PLANNING & ZONING COMMISSION
REGULAR MEETING
NOTICE & AGENDA
THURSDAY, OCTOBER 6, 2011
6:30 P.M.
PINNACLE PEAK PUBLIC SAFETY FACILITY
23100 N. LAKE PLEASANT PKWY.

MUNICIPAL OFFICE COMPLEX
8401 W. MONROE STREET
PEORIA, AZ 85345

PLANNING & ZONING COMMISSION:

Bill Louis, Chair
Nancy Golden, Vice Chair
Leigh Strickman, Secretary
Greg Loper
Gene Sweeney
Veda McFarland
Charles J. Marr

Department Liaison
Chris Jacques

Accommodations for Individuals with Disabilities. *Alternative format materials, sign language interpretation, assistive listening devices or interpretation in languages other than English are available upon 72 hours advance notice through the Office of the City Clerk, 8401 West Monroe Street, Room 150, Peoria, Arizona 85345 (623)773-7340, TDD (623)773-7221, or FAX (623) 773-7304. To the extent possible, additional reasonable accommodations will be made available within the time constraints of the request.*

CONVENE:

ROLL CALL:

OPENING STATEMENT:

CALL TO SUBMIT SPEAKER REQUEST FORMS:

CONSENT AGENDA

CONSENT AGENDA: All items listed with "C" are considered to be routine or have been previously reviewed by the Planning and Zoning Commission, and will be enacted by one motion. There will be no separate discussion of these items unless a Commission member so requests; in which event the item will be removed from the General Order of Business, and considered in its normal sequence on the Agenda.

CONSENT – New Business:

1C **DISPOSITION OF ABSENCE:** Discussion and possible action to approve/excuse the absences of Chair Bill Louis and Commissioner Greg Loper from the August 18, 2011 Meeting.

2C **MINUTES:** Discussion and possible action to approve the minutes of the Regular Meeting held August 18, 2011.

3C **CU11-0017:** Shaw and Associates is requesting a Conditional Use Permit to allow the construction of a 65-foot monopalm with accompanying ground equipment. The property is located between Grand Avenue and Market Street near 81st Avenue at 8175 W. Market Street.

REGULAR AGENDA

NEW BUSINESS:

4R **PUBLIC HEARING:** RE: General Plan Amendment.

PUBLIC HEARING – GPA11-0002: The City of Peoria is initiating an amendment that rescinds the Central Peoria Revitalization Specific Area Plan in favor of a new Specific Area Plan that aligns with the recently-approved Old Town Peoria Revitalization Plan. This amendment will recognize specific development goals and updated land use designations for approximately 4 square miles generally bounded by Loop 101 (west), Olive Avenue (south), 75th Avenue (east) and Cactus Road (north).

Staff Report
Open Public Hearing
Public Comment
Close Public Hearing
Commission Action: No Action Required.

5R **PUBLIC HEARING:** RE: General Plan Amendment.

PUBLIC HEARING – GPA11-0003: The City of Peoria is initiating an amendment that aligns the land use designation and policy directives within the Peoria Sports Complex area with the recently-approved Peoria Sports Complex Urban Design Plan. This amendment will re-designate approximately 570 acres from Regional Commercial, Public/Quasi-Public, and Community Commercial to a new designation called Sports Complex Mixed-Use. As part of this amendment, the City will also be repealing the North Valley Specific Area Plan.

Staff Report
Open Public Hearing
Public Comment
Close Public Hearing
Commission Action: No Action Required.

6R **PUBLIC HEARING:** RE: General Plan Amendment.

PUBLIC HEARING – GPA11-0004: The City of Peoria is initiating an amendment to the Circulation Element that incorporates policy recommendations from the recently adopted Multi-Modal Transportation Plan and various proposed adjustments to the transportation system (functional classification and alignment). Many of these changes are housekeeping in nature and result from updates to the City's data.

Staff Report
Open Public Hearing
Public Comment
Close Public Hearing
Commission Action: No Action Required.

7R **PUBLIC HEARING:** RE: General Plan Amendment.

PUBLIC HEARING – GPA11-0005: The City of Peoria is initiating an amendment that adjusts the City's eastern Planning Area boundary near the Loop 101 and Beardsley Road. This amendment stems from an August 17, 2010 annexation / de-annexation processed in concert with the City of Glendale which resulted in a net increase of approximately 12 acres into the City.

