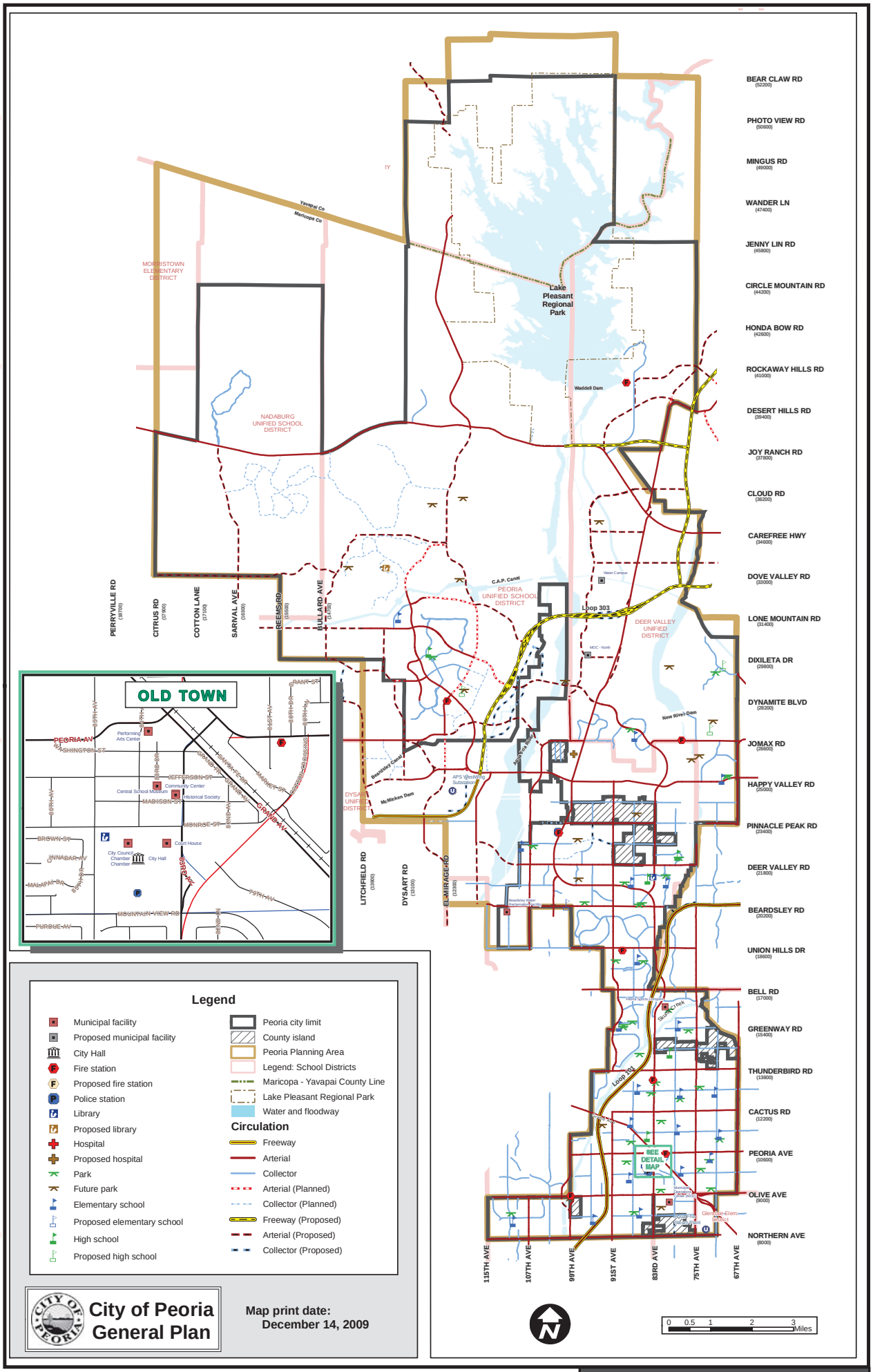
PRIVATE UTILITIES

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 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 areas within the district boundaries of the Peoria and Deer Valley Public School Districts. Figure 8.1 provides conceptually recommended sites for both elementary/junior high schools (Grades K-8) and high schools.

FIGURE 8-1
PUBLIC FACILITIES PLAN



Public Facilities Plan

9. RECREATION AND OPEN SPACE ELEMENT

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
Baseball	25,000	13	6
Little League	12,500	11	12
Softball	7,500	6	21
Soccer	7,500	20	21
Multi-use Fields	5,000	31	31
Basketball Courts	5,000	41	31
Hand/Racquetball	50,000	2	3
Volleyball	12,500	12	12
Tennis	5,000	24	31
Picnic Ramadas	2,000	87	78
Swimming Pools	35,000	3	4
Children Play Area	5,000	33	31
Skateboard Parks	100,000	1	2

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

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

Park Type	Minimum Size	Service Area	Service Area (pop.)	Acres / 1,000 pop
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
			Total Park Lands / 1000 Population	16.25

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

Objective 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 1.A.1

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 1.A.2

Provide 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 1.A.3

Coordinate 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 1.A.4

Support 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 1.B

Conduct attitudinal surveys to ensure that recreational needs and degree of satisfaction are incorporated into future system planning.

Policy 1.B.1

Conduct 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 1.C

Ensure that future parks and recreational facilities are designed and located in conformance with accepted service area and population standards.

Policy 1.C.1

Achieve the park level of service standards outlined in this Chapter.

Objective 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 1.D.1

Encourage 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 1.D.2

Establish 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 1.D.3

Encourage 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 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 1.E.1
Respond to the highest priority needs identified in the Household Resident Survey, including open space acquisition and conservation, trails development and community recreation centers.

Policy 1.E.2
Utilize the Implementation Program developed as a part of this Master Plan, which identifies specific action priorities, responsibilities and potential funding mechanisms.

Policy 1.E.3
Integrate the prioritized parks, recreation and open space needs identified in this Master Plan with the City's Capital Improvements Program (CIP).

Policy 1.E.4
Continue 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 1.E.5
Continue 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 1.E.6
Incorporate 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 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 1.F.1
Integrate 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 2:	DEVELOP A SAFE, FUNCTIONAL, AND ENJOYABLE PARK SYSTEM.

Objective 2.A
Design, construct and maintain all new and redeveloped facilities in conformance with local, state, and national building codes, ordinances, and acts.

Policy 2.A.1
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 2.A.2

Evaluate all new park equipment and site amenities to minimize safety hazards in their selection for new and existing City park sites.

Policy 2.A.3

Monitor 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 2.A.4

Consider Crime Prevention Through Environmental Design (CPTED) principles and guidelines.

Objective 2.B

Manage all park facilities in a manner that is fiscally responsible and maintains appropriate service levels for all types of users.

Policy 2.B.1

Promote community volunteer programs that can assist in the on-going implementation and maintenance of parks, recreation, open space, and paths and trails facilities.

Policy 2.B.2

Identify 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 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 2.C.1

Develop a comprehensive listing of site amenities, for presentation to residents in the park service area, that users desire and the City supports.

GOAL 3:	DEVELOP A COMPREHENSIVE AND DIVERSE RECREATION PROGRAM.

Objective 3.A

Conduct attitudinal surveys to measure program participant satisfaction and make necessary adjustments to programs and activities.

Policy 3.A.1

Conduct recreational program satisfaction surveys at the completion of its recreation programs and strive to make adjustments that will help meet changing needs.

Policy 3.A.2

Administer recreational program satisfaction surveys designed to address specific facilities and activities at regular intervals.

Policy 3.A.3

Respond to the high need identified for teen recreational programs in the Household Resident Survey.

Objective 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 3.B.1
Respond 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 3.B.2
Continue to evaluate growing and changing recreational needs and opportunities presented by large scale, Planned Area Developments currently being planned for northern Peoria.

Objective 3.C
Develop public and private partnerships to enhance joint sharing of recreational resources.

Policy 3.C.1
Continue 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 3.C.2
Continue 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 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 3.D.1
Continue 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 3.E
Seek out and utilize a variety of marketing opportunities to increase program awareness and identify new program opportunities.

Policy 3.E.1
Continue 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 3.E.2
Encourage program registration via the internet to promote convenience and provide the City with a real time data base of program user information.

Policy 3.E.3

Coordinate 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 3.E.4

Develop 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 3.F
Provide city-wide opportunities for integration of future recreational trends.

Policy 3.F.1

Encourage research, such as professional recreational society networking and surveys, which identify current and potential future recreational trends and incorporate the findings with future recreation programming and master planned development.

Policy 3.F.2

Stipulate 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 4:	DEVELOP AN OPEN SPACE SYSTEM THAT IS ENVIRONMENTALLY SENSITIVE AND SELF-SUSTAINING.

Objective 4.A
Preserve the diverse ecologies provided by park and open space environments.

Policy 4.A.1

Develop 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 4.A.2

Identify 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 4.A.3

Encourage 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 4.A.4

Stipulate 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 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 4.B.1
Comply 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 4.C
Develop appropriate architectural and structural criteria that mitigate climatic extremes, protect adjacent flora and fauna, and reflect the contextual regional aesthetics.

Policy 4.C.1
Require 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 4.C.2
Protect 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 4.C.3
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 5:	DEVELOP A SAFE, MULTI-USE AND INTER-CONNECTED PATH AND TRAIL SYSTEM THROUGHOUT THE CITY.

Objective 5.A
Design and construct a paths and trails system along river corridors.

Policy 5.A.1
Utilize 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 5.A.2
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 5.B
Develop a system of paths and trails that connects major recreational, educational and economic centers throughout the city and adjacent cities.

Policy 5.B.1

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 5.B.2

Coordinate paths and trails linkages with the Cities of Glendale, Phoenix, Surprise, Maricopa County, MAG and the Maricopa County Flood Control District.

Policy 5.B.3

Coordinate paths and trails linkages with City and Valley Metro transit systems.

Policy 5.B.4

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 5.B.5

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 5.C

Develop a paths and trails system in open space and mountain preserve areas that provides accessible links to other trail systems.

Policy 5.C.1

Provide public access to open space and river corridors wherever possible.

Objective 5.D

Establish a management plan for the development and upkeep of the total trail system.

Policy 5.D.1

Coordinate future paths and trails development with the Peoria Paths and Trails Master Plan Implementation Program.

Policy 5.D.2

Coordinate trails development and on-going maintenance as part of the City's CIP and maintenance budgeting process.

Policy 5.D.3

Encourage 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 6:	DEVELOP A PARKS, RECREATION AND OPEN SPACES SYSTEM THAT PRESERVES AND ENHANCES CULTURAL RESOURCES.

Objective 6.A

Preserve, protect, enhance and promote local historical and cultural resources in the design and development of existing and new facilities.

Policy 6.A.1

Coordinate 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 6.A.2

Promote 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 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 6.B.1

Develop 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 6.B.2

Develop 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 6.C

Enhance community awareness and increase public support of local cultural opportunities through appropriate park and recreational programs and activities.

Policy 6.C.1

Continue to provide cultural activities through its recreation programming and tailor specific activities to the needs of its residents.

Policy 6.C.2

Strive 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 7:	APPROPRIATELY PLAN THE UNIQUE RECREATIONAL RESOURCES OF THE NORTH PLANNING AREA OF PEORIA THROUGH FUTURE MASTER PLANNED DEVELOPMENT.

Objective 7.A

Enhance contiguous open space qualities through coordinating master planned development projects.

Policy 7.A.1

Discuss 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 7.A.2

Require that private developers coordinate locations of designated open space between master planned projects to increase the size of contiguous open space areas.

Policy 7.A.3

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 7.A.4

Require that areas designated for parks and recreation facilities be appropriately sized and effectively configured to meet minimum spatial criteria.

Objective 7.B

Incorporate topographic and drainage opportunities and constraints with master planned development.

Policy 7.B.1

Stipulate 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 7.B.2

Stipulate 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

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.

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 9.4 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)

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.

PARKS AND RECREATION FACILITY DEVELOPMENT PROGRAM

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

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

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 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'.

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.

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. Three sidewalk widths are recommended, based upon street classification (6-feet wide, standard, 5-feet wide, local and 7- to 9-feet wide in areas of high pedestrian activity).

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.

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. 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

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 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.

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. 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.

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 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.

9.D. PRIORITIZATION OF FUTURE PROJECTS

As the City continues to grow, its need for recreational amenities and open space will continue to evolve. In an effort to efficiently keep up with this evolution, a comprehensive table of future projects will be maintained in the Peoria Recreation Open Space and Trails (PROST) Master Plan. This table will provide information such as the project name, the CIP category to which each project belongs and in which budget year the project is intended to be funded. It is anticipated that this table will be updated regularly.

FIGURE 9-1
PARKS, OPEN SPACE, PATHS AND TRAILS MASTER PLAN

Figure 9-1
Parks, Open Space, Paths, and Trails Master Plan

Neighborhood Parks
- Existing Parks
- Existing Special Use Parks
- Proposed in 2006-2015 CIP
- Proposed Needed Within 10 Years

Community Parks
- Existing Parks
- Proposed in 2006-2015 CIP
- Proposed Needed Within 10 Years

Regional Parks
- Existing Parks
- Recommended Future Park

Recommended Future Parks
- Neighborhood
- Community

Paths and Trails
- Primary Trail
- Secondary Trail
- Primary Backcountry Trail
- Secondary Backcountry Trail
- Equestrian Trail
- 4' Unpaved Shoulder
- Path
- Proposed Open Space
- Peoria City Limit

Special Use Parks
S1 Johnny E. Osuna Park
S2 Wacker Park
S3 Desert Amethyst Park

Neighborhood Parks

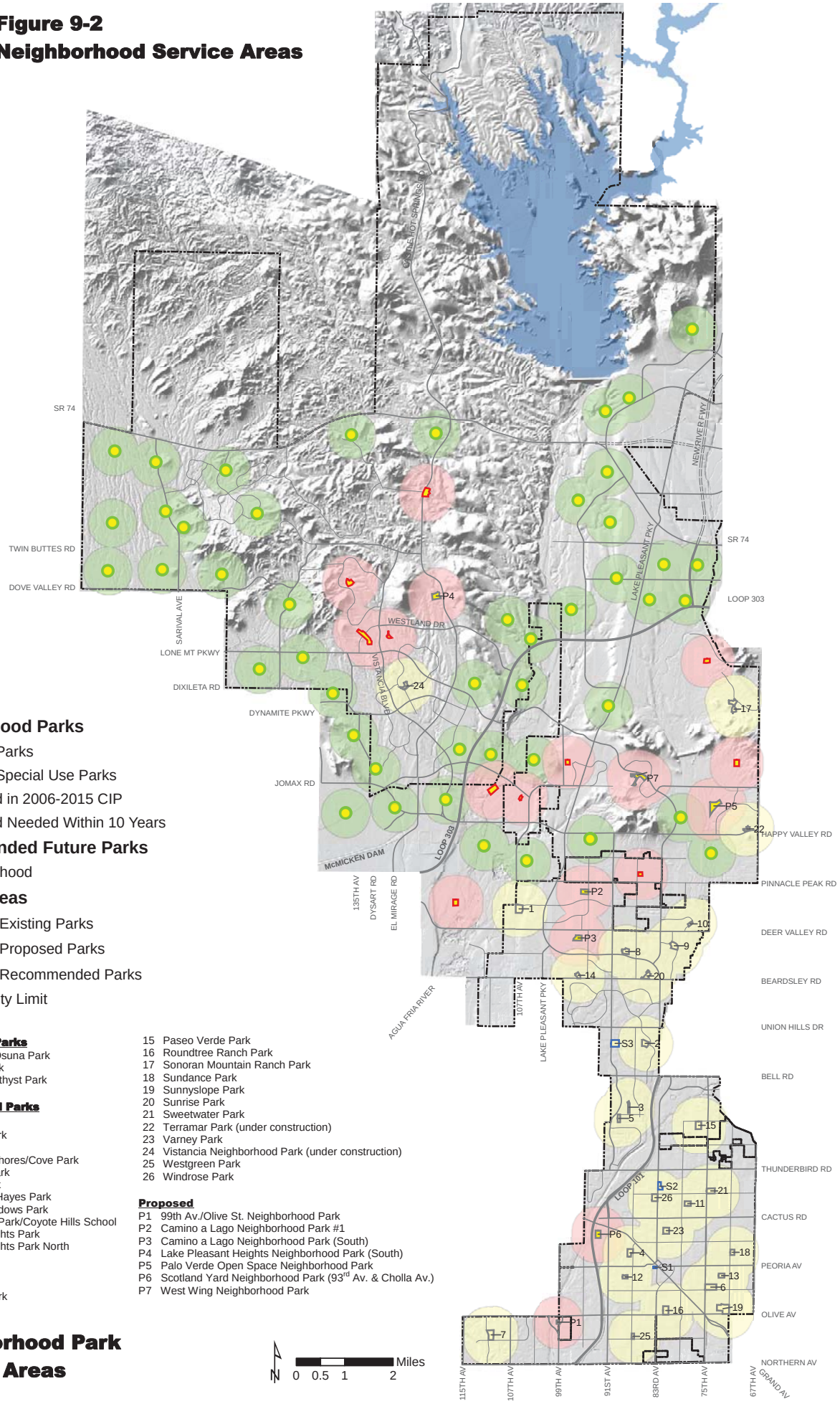
Existing
1 Alta Vista Park
2 Apache Park
3 Arrowhead Shores/Cove Park
4 Braewood Park
5 Calbrisa Park
6 Clarence B. Hayes Park
7 Country Meadows Park
8 Deer Village Park/Coyote Hills School
9 Fletcher Heights Park
10 Fletcher Heights Park North
11 Kiwanis Park
12 Monroe Park
13 Murphy Park
14 Parkridge 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 (93rd Av. & Cholla Av.)
P7 West Wing Neighborhood Park

Parks, Open Space, Paths, and Trails Master Plan

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 (93rd Av. & Cholla Av.)
P7 West Wing Neighborhood Park