Staff Report
Open Public Hearing
Public Comment
Close Public Hearing
Commission Action: No Action Required.

8R **PUBLIC HEARING:** RE: General Plan Amendment.

PUBLIC HEARING – GPA11-0006: The City of Peoria is initiating an amendment in partnership with the Arizona State Land Department that proposes various land use changes for approximately 549 acres of state trust and private land in the area between the alignments of Dysart Road (west), Jomax Road (north), 115th Avenue (east) and the Loop 303 (south). This amendment will provide for increases in employment-based development and supporting commercial and residential uses.

Staff Report
Open Public Hearing
Public Comment
Close Public Hearing
Commission Action: No Action Required.

9R **PUBLIC HEARING:** RE: General Plan Amendment.

PUBLIC HEARING – GPA11-0008: The City of Peoria is initiating an amendment that updates the City's criteria for Major General Plan Amendments and the notification radius requirements to ensure consistency with the Zoning Ordinance.

Staff Report
Open Public Hearing
Public Comment
Close Public Hearing
Commission Action: No Action Required.

10R **PUBLIC HEARING:** RE: General Plan Amendment.

PUBLIC HEARING – GPA11-0009: Earl, Curley, & Lagarde on behalf of Diamond Ventures is requesting an amendment that proposes changes to the existing Saddleback Heights Specific Area Plan in the vicinity of the SR 74 and the Bullard Avenue alignment. This amendment addresses the entire 5,296 acres of the Saddleback Heights Specific Area Plan and reconfigures the current land uses by increasing overall project density and open space provisions. Approximately 200 acres of new commercial / employment land use will also be added to the Plan.

Staff Report
Open Public Hearing
Public Comment
Close Public Hearing
Commission Action: No Action Required.

11R **PUBLIC HEARING:** RE: General Plan Amendment.

PUBLIC HEARING – GPA11-0012: [redacted] on behalf of Carver Estates, LLC is requesting an amendment to revise approximately 160 acres of land located east of the Agua Fria River at the Dixileta Drive alignment. This amendment proposes a change from Park / Open Space to Residential Medium-High 8-15 du/ac, target of 12 du/ac for future residential development.

Staff Report
Open Public Hearing
Public Comment
Close Public Hearing
Commission Action: No Action Required.

CALL TO THE PUBLIC: (Non-Agenda Items)

Your comments pertaining to the Planning and Zoning Commission business are welcome. However, if you wish to address the Planning and Zoning Commission, please complete a Speaker Request Form and return it to the clerk before the call to order for this meeting. Boards and Commissions are not authorized by state law to discuss or take action on any issue raised by public comment until a later meeting.

Reports from Staff:

Reports from the Planning and Zoning Commission:

ADJOURNMENT:

NOTE: Documentation (if any) for items listed on the Agenda is available for public inspection, a minimum of 24 hours prior to the Board/Commission Meeting, at any time during regular business hours in the Office of the City Clerk, 8401 W. Monroe Street, Room 150, Peoria, AZ 85345.

PLANNING AND ZONING COMMISSION MINUTES
CITY OF PEORIA, ARIZONA
COUNCIL CHAMBER
AUGUST 18, 2011
DRAFT

A **REGULAR Meeting** of the Planning and Zoning Commission of the City of Peoria, Arizona, convened at 8401 W. Monroe St., Peoria, AZ in open and public session at 6:30 p.m.

Members Present: Vice Chair Nancy Golden, Commissioners Leigh Strickman, Charles Marr, Gene Sweeney, and Veda McFarland.

Members Absent: Chair Bill Louis and Commissioner Greg Loper.

Others Present: Chris Jacques – Interim Planning & Community Development Director, Shawn Kreuzwiesner - Engineering Planning Manager, Robert Gubser – Interim Principal Planner, Steve Burg – Assistant City Attorney, Adam Pruett – Senior Planner, Melissa Sigmund – Planner, and Bev Parcels – Planning Assistant.

Opening Statement: Read by Robert Gubser – Interim Principal Planner.

Call for speaker request forms.

Audience: Nineteen.

Note: The order in which items appear in the minutes is not necessarily the order in which they were discussed in the meeting.