Neighborhood Park Service Areas

FIGURE 9-3
COMMUNITY PARK SERVICE AREAS

Figure 9-3
Community Park Service Areas

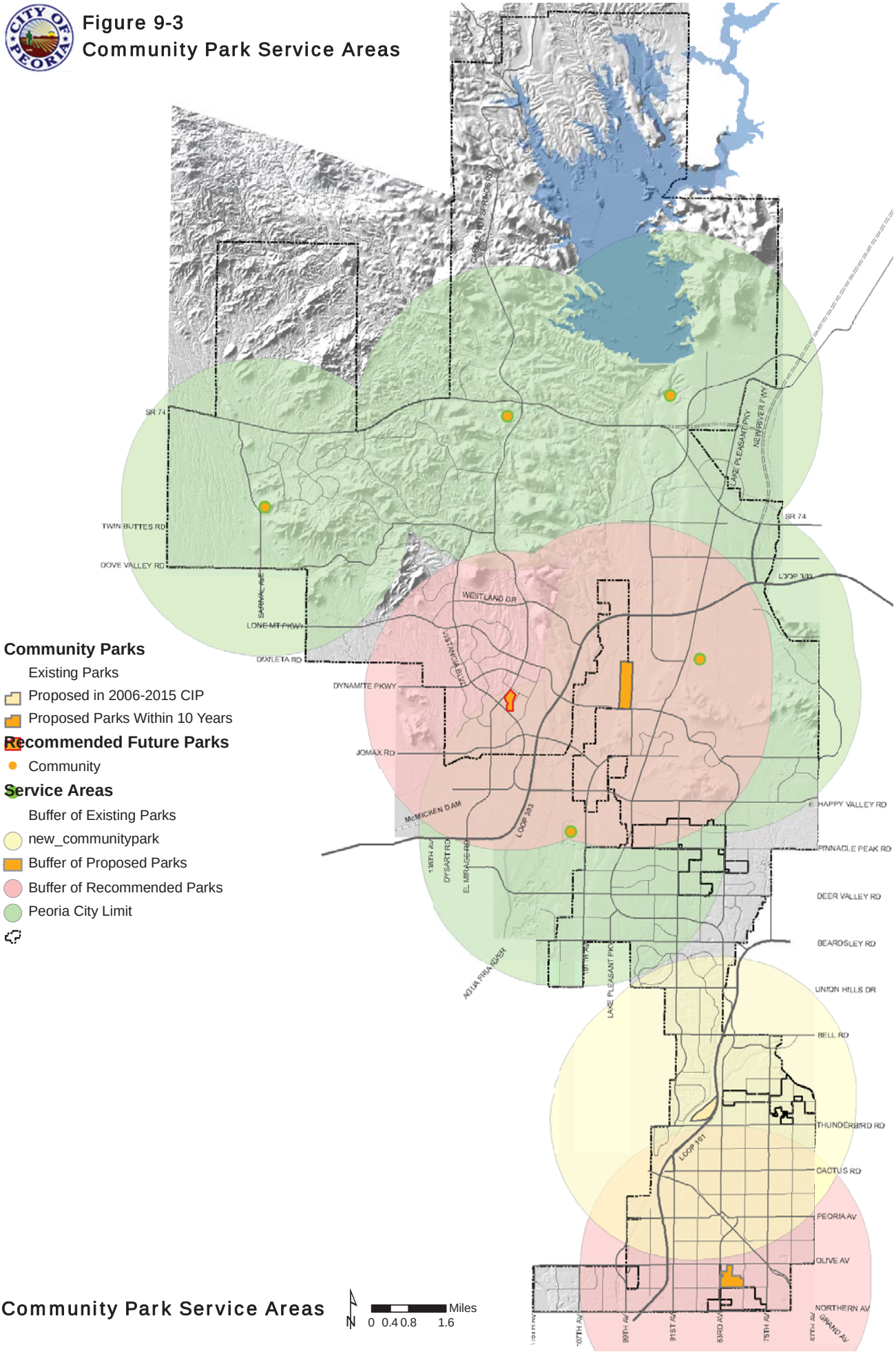


FIGURE 9-4
REGIONAL PARK SERVICE AREAS

Figure 9-4
Regional Parks

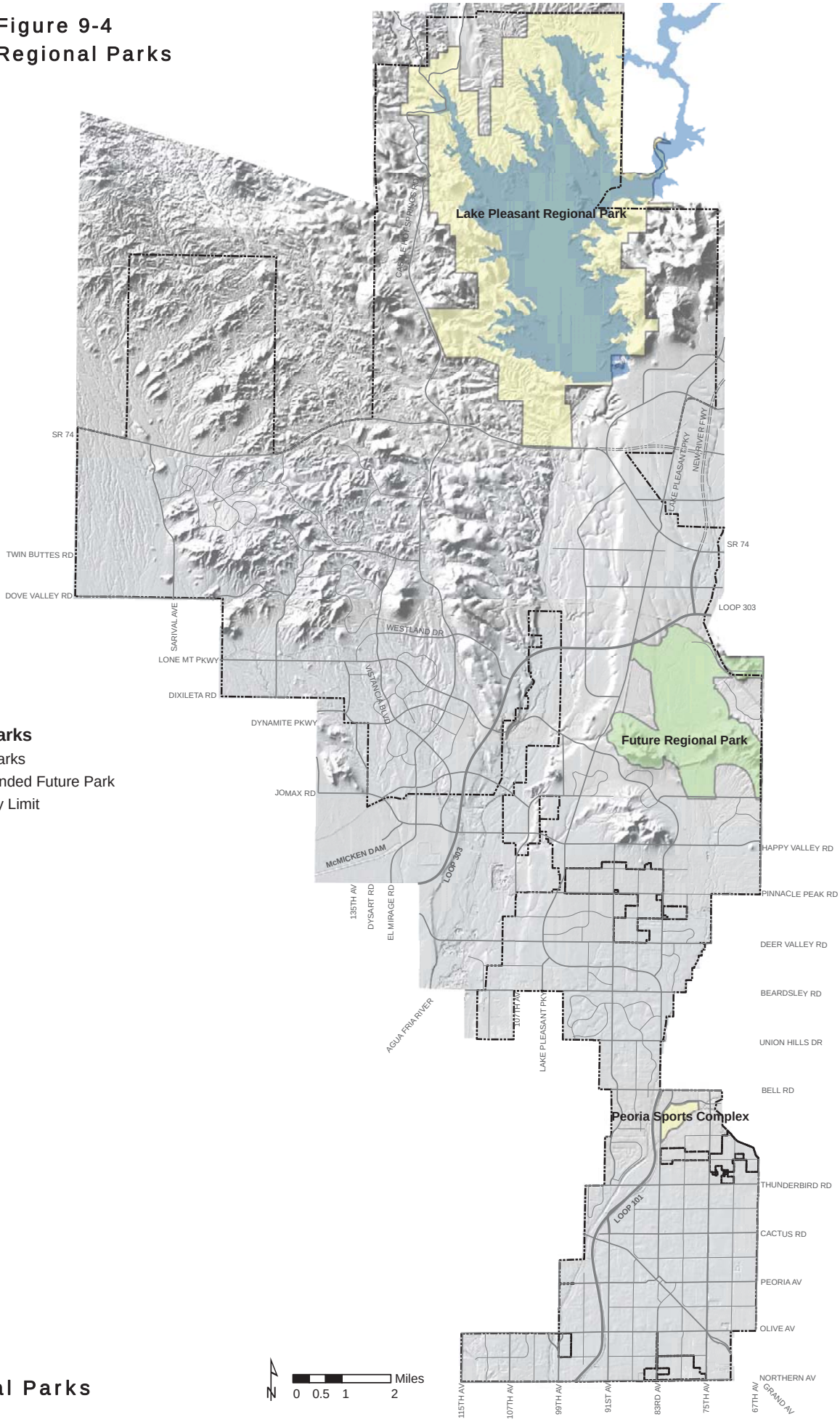


FIGURE 9-5
PATHS, TRAILS AND TRAILHEADS

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

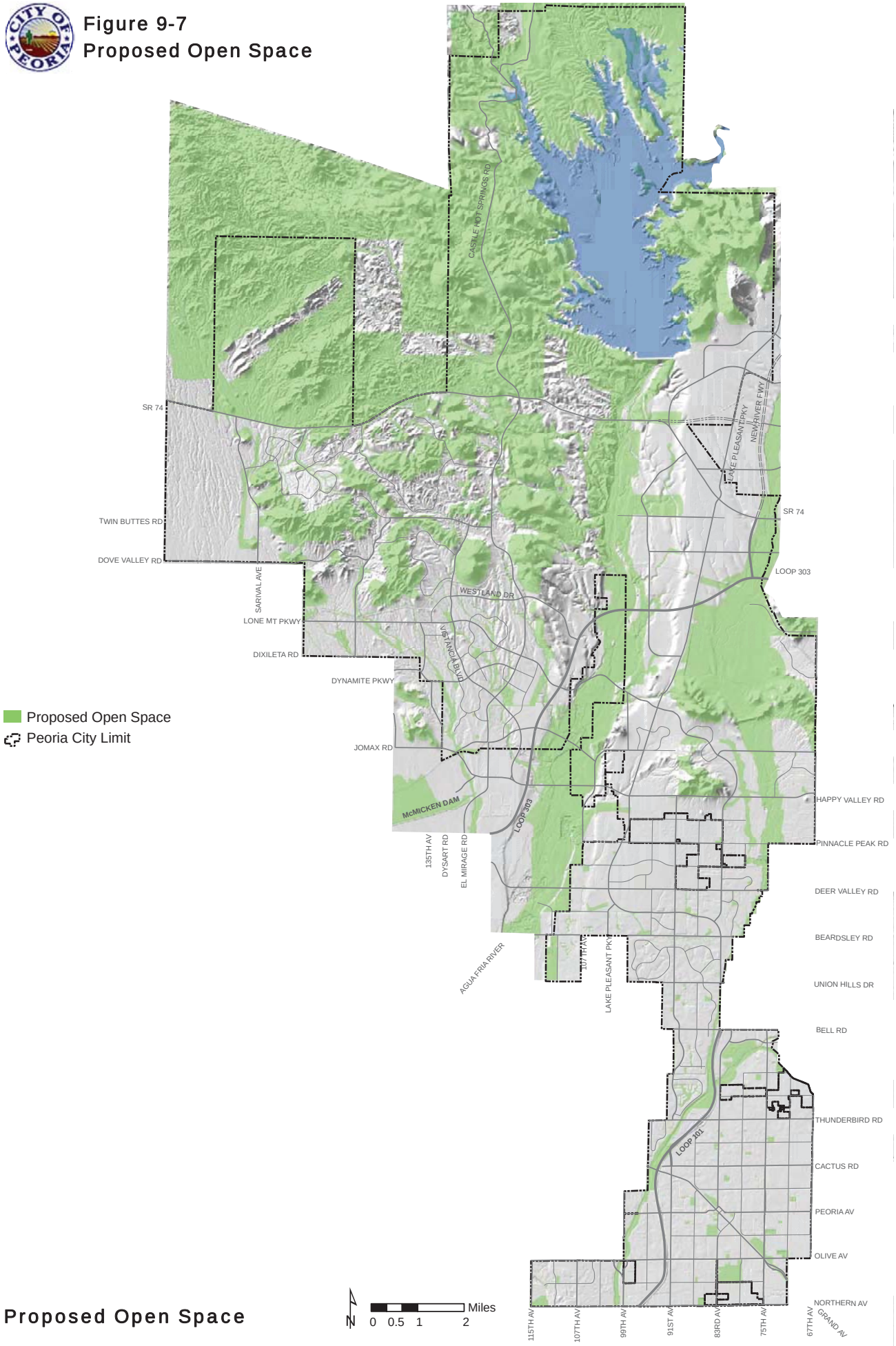
FIGURE 9-6
PATHS, TRAILS, TRAILHEADS AND TRAIL CROSSINGS

Figure 9-6
Paths, Trails, Trailheads and Trail Crossings

Paths, Trails, Trailheads, and Trail Crossing

FIGURE 9-7
PROPOSED OPEN SPACE

Figure 9-7
Proposed Open Space



Proposed Open Space

10. ENVIRONMENTAL RESOURCES ELEMENT

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.

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, Open Spaces and Trails Master Plan (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
- Urban Heat Island
- Archaeological Resources
- Natural Habitat Preservation
- Sensitive Lands Management

10.B. GOALS, OBJECTIVES AND POLICIES

GOAL 1:	PROMOTE A HIGH LEVEL OF ENVIRONMENTAL QUALITY WITH A SAFE, HEALTHY AND ENJOYABLE ENVIRONMENT FOR PEORIA RESIDENTS.

AIR QUALITY

OBJECTIVE 1.A:
Support efforts to attain high standards of air quality in Peoria.

Policy 1.A.1:
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 1.A.2:
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 1.A.3:
Strive to expand bus service in the City of Peoria through recommendations provided through the 2000 Long-Range Transit Study.

Policy 1.A.4:
Encourage new park and ride facilities at appropriate locations (i.e. near major employment centers, along the freeway corridor, along transit routes).

Policy 1.A.5:
Promote other modes of transportation (bikeways, walking) as an alternate to automobiles.

Policy 1.A.6:
Encourage the paving of dirt and gravel roads and discourage the creation of new unimproved roads.

Policy 1.A.7:
Encourage land use configurations in all new or revitalized development projects that minimize vehicle trips and trip lengths.

Policy 1.A.8:
Encourage jobs/housing balance by promoting land use patterns that decrease automobile travel between home and the workplace.

Policy 1.A.9:
Assist in the enforcement of federal government air quality and emissions standards for public and private entities. Encourage the adherence to federal Corporate Average Fuel Economy (CAFE) regulations.

Policy 1.A.10:
Promote the development of non-polluting industries and ensure compliance with current carbon emissions regulations.

WATER QUALITY

Objective 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 1.B.1:
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 1.B.2:
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 1.B.3:
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 1.B.4:
Treat reclaimed water for the purpose of groundwater recharge.

Policy 1.B.5:
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 1.B.6:
Require the use of public wastewater systems for all types of development to minimize the potential for groundwater contamination.

Policy 1.B.7:
Devote time and resources toward the public education of the needs and benefits of water conservation.

ENERGY

OBJECTIVE 1.C:
Support efforts to reduce energy consumption.

Policy 1.C.1:
Utilize recycled products where appropriate in its operations, and encourage a "buy recycled" campaign to help create markets for recycled materials.

Policy 1.C.2:
Encourage a "buy local" campaign to reduce energy consumed and vehicular miles traveled in the delivery of goods and produce.

Policy 1.C.3:
Encourage transit-oriented development to reduce vehicular miles traveled.

Policy 1.C.4:
Encourage transit-oriented developments that address all transportation options (vehicular, pedestrian, bicycle, bus and rail).

Policy 1.C.5:
Reduce automobile dependency, promote mixed-use development templates that integrate employment, residential and commercial/entertainment uses.

Policy 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 1.C.7:
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 1.C.8:
Encourage an 'after hours' lighting program for municipal and private buildings to reduce light pollution and energy consumption.

Policy 1.C.9:
Utilize recycled products where appropriate in its operations, and encourage a "buy recycled" campaign to help create markets for recycled materials.

Policy 1.C.10:
Apply and upgrade energy conservation techniques in municipal facilities and operating procedures.

URBAN HEAT ISLAND

Objective 1.D:
Reduce the effects of the urban heat island.

Policy 1.D.1:
Encourage the installation of mature vegetation in parking lots and other hardscape areas.

Policy 1.D.2:
Promote permeable parking surfaces in residential and commercial applications.

Policy 1.D.3:
Consider alternative shade structures in parking areas and pedestrian walkways.

Policy 1.D.4:
Minimize parking fields by encouraging parking structures.

Policy 1.D.5:
Discourage the use of building materials that increase heat radiation and deflection. Such materials may include roofing materials, landscape gravel and certain window glazing.

EDUCATION

Objective 1.E:
Facilitate educational programs on the best practices in energy conservation and pollution prevention.

Policy 1.E.1:
Investigate and communicate opportunities to Peoria residents on practical, convenient and creative solutions for increasing energy efficiency.

Policy 1.E.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.

Policy 1.E.3:
Educate the public about preventing and reducing air pollution through public meetings, website information and printed materials.

PARTNERSHIPS

Objective 1.F:
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 1.F.1:
Partner with local energy providers to explore and enhance practices which conserve natural resources.

Policy 1.F.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 1.F.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 1.G:
Explore methods of reducing energy usage and operating costs for residents.

Policy 1.G.1
When appropriate, utilize green building techniques in new construction and in the redevelopment of existing municipal buildings.

Policy 1.G.2:
Increase the use of renewable energy by the City.

Policy 1.G.3:
Utilize new technological advances in construction materials and retrofitting products (lighting, glazing, insulation, etc.) when possible to reduce operating costs.

Policy 1.G.4:

Encourage teleconferencing and electronic plan review to reduce trip generation and paper usage.

GREEN BUILDING PROGRAM

Objective 1.H:
Increase the amount of Green Building occurring in the City.

Policy 1.H.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 1.H.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 1.I:
Capitalize on the green industry by encouraging the emergence of a new Green Sector.

Policy 1.I.1:

Explore refinements to the Zoning Ordinance to create overlay zones to allow unique, emerging industries and development types.

Policy 1.I.2:

Promote the use of overlay districts and Specific Area Plans to promote mixed-use development in appropriate areas.

Policy 1.I.3:

Encourage passive climate solutions, such as building orientation or architectural treatments and styles that maximize climate resources.

Policy 1.I.4:

Investigate the creation of new employment opportunities and training specializing in green building and development.

ARCHAEOLOGICAL RESOURCES

Objective 1.J:
Retain the archaeological resources of Peoria.

Policy 1.J.1:

Identify, and preserve all significant artifacts and archaeological features within the City.

Policy 1.J.2:

Identify and promote opportunities for adaptive reuse of underutilized historic structures.

NATURAL HABITAT PRESERVATION

Objective 1.K:
Maintain connections between wildlife habitats by identifying and protecting corridors for unimpeded movement.

Policy 1.K.1:
Establish sufficient trails, wildlife corridors, and other linear linkages between large open space areas.

Policy 1.K.2:
Provide 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 1.K.3:
Minimize man-made environmental hazards.

Policy 1.K.4:
Limit development in areas that may pose natural or man-made environmental hazards, such as steep slopes and floodplains.

Policy 1.K.5:
Allow 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 1.K.6:
Incorporate design techniques and measures that minimize conflicts between humans and wildlife.

Policy 1.K.7:
Design public recreational spaces to be wildlife friendly whenever possible.

Policy 1.K.8:
Promote enhanced landscaping along washes and wildlife corridors to promote the use of such areas by native wildlife.

Policy 1.K.9:
Create a Sonoran Desert Preserve for public recreational uses, which encourage the protection natural resources and educates the public on the importance of preservation.

SENSITIVE LANDS MANAGEMENT

Objective 1.L:
Protect environmentally sensitive lands and lands with high scenic value.

Policy 1.L.1:
In the Site Plan Review Process, require Site Plans to designate rare-landscape elements.

Policy 1.L.2:
Promote minimum site grading to encourage integration with the natural contours of the land.

Policy 1.L.3:
Develop a Wash Setback Ordinance protecting riparian areas and wash corridors.

Policy 1.L.4:

Encourage 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 1.L.5

Study 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 1.M:
Promote the establishment of large, intact areas of native desert vegetation.

Policy 1.M.1:

Develop a Native Plant Restoration and Salvage Ordinance.

Policy 1.M.2:

Promote 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 1.M.3:

Recognize 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 1.M.4:

Encourage 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 1.N:
Strive to create and maintain a consistent, high level of community appearance throughout Peoria.

Policy 1.N.1:

Encourage well designed landscaping for commercial, office and industrial uses through design guidelines.

Policy 1.N.2:

Discourage desert dumping and encourage regular area-wide cleanup on a scheduled basis.

Policy 1.N.3:

Develop visual resource corridors to protect views to and from prominent landscape features such as mountains, buttes, rock outcroppings, washes, and rivers.

Objective 1.O:
Strive to retain the Agua Fria River, Skunk Creek and New River as continuous open space and multi-use amenity.

Policy 1.O.1:

Minimize natural and man-made environmental hazards adjacent to the river corridors.

Policy 1.O.2:
Restrict 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_{10}). 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_3), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), carbon monoxide (CO), lead (Pb) and particulate matter whose aerodynamic size is less than ten micrometers (PM_{10}). 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 59th and Olive Avenues.

Particulate matter or PM10 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 PM10 is based on a 24-hour standard. The 24-hour standard is 150 ugm (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 21st 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 reduce congestion on 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.

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 Third Management Plan (TMP) and is working on developing the Fourth Management Plan. The TMP is part of a series of five management plans that were mandated by the Groundwater Management Act of 1980 (GMA). The TMP has regulatory requirements for municipalities, particularly in the area of water conservation. Peoria also 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 additional development occurs. The City meets the requirements of this program through its Designation of Assured Water 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 application is currently under review at ADWR.

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.

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.

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. The City's groundwater allowance was calculated in the original 1997 Designation as 7.5% of the 1994 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. For 2008, the incidental recharge factor amounts to 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 holds a Municipal and Industrial (M&I) subcontract in the amount of 26,236 acre-feet per year. The 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

The City stores water on its own behalf under a series of six Water Storage Permits. The sources of stored water include both CAP surface water and reclaimed water from City-owned water reclamation facilities. Water stored in 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. However, none of these credits are being pledged to the Designation of Assured Water Supply. Instead, the City is reserving these credits for the future in the event of a 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 of the Pyramid Peak Water Treatment Plant which is operated by Glendale and 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 has a total of 37 wells, including SRP wells available for City use, for municipal supply. In 2008 only 17 of these wells were pumped. The others were not active due to water quality or other issues. In total, the City has approximately 40,000 afa (36 mgd) of production capacity from existing wells, although some are 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 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 three WRFs: Beardsley, treatment capacity of 4.0 mgd; Jomax, treatment capacity of 2.25 mgd, and Butler, capacity 10 mgd. A MAG 208 Plan Amendment may be required in the future to accommodate changes in the build out design capacities and if so, the City will obtain such approval in a timely fashion.

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 1:	MANAGE A COORDINATED SYSTEM OF WATER AND WASTEWATER UTILITY SERVICE FACILITIES AND RESOURCES TO ADEQUATELY SERVE BUSINESS, HOUSING AND OTHER USES.

Objective 1.A:

Enhance and extend public wastewater service including collection and treatment systems to urbanized and newly developing areas of the City.

Policy 1.A.1:
Continuously maintain a Wastewater Master Plan and undertake comprehensive revisions on a five to seven year cycle.

Policy 1.A.2:
The Wastewater Master Plan shall support the General Plan.

Policy 1.A.3:
Maintain a Wastewater Reuse Plan as a component of the Wastewater Master Plan to maximize the beneficial use of reclaimed water.

Policy 1.A.4:
Utilize the Wastewater Expansion fee for new development as a component of the funding required for the Capital Improvement Program.

Objective 1.B:
Satisfy current and future water demands through sustainable and renewable water resources for the next 100 years.

Policy 1.B.1:
Continuously maintain a Water Resource Master Plan and undertake comprehensive revisions on a five to seven year cycle.

Policy 1.B.2:
The Water Resource Master Plan shall support the General Plan.

Policy 1.B.3:
Comply with the provisions of its Assured Water Supply designation by the Arizona Department of Water Resources.

Policy 1.B.4:
Continue to maximize the use of City surface water and stored/recovered water (renewable) supply system.

Policy 1.B.5:
Continue to pursue the acquisition of additional renewable water resources such as groundwater recharge programs, reclaimed water, and CAP or other available surface water.

Policy 1.B.6:
Utilize a Water Resource Expansion Fee for new development as a component of the funding required for new water resources.

Objective 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 1.C.1:
Continuously maintain a Water Infrastructure Master Plan and undertake comprehensive revisions on a five to seven year cycle.

Policy 1.C.2:
The Water Infrastructure Master Plan shall conform to and support the General Plan.

Policy 1.C.3:

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 1.C.4:

Utilize the Water Expansion Fee for new development as a component of the funding required for the Capital Improvement Program.

Policy 1.C.5:

Continuously 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. The City should pursue opportunities for exchange agreements with SRP that would allow water to be moved off-Project. Such opportunities would include the use of reclaimed water from the Butler Water Reclamation Facility for parks, ball fields, common areas, and other large turf areas in place 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.

2) The City's current CAP M&I subcontract of 26,236 afa should meet the water demands of the off-Project portions of the City. 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 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 past 2030.

4) Reclaimed water will be available from the City's water reclamation facilities to augment water supplies. In order to maximize this resource, the City should continue to analyze and implement recharge/recovery opportunities, exchanges with SRP, and opportunities for direct deliveries, as they arise.
5) Annual recovery of stored water should be sufficient to supply the City's need for water pumped from wells without pumping excess groundwater.
6) The City will continue to purchase CAP water annually for recharge to ensure that 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 CAP 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) The City should continue to actively participate in planning for additional supplies through the CAP system such as the ADD Water process and 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 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 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 groundwater(including that resulting from CAP and reclaimed water recharge by the City) physically available under the developed portion of the City, adequate infrastructure could be limited. 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 should be located where an abundant physically available supply can be predicted. Hyrdogeological investigation for each new well must be undertaken to maximize the 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 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 water treatment plants should include evaluation of hydrogeologic conditions and location of demands.
5) Recharge of both reclaimed water 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. 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) Recharge of CAP and reclaimed water allowing annual recovery from wells and the accrual of Long-Term Storage Credits will be the core of the City's water resources portfolio, as 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.
3) Water delivered through the CAP system will be the basis for meeting much of the water demand off-Project, but may be subject to increasing shortages over time as changes in climate and 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 2015. Mid-term strategy is for the period ending in 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 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 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 obtain a new Designation of Assured Water Supply within this timeframe.

The implementation steps are outlined below:

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.
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 (2016 –2025) focuses on maximization of recharge and recovery opportunities and the City's CAP supplies, including Indian lease water. During this time period, the planning and development of 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.

1) Continue to recharge CAP water and reclaimed water in order to maintain a reserve of Long-Term Storage Credits and allow 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).
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 (2025–2040) continues the focus on investment in renewable supplies. In addition, the strategy begins evaluation of potential imported supplies if City population growth 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 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

12. COST OF DEVELOPMENT ELEMENT

New increases in tax revenues are often offset by the costs of providing facilities and services such as roads, parks and libraries, water and sewer services and sustained adequate police and fire protection. New development should pay its share of these costs. The purpose of this element is to identify 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 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.

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
Parks, Recreation and Open Space	
Neighborhood Parks	1.75 acres per 1,000 residents
Citywide Parks	1.5 acres per 1,000 residents
River Corridor and Trails	466 linear feet per 1,000 residents
Open Space	10 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 (1 trash collection, 1 recyclable waste collection)

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 a fair assessment of the associated public cost.