CONSENT AGENDA

All items listed with a "**C**" are considered to be routine by the Planning and Zoning Commission, and were enacted by one motion.

1C **DISPOSITION OF ABSENCE:** Discussion and possible action to approve/excuse the absences of Vice Chair Nancy Golden and Commissioners Gene Sweeney and Greg Loper from the July 21, 2011 Meeting.

2C **MINUTES:** Discussion and possible action to approve the minutes of the Regular Meeting held July 21, 2011.

3C **CU11-0014:** [redacted] requested a Conditional Use Permit to allow a reception center on a property zoned Intermediate Commercial (C-2). The property is located at 8815 W. Peoria Avenue.

4C **CU11-0016:** [redacted] requested a Conditional Use Permit to allow a Day Care Group Home for five (5) or less children on property zoned Single-family Residential (R1-18). The property is located west of the northwest corner of 89th Avenue and Williams Road.

COMMISSION ACTION: Commissioner McFarland moved to approve the Consent Agenda items. The motion was seconded by Commissioner Strickman and upon vote, carried unanimously.

REGULAR AGENDA

NEW BUSINESS:

5R **PUBLIC HEARING – HP11-0001:** The City of Peoria requested to designate a portion of the Palo Verde Ruin, AZT: 8:68 (ASM) as a Local Historic Landmark with Historic Preservation Overlay Zoning and list the property on the Peoria Register of Historic Properties. The archaeological site is located west of the intersection of 73rd Drive and Briles Road. The property is more particularly described as a portion of Maricopa County Assessor Parcel Number (APN) 201-09-044.

STAFF REPORT: Presented by Melissa Sigmund, Planner.

COMMISSION COMMENT: None

PUBLIC COMMENT: None

COMMISSION ACTION: Commissioner Sweeney moved to recommend approval of a request from the City of Peoria to designate a portion of the Palo Verde Ruin, AZT: 8:68 (ASM) as a Local Historic Landmark with Historic Preservation Overlay Zoning and list the property on the Peoria Register of Historic Properties. The motion was seconded by Commissioner Marr and upon vote, carried unanimously.

6R **Public Hearing – Z08-02:** Beus Gilbert PLLC on behalf of Aloravita I, LLC and Aloravita II, LLC, requested to rezone approximately 1,262 gross acres from General Agricultural (AG) to Planned Community District (PCD) to allow for the future development of up to 3,939 single-family homes, two school sites, and a City park. The property is described as two square miles situated at the NEC and SEC of 75th Avenue alignment and Jomax Road.

STAFF REPORT: Presented by Adam Pruett, Senior Planner.

COMMISSION COMMENT: Commission comments included the site for the high school, the impact to the fire department, and the density of the neighboring subdivision Terramar.

PUBLIC COMMENT:

[redacted] Applicant – Stated that property is currently being purchased from the state, all the concerns from the neighbors have been addressed, landscaping along 83rd Avenue will be increased, and the development plans are to break ground in one to two years.

[redacted] Neighbor – Was pleased that the Plan was responsive to the concerns of the community by eliminating commercial, apartments, condos, and attached and other small lot residential product types.

[redacted] Neighbor – Expressed concern over the small lot sizes, home density being too tight, and property values dropping due to small lot sizes.

[redacted] Landowner – Questioned plans for development next to his property.

COMMISSION ACTION: Commissioner Sweeney moved to recommend approval of a request from Beus Gilbert PLLC on behalf of Aloravita I, LLC and Aloravita II, LLC, to rezone approximately 1,262 gross acres from General Agricultural (AG) to Planned Community District (PCD) to allow for the future development of up to 3,939 single-family homes, two school sites, and a City park. The motion was seconded by Commissioner Strickman and upon vote, carried unanimously.

CALL TO THE PUBLIC: (Non-agenda Items): None

REPORT FROM STAFF: Next meeting cancelled.

REPORTS FROM THE PLANNING AND ZONING COMMISSION: None

ADJOURNMENT: There being no further business to come before the Planning and Zoning Commission, the meeting adjourned at 7:22 p.m.

_____
William Louis, Chair

_____
Date Signed

CONDITIONAL USE PERMIT
REPORT TO THE PLANNING AND ZONING COMMISSION

CASE NUMBER: CU 11-0017

DATE: October 6, 2011

AGENDA ITEM: 3C

Applicant:	[redacted] of Shaw & Associates on behalf of Verizon Wireless.
Request:	Approve a Conditional Use Permit (CUP) for a wireless communication facility (mono-palm) and equipment
Proposed Use:	65-foot mono-palm and 14-foot tall equipment building
Location:	The site is located at the southwest corner of Market Street and the 81st Avenue alignment.
Size of parcel:	12551 square feet
Support / Opposition:	At the time of printing, the City has not received any letters or phone calls in support or opposition to this case.
Recommendation:	**Approve**, with conditions.

LAND USE BACKGROUND

Table 1: *Existing Land Use, General Plan Land Use Designation, Current Zoning. (Exhibit B & C)*

	LAND USE	GENERAL PLAN	ZONING
Subject Property	**Vacant**	**Mixed Use**	**I-1 Light Industrial**
North	Vacant	Mixed Use	Planned Area Development
South	BNSF Railroad	Mixed Use	I-1 Light Industrial
East	Wal-Mart Supercenter	Mixed Use	Planned Area Development
West	Outdoor Industrial Storage	Mixed Use	I-1 Light Industrial

PROJECT DESCRIPTION

2. The applicant is proposing a 65-foot cell tower disguised as a mono-palm and a 14-foot tall equipment building. The facility will be located in the southwestern corner of the subject site adjacent to the Burlington Northern/Santa Fe Railroad. The facility will be screened by a 12-foot tall decorative screening wall and landscaping.

3. The subject site was approved for this request in by Planning and Zoning Commission on December 8, 2008 (CU 08-24). The applicant at the time was unable to act on the approved conditional use permit and site plan (PR 08-25, approved January 20, 2009) within the permitted timeframe and the approval subsequently expired. Records show there was no written or verbal opposition to the 2008 cases. The requested height of 65-feet has remained unchanged between applications.

DISCUSSION AND ANALYSIS

4. Section 14-39-10.D of the Zoning Ordinance outlines the applicable criteria for evaluating Conditional Use Permits. In general, the purpose of a CUP is to mitigate any identified impacts arising from a specific use on the surrounding properties and provide controls to ensure maximum compatibility.

5. Specifically, the conditional use permit is required for the equipment shelter. Due to its location in a flood plain, the finished floor of the shelter must be located above the 100-year event flood level. The shelter is proposed to be 14-feet in height. In staff's judgment, the height of the shelter is not problematic due to its location in an industrial district adjacent to a railroad. Additionally, the proposed screening wall and proposed landscaping will further screen the site.

6. The applicant has stated that the proposed CUP is compliant with the intents and goals of the Zoning Ordinance and will not adversely affect the surrounding properties. As stated in Exhibit A, the applicant sought out opportunities to collocate on nearby facilities however the site did not contain enough ground space to support Verizon's ground equipment.

Public Noticing and Neighborhood Comment

7. The application notice was forwarded to all property owners within 300 feet of the proposal and properly noticed per Section 14-39-10 of the Peoria Zoning Ordinance. As a result, to date, the City has not received any verbal or written comments on the proposal.

Proposition 207

8. A signed Proposition 207 Waiver has been submitted by the property owner. The waiver will be forwarded to the City Clerk's Office for signatures and recordation pending the outcome of the Conditional Use Permit application.

RECOMMENDATION

9. Staff recommends approval of case CU08-24, based on the following findings:
   - The proposed wireless communication facility meets all CUP criteria.
   - The proposal does not result in any detrimental impacts to the nearby residential neighborhood and adjacent industrial and commercial properties.

It is recommended that the Planning and Zoning Commission take the following action:

Approve the applicant's request for a Conditional Use Permit under Case CU11-0017, subject to the following conditions:

1. The use shall substantially conform to the Narrative attached as Exhibit A.
2. The development shall substantially conform to the approved site plan and Landscape Plan (Exhibit E).
3. Final building and wall colors, design and materials will be determined through the site plan review process.