According to the City's "Principles of Sound Management," there are three guiding principles applicable to 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 additional public services necessary to serve the development.
- 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 updates its 10-year Capital Improvement Program (CIP) annually, which is 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 City Manager and City Council. The plan also allows for scheduling the construction of improvements so they are operational at the time of need. 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 use a number of funding strategies for new infrastructure, equipment and facilities necessitated by growth. The City collects 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 collects its share of costs 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 varied funding sources and third party contributions. The following factors should be considered 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 is divided into two distinct parts - *General Operations* (i.e. energy, labor costs) and the *City's Physical Structure* (i.e. capital projects, infrastructure). General operational costs are typically funded through the collection of taxes, utility and service payments, grants and subsidies. Tax collection 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 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 expanding the physical structure will be borne by new development where the costs are equitable and will result in improved services or facilities necessary 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 1:	EQUITABLY ASSESS AND MANAGE THE FISCAL AND CAPITAL IMPACTS RESULTING FROM NEW DEVELOPMENT.

Objective 1.A:
Maintain uniform community services and standards.

Policy 1.A.1:
Identify levels of service (LOS) indicators for the delivery of City services that reflect the typical experiences of citizens and other service users.

Policy 1.A.2:
Coordinate the creation of its annual CIP with the General Plan and LOS to assure maintenance of services received by Peoria citizens.

Policy 1.A.3:
Identify components of City services affected by growth.

Objective 1.B:
Measure citywide incremental changes in land use and the effects on service level standards.

Policy 1.B.1:
Monitor leading indicators of growth and changes in land use ratios in the City.

Policy 1.B.2:
Identify costs of expansion of City operations and facilities to maintain service level expectations.

Objective 1.C:
Develop a plan to finance the costs associated with expansion of government operations.

Policy 1.C.1.:
Manage the provision of citywide services to maintain existing level of service (LOS) standards.

Policy 1.C.2.:
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 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 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.

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.

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 calculated fees that should be collected to maintain the LOS or establish the LOS in developing areas.

- Libraries
- Parks, Recreation Open Space and Trails
- Law Enforcement
- Fire and Emergency Medical
- General Government
- Water
- Wastewater
- Solid Waste

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, 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, 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 Open Space and Trails Master Plan* in 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. Services are allocated based on the location of concentrations of population, 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.

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 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, 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.

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. Whether extreme climate, flooding, 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

GOAL 1:	PROTECT THE CITY FROM THE THREATS OF NATURAL AND MAN-MADE HAZARDS AND NATIONAL EMERGENCIES.

Objective 1.A:
Strive to create a safe community from natural threats produced by climate and the environment.

Policy 1.A.1:
Coordinate regional flood control planning with the Maricopa County Flood Control District.

Policy 1.A.2:
Utilize appropriately sized culverts to transport stormwater under roadways, rather than at-grade "dip-sections" or ditches.

Policy 1.A.3:
Prioritize all dip-section roadways for future culvert improvements to reduce the threat of flooding during storm events.

Policy 1.A.4:
Continue to require dust control plans for proposed development to maximize motorist visibility and air quality.

Policy 1.A.5:
Continue 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 1.B:
Strive to create a safe community from man-made threats produced by humans and the built environment.

Policy 1.B.1:
Support aid agreements with its municipal neighbors in the suppression of fire in the region.

Policy 1.B.2:
Maintain appropriate front, side and rear yard setback requirements to minimize the threat of a spreading fire.

Policy 1.B.3:
Incrementally upgrade Insurance Services Office (ISO) standards for fire hydrant flow and service areas to enhance safety and reduce insurance premiums for residents and businesses.

Policy 1.B.4:
Evaluate, monitor and remove dilapidated and underutilized structures that pose a fire threat in the city.

Policy 1.B.5:
Utilize the principles of Community Policing Through Environmental Design (CPTED) to enhance the safety of proposed and existing developments from crime.

Policy 1.B.6:
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 1.B.7:
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 1.B.8:
Update the 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 1.B.9:
Coordinate its emergency efforts with the Arizona Department of Emergency Management and Maricopa County Department of Emergency Management, as appropriate.

Policy 1.B.10:
Route 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 1.B.11:
Continue 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 1.B.12:

Conduct annual fire inspections of all commercial occupancies to ensure adherence to the Peoria Municipal Fire Code.

Policy 1.B.13:

Continue evaluating the feasibility of requiring 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 52nd 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

14. PLAN ADMINISTRATION

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.

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 the 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:

Implementation Measure	Lists the action necessary to carry out each 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.

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

The planning process leading up to the adoption of a General Plan 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 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 Privately-Initiated Land Use Amendments, mailing of public notice 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. Property owners within the Notification Area of City-Initiated Land Use Amendments shall also be notified, however the City may elect to use alternative notification methods not otherwise available to non-City applicants (e.g. water bill inserts, City of Peoria website, Peoria Channel 11, etc.).

Table 14.1 -- Plan Amendment Notification Area

Size of Subject Property	Notification Distance/Area
< 40 acres	600 ft
≥ 40 acres	1320 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 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 a Minor General Plan Amendment with the Peoria Planning Division or prior to the conclusion of the 60-Day Notice for Major General Plan Amendments, the applicant shall hold a meeting with affected residents as defined in Table 14.1 for Notification. Notification of such meeting(s) shall be provided in the manner described in the "Notice of Public Hearing" section of 14.D Official Public Notice of this chapter. 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 additional meetings with the affected residents and provide the respective reports.

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.

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.

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.

MAJOR GENERAL PLAN AMENDMENTS

TABLE 14.2 -- Major General Plan Amendments

Number	Major Amendment Criteria
1.	A change in residential land use designation exceeding 80 acres AND: • Two-step change in residential land use category OR • Change to a non-residential or mixed-use land use designation except Park/Open Space and Public/Quasi Public. • 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. • Changes to Specific Area Plans or other Area Plans that increase the total number of dwelling units or non-residential intensity (GFA or FAR) by more than 10%.
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.	Any proposal that in aggregate includes changes in land use designations exceeding 320 acres.
5.	Planning Area Boundary changes.
6.	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.

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").

NO GENERAL PLAN AMENDMENT REQUIRED

i) No amendment is required if the zoning change results in a correlative district within the underlying land use category as illustrated in Table 14.3 (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. Secondarily, 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) Any minor shift in alignment to any roadway without change in functional classification, as determined by the Engineering Director.

TABLE 14.3 -- General Plan / Zoning Correlation

General plan land use designation	Density (du/ac)	Existing Zoning district[1]
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[2]	0-1	SR-43/35, R1-43, R1-35
Public / Quasi-Public	n/a	All Zones
Mixed-Use Designations	See Below[3]	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 14.4 -- Implementation Tasks

Task Number	Task Description	Key Department(s)	Priority
1a	Evaluate the General Plan annually to ensure its effectiveness and provide regular updates to the Plan that further the City's Economic Development strategies.	PCD / EDS	On-going
1b	Evaluate the General Plan annually to ensure conformance with changes to State Law	PCD	On-going
2	Enhance and maintain a sustainability website.	PCD / EDS	On-going
3	Identify existing and future high volume intersections for additional pedestrian refuge areas and safety amenities.	ENG	On-going
4	Identify funding for transportation improvements in identified Growth Areas.	ENG / PW-UT	On-going
5	Implement the recommendations from the Old Town Revitalization and Peoria Sports Complex District Plans	PCD / EDS	On-going
6	Identify and coordinate transportation and infrastructure projects within the 10-year CIP.	PCD / EDS / PW-UT/ CS	On-going
7	Develop a strategic plan and funding strategy to identify and Improve ROW landscaping, lighting, and amenities within mature neighborhoods.	CS / ENG / PW-UT	On-going
8	Continue to update the requirements within the Zoning Ordinance for compliance with special needs housing (i.e. recent legislation, dispersal requirements).	PCD	On-going
9	Establish Northern Peoria Public School Joint Use / Compact (i.e. through Memorandum of Understanding).	CS	On-going
10	Participate in APS/SRP Major Facility Siting Studies.	ENG / PW-UT / PCD / EDS	On-going
11	Update Glendale/ Peoria Area Drainage Master Plan (ADMP)	ENG / PW-UT / City of Glendale / MCFCD / Consultants	On-going
12	Update North Peoria's Area Drainage Master Plan (ADMP)	ENG / PW-UT / MCFCD / Consultants	On-going
13	Identify costs of expansion of City operations and facilities	Finance / Budget	On-going
14	Continuously evaluate and update (as necessary) the Impact Fee Structure	Finance / Budget	On-going
15	Develop a system for monitoring indicators of growth and changes in land use ratios	Finance / Consultant	On-going
16	Incorporate CPTED principles into the Zoning Ordinance and Design Review Manual	PCD / Police Department	On-going
17	Adopt an Old Town Peoria Revitalization Plan	PCD	Short
18	Adopt the Peoria Sports Complex District Specific Area Plan	PCD	Short