ATTACHMENTS:

Exhibit A	Project Narrative
Exhibit B	Vicinity Map
Exhibit C	Aerial Map
Exhibit D	Zoning Map
Exhibit E	Site Plan/Landscape Plan

Prepared by: Jeff Sargent, ASLA, RLA
Landscape Architect
Planning Division

Shaw & Associates, P.L.C.
6501 E. Greenway Pkwy
Suite 103-643
Scottsdale, AZ 85254
[redacted]

July 31, 2011

City of Peoria
Development Plan Review
8401 W. Monroe St.
Peoria, AZ 85345

Re: Narrative for Conditional Use Permit Application for a Wireless Communication Facility

Applicant: [redacted] on behalf of **Verizon Wireless** (Verizon)
Site Information:
Address: 8175 N. Market St., Peoria, AZ 85345
APN: 142-17-008
Owner: WTB, LP and NDS, LLC
Zoning: I-1
Current Use: cell site for Cricket Wireless
Surrounding Uses: Railroad ROW, vacant land, commercial, Grand Avenue

1. Purpose of facility: Verizon is requesting a construct a wireless communication facility at the above address that will consist of a 65-foot monopalm and associated ground equipment on vacant land owned by WTB, LP and NDS, LLC (the owner of the Storage Solutions mini-warehouse business at the corner of Market Street and Peoria Avenue). The owner and Verizon have agreed to a twenty-five (25) year ground lease for the facility, the primary objective of which is to provide much needed business, residential and commuter coverage for this re-developing area of Peoria and to provide capacity offload for Verizon's Cactus 2 site (which is currently at full capacity).

2. Description of Project: The project is further described as follows:

a. 65-foot monopalm: As indicated, the facility will be disguised as a monopalm. The monopalm looks remarkably like a real palm tree and will be a near mirror image of the existing monopalm located behind the Storage Solutions building approximately 550 feet north of the proposed site (see attached aerial photo) and the existing Cricket Wireless monopalm at the subject parcel. Disguised behind the palm fronds will be six wireless antennas. The coaxial cables that connect the concealed antennas to the associated power and telco conduits will be invisible and entirely enclosed within the trunk of the monopalm. The monopalm will be constructed in

EXHIBIT A

accordance with all structural and building requirements of all applicable local, state and federal building regulations for telecommunication sites.

b. Equipment Shelter and Screening Wall: Verizon's radio equipment and generator will be housed in a new self-contained 12'x 20' prefabricated equipment shelter. The entire facility will be located inside a 23' x 35' lease area and will be fenced off by a 12-foot tall split-face decorative screen wall painted Sherwin Williams Portabello SW6102. The district height limit for the wall is 10 feet so Verizon Wireless is requesting a waiver of this limitation to allow the 12 foot wall. Verizon Wireless would rather not construct such a tall wall, but the topography of the area dictates that it's equipment shelter be raised 4 feet above grade in order to comply with the flood plain regulations which apply to the site. Six weep holes will be provided in the compound wall. The shelter has sufficient space for expansion of radio equipment and contains a back up emergency power generator so that the site will remain operational in the event of a power outage. As a matter of company policy, all telecommunication sites owned by Verizon are required to have back up emergency power following the events of 9/11. This company policy stems from the recent 8-hour mandatory back-up power source requirement imposed by the FCC in 2007.

c. Access and Utility Easements: As part of its lease with WTB, LP, Verizon will lease access and utility easements to construct, operate and maintain the facility. The utility easements will all be underground and the access easement will be an unobtrusive 20-foot wide dirt road extending from Market Street to the site. These easements are depicted in the site plan and survey attached to this application. The technician parking space is depicted on page Z-2 of the drawings and it will be paved with asphault. The proposed curb cut will be performed in accordance with MAG Standard Detail #250 as indicated on page Z-1 of the drawings. There will be approximately 1-2 visits to the site per month by a technician. The technician drives a pick up truck. The location of the ROW has been double checked by a Registered Land Surveyor and we are confident that the location of the ROW is accurately depicted on the survey and site plans. We are equally certain that the sidewalk is located outside of the ROW and is encroaching on several privately owned lots in this area, to include the adjacent lot to the northwest. Under these conditions, Verizon will be unable to reasonably request a utility easement from the adjacent property owner to the northwest. Consequently, there is no viable alternative to cutting the pavement as proposed unless the ROW is relocated to its rightful location. With respect to the pavement cut, it will be cut and patched in a professional manner to the standards set by the city. It will be only 18-inches wide and will run along the western edge of the street paralleling the curb apron. The cut will not cross the street or run down the middle of the street, but will instead be confined to the very edge of the street thereby minimizing its visibility.

d. General Information: The facility will be unmanned and will generate no refuse. It will have no impact on traffic, water, or sewer services and will not produce any noise or odor. The facility is isolated from other buildings thereby minimizing any fire dangers. There should be no demand for police services.

3. Justification for the site:

a. Compatibility: This site blends well with the surrounding uses and is the best possible stealth design for a telecommunication site in this area. The nearby flagpole and monopalm installations serve as excellent examples of this point (please see attached aerial photo). All three of these existing facilities are roughly the same height as the proposed facility and one of them is located in the immediate vicinity. The facility will be located in an industrial district surrounded by industrial uses/zoning and commercial uses/zoning (including a new Super Wal-Mart). The nearest residential structure to the site is at a healthy distance of approximately 500 feet to the west and is buffered by a 100' wide railroad right of way and Grand Avenue. Given these facts it's reasonable to conclude that there will be no adverse aesthetic impact to the area and that site is very compatible with its surroundings.

b. Setbacks: Verizon will comply with all setbacks for the monopalm structure, but will not be able to comply with the twenty-five foot rear setback for the equipment shelter. This is because compliance with this setback will result in placing the equipment even farther into the flood plain than it already is. We understand that a setback variance will probably be required for this site and believe it to be a reasonable request under the circumstances, especially considering that the equipment shelter is a very small structure that may be exempt from the setback restriction, and the fact that the neighboring land is a 100 foot wide railroad right of way that is flanked by Grand Avenue.

c. Height: The height limit for a monopalm in this district is 80 feet (top of fronds) if seeking a Conditional Use Permit. Verizon is only requesting a 65 foot monopalm (top of fronds) which is the minimum height necessary for the site to "see" over all of the commercial structures in the area and to ensure sufficient geographic coverage for the area. A Conditional Use Permit is not required for this monopalm, but it is required for the equipment building. The height limit for the equipment building in this district is 12 feet. The proposed equipment building is 11.5 feet in height but must be elevated to a height of fourteen feet in order to satisfy the flood plain building requirements for this site. Verizon is unable to comply with the 12 foot height limitation and, therefore, is requesting this Conditional Use Permit.

d. Co-locatable Structures: All potentially co-locatable structures were considered but none were found to meet all of the objectives for the site. Most

notable, the nearby flagpole and monopalm sites owned by T-Mobile, Circket Wireless and AT&T, respectively, did not have sufficient ground or tower space for Verizon's equipment.