19	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).	PCD / EDS	Short
20	Develop a mixed-use development program that addresses regulatory and infrastructure constraints.	PCD / EDS/ Fire Dept / ENG / PW-UT	Short
21	Develop appropriate strategies to encourage sustainable developments such as transit-oriented development (TOD)	PCD / ENG/ EDS	Short
22	Develop a long-range Traffic Management Plan incorporating ITS.	ENG / PW-UT	Short
23	Develop roadway design features that enhance bicycle & pedestrian use & access.	CS / ENG / PCD	Short
24	Develop transit and pedestrian-oriented site design guidelines.	PCD / ENG	Short
25	Develop an Infill Incentive Plan and Delineate Infill Areas / Criteria.	PCD / EDS	Short
26	Prepare an Old Town Transit Station Design Concept Report.	CS / ENG	Short
27	Produce development and design guidelines for the Old Town District as defined by the Old Town Peoria Revitalization Plan	PCD	Short
28	Update the requirements within the Zoning Ordinance to reflect housing-type preference changes and to increase housing-type diversity.	PCD	Short
29	Update the Integrated Utility Infrastructure Master Plan	PCD / PW-UT	Short
30	Develop a conservation strategy to promote sustainability principles	Citywide	Short
31	Develop an Open Space Acquisition and Conservation Plan	PCD	Short
32	Evaluate and implement programs to improve data collection and reporting on water production and water delivered and billed to customers.	PW-UT	Short
33	Continue to develop water conservation programs to achieve permanent reductions in water demands.	PW-UT	Short
34	Permit service area water supply wells as recovery wells.	PW-UT	Short
35	Incorporate new development fee structure for wastewater, potable water and solid waste facilities	Finance / Consultant	Short
36	Update the Emergency Evacuation Plan	Fire Department	Short
37	Update designated truck routes	ENG / PW-UT	Short
38	Develop a Multi-Modal Transportation Plan for the purposes of expanding transit opportunities	ENG / PCD / CS / PW-UT	Short
39	Develop incentives promoting private development in Growth Areas.	PCD / EDS	Mid
40	Identify funding resources for the expansion of bicycle facilities and transit related improvements	ENG	Mid

41	Develop an adaptive reuse strategy to revitalize vacant and underutilized buildings.	PCD / EDS	Mid
42	Update and expand the Historic Resources Survey.	PCD	Mid
43	Develop a Zoning District that promotes Transit Oriented Development (TOD)	PCD	Mid
44	Develop a rehabilitation and revitalization plan for mature neighborhoods.	PCD / CS / ENG / PW-UT	Mid
45	Update City Integrated Utility Infrastructure Master Plan	PW-UT	Mid
46	Evaluate the Zoning Ordinance for techniques promoting housing affordability (i.e. reduce on-site parking requirements, incentives to increase family size units).	PCD	Long
47	Continue the groundwater quantity and quality monitoring program initiated in the earlier strategy.	PW-UT	Long
48	If they become available, evaluate the feasibility or purchase of low priority CAP supplies.	PW-UT	Long
49	Evaluate participation in Arizona Water Banking Authority (AWBA) and CAP groundwater recovery programs.	PW-UT	Long
50	Assess whether the CAP-SRP interconnect capacity (10 cfs) is necessary to meet City water supply goals.	PW-UT	Long
51	Develop infrastructure that is compatible with the available water resources and location of water demands.	PW-UT	Long
52	Continue evaluation of the need for WTPs to serve the needs of the northern areas of the City that lack groundwater availability.	PW-UT	Long
53	Use groundwater credits for recovery pumping, in lieu of CAGRD replenishment obligation to meet Designation of Assured Water Supply requirements	PW-UT	Extended
54	Develop the recharge capacity and reuse opportunities for the reclaimed water that are produced from the Butler, Beardsley, and Jomax Water Reclamation Plants.	PW-UT	Extended
55	Evaluate need for imported water.	PW-UT	Extended
56	Continue evaluation of need for WTPs to serve the northern areas of the City that lack groundwater availability.	PW-UT	Extended
57	Participate in development and implementation of CAP wheeling policies.	PW-UT	Extended
58	Participate in the development of additional groundwater management rules and regulations.	PW-UT	Extended
59	Continue the groundwater quantity and quality monitoring program initiated in the earlier strategy.	PW-UT	Extended
60	Continue the groundwater quantity and quality monitoring program.	PW-UT	Extended
61	Recharge CAP water at the Agua Fria and Hieroglyphic Mountain recharge facilities in order to maintain a reserve of groundwater credits.	PW-UT	Extended

62	Continue to recharge and directly use effluent to develop groundwater credits and extend usefulness of other water supplies.	PW-UT	Extended

PCD – Planning & Community Development Department
EDS – Economic Development Services Department
ENG – Engineering Department
PW-UT – Public Works / Utilities Department
CS – Community Services Department
MCFCD – Maricopa County Flood Control District

RESOLUTIONS

99-212: Adoption of Citizen Participation Process

01-09: Adoption of General Plan and Submission of Plan for Voter Ratification

01-83: Declaration and Adoption of Election / Ratification Results for General Plan

02-263: Modification of Planning Area Boundary (GPA 02-04)

03-144: Amending the Public Services and Facilities, Environmental Resources and Water Resources Elements of the General Plan to reflect current planning, implementation schedules and federal, state and local regulations (GPA 03-05)

03-148: Amending the Circulation Element of the General Plan to reclassify 83rd Avenue between Peoria Avenue and Mountain View Road from an Arterial to a Collector roadway (GPA 03-04)

03-149: Amending the Circulation Element of the General Plan to reclassify Jomax Road between 67th Avenue and 83rd Avenue from a Collector to an Arterial roadway (GPA 03-02)

03-150: Amending the Cost of Development Element of the General Plan to reflect current methods and policies relating to Levels of Service (LOS), the annual Capital Improvement Plan and impacts of new development on the LOS for new neighborhoods (GPA 03-09)

04-08: Amending the Land Use Plan of the Land Use Element of the General Plan to change the land use designation from Residential Estate (0-2 du/ac) to Residential Low (2-5 du/ac) for 38 ± acres located at the southeast corner of Dysart Road and Dynamite Boulevard (GPA 03-11)

04-16: Amending the Land Use and Plan Administration Elements of the General Plan to clarify language, establish a threshold for roadway classification and establish a framework for public noticing requirements (GPA 03-06)

04-76: Amending the General Plan/North Valley Specific Area Plan to change the land use designation for 8.2 ± acres southeast of 77th Avenue and Paradise Lane from Community Commercial (CC) to Community Commercial/Multi-Family (CC/MF) (SP 04-01)

04-121: Amending the Land Use Plan of the Land Use Element of the General Plan for 100± acres located at the northeast corner of 135th Avenue

and Dixileta Drive from Residential Estate (0-2 du/ac) to Residential Low (2-5 du/ac) (GPA 04-02)

04-122: Amending the Land Use Plan of the Land Use Element of the General Plan to change Land Use Designation from Park/Open Space to Core Pedestrian Oriented Mixed Use (Central Peoria Revitalization Plan Specific Area Plan) (GPA 04-14)

04-172: Amending the Circulation Element of the General Plan by extending Deer Valley Road to El Mirage Road from 109th Avenue (GPA 04-06)

04-173: Amending the Circulation Element of the General Plan to reclassify 91st Avenue between Deer Valley Road and Pinnacle Peak Road from a Collector to an Arterial roadway (GPA 04-05)

04-185: Amending the General Plan/Central Peoria Revitalization Plan to change the land use designation from Business/Service Center to Medium Density Residential/Support Business for 15.9 ± acres at the southwest corner of 88th Drive and Grand Avenue (GPA 04-04)

04-186: Amending the Recreation and Open Space Element to reflect the Parks, Recreation and Open Spaces Master Plan, as amended in 2002; the Introduction and Land Use Element to clarify language related to Goals, Objectives, and Policies; and Elements throughout the General Plan to provide a technical numbering system for Goals, Objectives, and Policies (GPA 04-03)

04-231: Amending the Land Use Element to add and modify various Land Use categories (GPA 04-08)

04-232: Amending the Circulation Element of the General Plan to reflect the Arizona Department of Transportation regional study of the Loop 303 alignment (GPA 04-07)

04-241: Minor Amendment to the General Plan/North Peoria Redevelopment Area Plan to amend the Land Use Map and related text (SP 04-04)

04-242: Minor Amendment to the General Plan/North Valley Specific Area Plan to amend the Land Use Map and related text (SP 04-03)

04-264: Amending the General Plan Land Use Map to change land use designations for the Bell Road area from Community Commercial, Low Density Residential and Medium-High Density Residential to Regional Commercial; and for the Grand Avenue/Loop 101 Area from Business Park/Industrial to Industrial (GPA 04-09)

04-265: Amending the Land Use Plan of the Land Use Element of the General Plan for 60± acres located at the northwest corner of Dysart Road

and Dixileta Drive from Residential Estate (0-2 du/ac) to Residential Low (2-5 du/ac) (GPA 04-15)

05-09: Amending the Land Use Plan of the Camino a Lago Specific Plan to change various land use designations for 193 ± acres at the southwest corner of 91st Avenue and Deer Valley (GPA 04-17)

05-28: Amending the General Plan Land Use Map to change land use designation from Community Commercial (CC) to Business Park/Industrial (BP/I) for property located northwest of Thunderbird Road and Loop 101 (GPA 04-18)

05-93: Amending the General Plan to require public noticing by publication only for major general plan amendments to the growth areas, circulation, public facilities, and recreation and open space maps (GPA 04-16)

05-175: Amending the General Plan Land Use Map/Plan to change land use designation from Low Density Residential (LDR) to Mixed Use (MU) for property located north of the northeast corner of Northern Avenue and 99th Avenue (GPA 05-11)