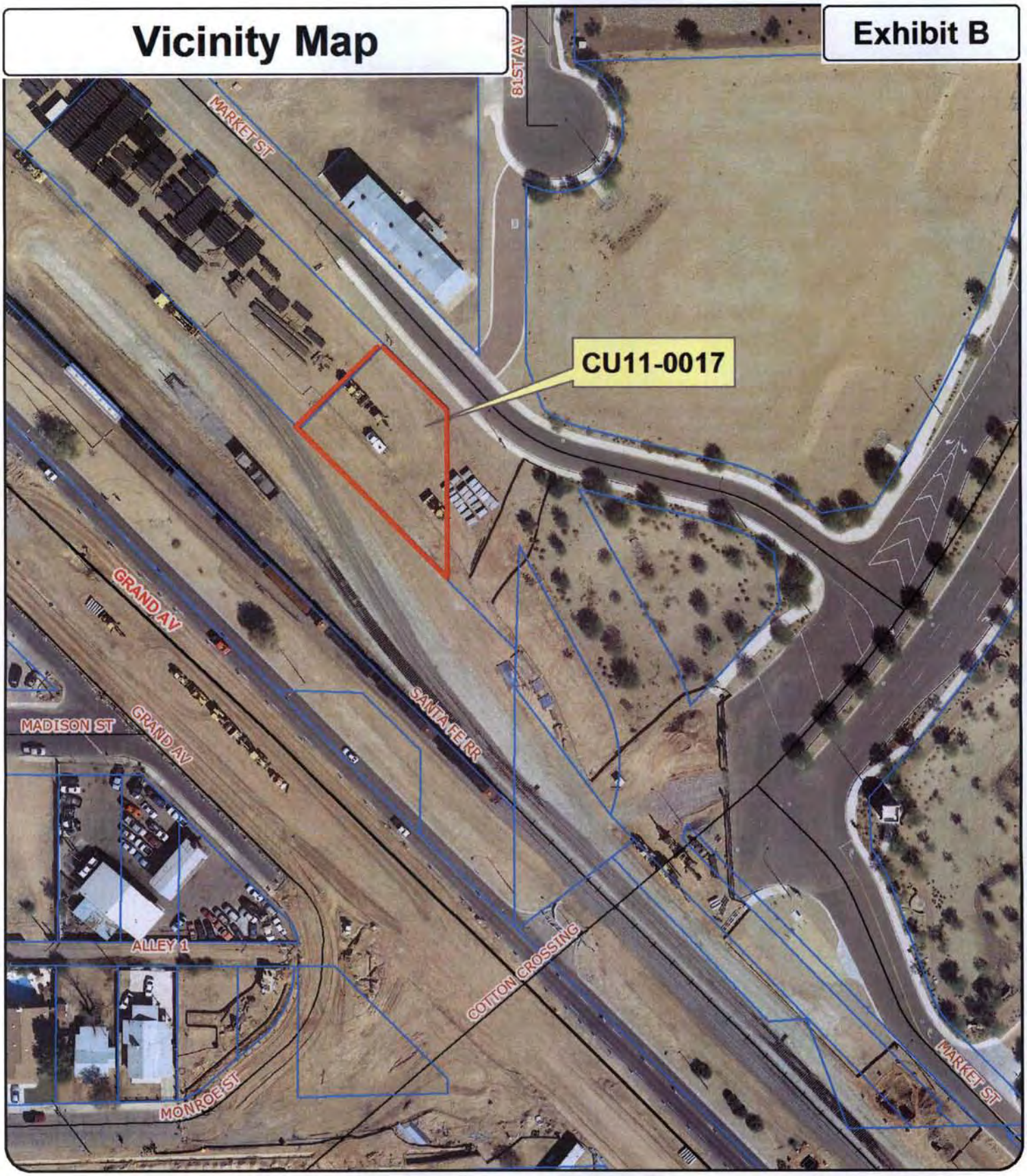
4. Summary: The granting of a Conditional Use Permit for this site will not be a detriment to adjacent properties and will have no adverse effects to the public. On the contrary, it will greatly advance public safety, morale and welfare by promoting safety, commerce and convenience for all persons living, working or traveling in the vicinity. This site meets an important network coverage objective and was placed in the least intrusive location given the availability of potential sites in the area. Further, it was designed with state-of-the-art concealment technology to best conceal its identity and blend it with the surrounding zoning classifications and land uses. On behalf of Verizon Wireless I respectfully ask for approval of this project and thank you for your time and consideration of this matter. Please contact me if you have any questions at all about this submittal

Sincerely,

[redacted]

Vicinity Map

Exhibit B



CU11-0017 Verizon 81st & Market Monopalm

Applicant: [redacted] for Verizon

Request: Approve CUP for monopalm and associated equipment.

N

Not to Scale

CITY OF PEORIA

Aerial Map

Exhibit C

CU11-0017 Verizon 81st & Market Monopalm

Applicant: [redacted] for Verizon

Request: Approve CUP for monopalm and associated equipment.

N

Not to Scale

CITY OF PEORIA

Zoning Map

Exhibit D

CU11-0017 Verizon 81st & Market Monopalm

Applicant: [redacted] for Verizon

Request: Approve CUP for monopalm and associated equipment.