05-186: Amending the Circulation Plan/Map of the Circulation Element to add Arterials, change an existing Collector to Arterial, and add Collectors in an area northwest of Happy Valley Road and Loop 303 (GPA 05-03)

05-187: Amending the Public Services and Facilities Element and Safety Element of the Peoria General Plan (GPA 05-06)

05-188: Amending the Land Use Plan of the Land Use Element of the Peoria General Plan (GPA 05-12)

05-191A: Amending the General Plan by adoption of the Loop 303 Corridor Specific Area Plan encompassing 32 ± square miles (SP 04-02)

06-13: Amending the Land Use Map to change the land use designation from Low Density Residential to Medium Density Residential for property located northwest of Cactus Road and 67th Avenue (GPA 05-04)

06-165 Amending the General Plan, Chapter 2, Land Use, by adding new mixed-use classifications and revising the mixed use guidelines; and Chapter14, Plan Administration, by enhancing the notification and public participation processes for amendments and modifying the criteria for delineating General Plan amendment types. (GPA 06-01)

06-173 Amending the text concerning land use categories in the Central Peoria Revitalization Plan by expanding the definition of land uses, renaming land use categories, adding density and target density

policies, mixed use development guidelines, and New land use categories "Medium Density Residential Use", "Town Center Mixed-use" and "Office Use". (GPA 06-11)

06-171 Amending the Land Use Plan of the General Plan and the Lake Pleasant Parkway Corridor Specific Area Plan to reduce the overall size of the Community Commercial Node at the intersection of Dynamite Boulevard and the Lake Pleasant Parkway. (GPA 06-03)

06-175 Amending various elements in the General Plan chapter 2 and Use; Chapter 3, Circulation; Chapter 5, Growth Areas and Chapter 10, Environmental Resources; by removing references to the Lake Pleasant Parkway corridor Specific Area Plan and inserting references to the Loop 303 Specific Area Plan; and Establishing a Scenic Corridor (policies and standards) for Lake Pleasant Parkway, Carefree Highway and SR-74. (GPA 06-04)

06-172 Amending the Land Use Plan of the General Plan and the Lake Pleasant Parkway Corridor Specific Area Plan from Low Density Residential to Office. (GPA 06-05)

06-176 Amending the following sections of the General Plan: Circulation Plan Chapter 3, for the area southwest of Vistancia , Public Services and Facilities Chapter 8, to provide current data, Recreation and Open Space Chapter 9, to indicate that the Parks , Recreation, Open Space and Trails Master Plan (PROST) will replace the Parks, Recreation and Open Spaces Master Plan (PROSM) as the guiding document, and Water Resources Elements Chapter 11, to update to provide consistency with the current Peoria Water Resources Master Plan. (GPA 06-06)

06-177 Amending the Economic Development Element of the General Plan to address the needs of the City's rapidly growing population; geographic expansion, and emerging economic and demographic trends throughout the region. (GPA06-07)

06-174 Amending the General Plan by rescinding the Lake Pleasant Parkway Corridor Specific Area Plan. (GPA 06-09)

07-08 Amending the text and map of the North Peoria Redevelopment area plan based upon a land use designation change affecting approximately 10.6 acres of land. The change consists of re-designating a site identified as low density residential (1.1-3.5 DU/AC) to high density residential (6.1-15 DU/AC).

07-164 Amending the Circulation Plan/Map of the Circulation Element to change the designation of 103rd Avenue from Collector to Arterial between Northern Avenue and Olive Avenue, and to modify the Objectives and Policies related to Northern Parkway and Happy Valley Parkway for consistency with regional transportation plans (GPA 07-02)

07-165 Amending the Recreation & Open Space Element which consists of a re-write of the Element to reflect the *Parks, Recreation, Open Space & Trails Master Plan* (PROST), adopted in 2006 (GPA 07-07)

07-166 Amending the Land Use Element to adjust the Plan Area Boundary on the Land Use Map and modify descriptive information for the Office Commercial Land Use designation. The Plan Boundary changes consist of the following:

1. Exclusion of 181.6 acres generally located northeast of Litchfield Road & Happy Valley Road: 61.5 ac for northern portion, and 120.1 ac for southern portion
2. Addition of 318.4 acres generally located northeast of Beardsley Road and El Mirage Road: 179.6 ac Regional Commercial; 109.2 ac Park/Open Space; and 29.6 ac Residential Medium (GPA 07-09)

07-167 Amending the Plan Administration Element to include consideration of the City's water policy among the criteria for evaluating major and minor amendments to the General Plan (GPA 07-10)

08-55 Amending the Public/Quasi-Public land use category descriptor to further define public and private facilities (GPA 08-03)

08-75 Amending the General Plan Land Use Map for a site encompassing approximately 48 gross acres from Low Density Residential to Public / Quasi-Public. The site is generally located north and west of the northwest corner of Lake Pleasant Parkway and Yearling Road (GPA 08-04)

08-131 Amending the General Plan Land Use Map for a site comprised of approximately 1.67 gross acres from Residential/Estate to Office Commercial. The site is located south of the southeast corner of Lake Pleasant Parkway & Pinnacle Peak Road (GPA 07-14)

08-143 Amending the Circulation Element to add language that will promote alternative modes of transportation including light rail, commuter rail and express bus routes (GPA 08-07)

08-144	Amending Chapter 10, Environmental Resources Element; Chapter 2, Land Use Element; and Chapter 1, Introduction of the Peoria General Plan to provide for new criteria to establish Goals, Objectives and Policies that promote environmental stewardship and energy conservation (GPA 08-05)
08-145	Amending Chapter 14, Plan Administration Element in regards to the classification of General Plan Amendments (GPA 08-08)
08-170	Amending the Land Use Plan for a site comprised of approximately 4.78 gross acres from Residential/Low to Office. The property is generally located north of the northwest corner of Yearling Road and Lake Pleasant Parkway (GPA 08-09)
09-140	Amending each element of the General Plan for the purpose of ensuring the Plan's alignment with the City's goals and objectives and to update statistical criteria contained throughout the Plan.
2010-74	Declaring and adopting the results of the regular primary election held on August 24, 2010; and ordering the recording of such resolution and certificate.
2011-114	Major General Plan Amendment, Old Town Specific Area Plan amending the General Plan under Planning and Community Development Case GPA11-0002, a Major Amendment to the General Plan that rescinds the Central Peoria Revitalization Plan Specific Area Plan and replaces it with the Old Town Specific Area Plan.
2011-115	General Plan Amendment, Land Use Map, Land Use Element, Growth Areas Element, North Valley Specific Area Plan, Sports Complex Mixed Use approving an amendment to the General Plan by repealing the North Valley Specific Area Plan, amending the Land Use Element and the Growth Areas Element, and amending the General Plan Land Use Map by re-designating approximately 570 gross acres located south of Bell Road, north of Skunk Creek, east of Loop-101, and west of 73rd Avenue from Regional Commercial, Community Commercial and Public/Quasi-Public to Sports Complex Mixed Use.
2011-116	General Plan Amendment, Land Use Map, Crossings at Arrowhead approving an amendment to the General Plan Land Use Map by amending the Municipal Planning Boundary Area and designating approximately 16 gross acres located south of Beardsley Road and east of 81st Avenue as High Density Residential (15+ du/ac, target 18 du/ac) and Water.

2011-117 General Plan Amendment, Chapter 14 Plan Administration, Major General Plan Amendment & Notification Criteria approving an amendment to Chapter 14 Plan Administration of the General Plan regarding the criteria used for amending the General Plan, notification of amendments and plan implementation. (GPA 11-0008)

2011-118 General Plan Amendment, Land Use Element, Saddleback Heights Specific Area Plan, State Route 74, 123rd Avenue and 163rd Avenue approving an amendment to existing Specific Area Plan on approximately 5,296 gross acres of property, generally located at between 123rd Avenue and 163rd Avenue south of State Route 74. (GPA 11-0009)

2011-119 Major General Plan Amendment, Land Use Plan, Peoria Lakes Specific Area Plan amending the General Plan under Planning and Community Development Case GPA11-0012, a Major Amendment to the General Plan that adopts the Peoria Lakes Specific Area Plan.

2011-120 General Plan Amendment, Land Use Map, Arizona State Trust Land, Loop 303 Freeway approving an amendment to the General Plan Land Use Map by altering various land use designations for approximately 512 acres of Arizona State Trust Land and 37 acres private land in the area between the alignments of Dysart Road (west), Jomax Road (north), 115th Avenue (east) and the Loop 303 Freeway (south).

2011-121 General Plan Amendment, General Plan Circulation Element Text and Map Revisions amending the General Plan Circulation Element, including the Circulation Plan Map pertaining to the City's transportation systems. (GPA 11-0004)

2012-137 Major Amendment to the Land Use Element to incorporate requirements of Senate Bill 1598 on the topic of aggregate mining.

2012-138 Major Amendment to the Lake Pleasant Heights Specific Area Plan to address land use and circulation changes.

2013-192 Major Amendment to the Circulation Element Text and Map Revisions amending the General Plan Circulation Element, including changes to the functional classification of streets. (GPA 13-0005)

RESOLUTIONS ARE AVAILABLE IN PEORIA CITY CLERK'S OFFICE

CITY OF PEORIA

1954