N

Not to Scale

CITY OF PEORIA

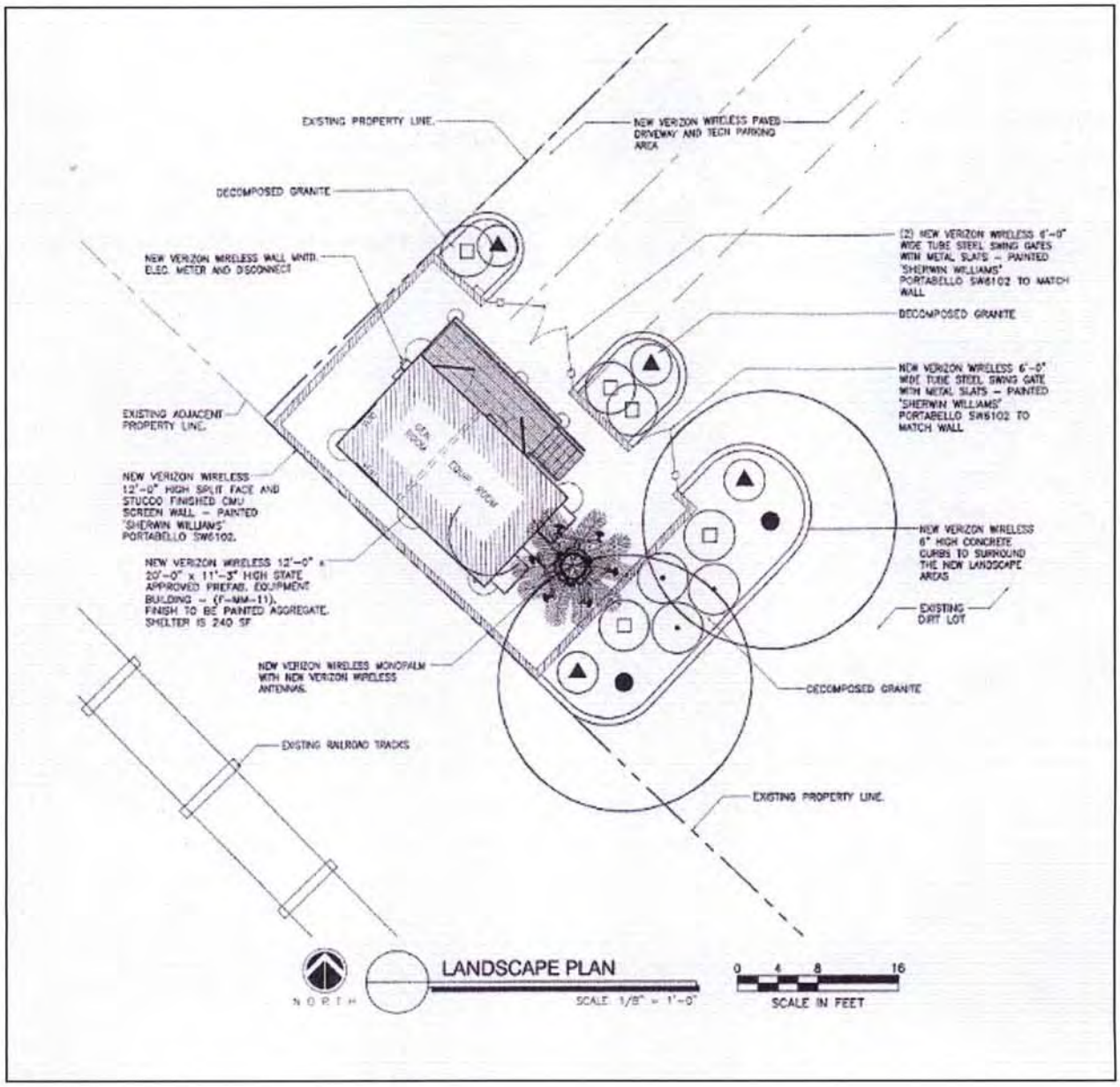


Exhibit E Site Plan/Landscape Plan

MAJOR GENERAL PLAN AMENDMENT

REPORT TO THE PLANNING AND ZONING COMMISSION

CASE NUMBER: GPA 11-0002

DATE: October 6, 2011

AGENDA ITEM: 4R

Applicant: City of Peoria

Request:

A. Amendment to rescind the Central Peoria Revitalization Plan Specific Area Plan and replace it with a new specific area plan that aligns with the recently approved Old Town Peoria Revitalization Plan.

B. Amendment to Chapter 2 of the General Plan to replace reference to the "Central Peoria Revitalization Specific Area Plan" with "Old Town Specific Area Plan"

Location: The Plan Area is generally bounded by 91st Avenue (west), Olive Avenue (south), 75th Avenue (east), and Cactus Road (north).

Support / Opposition: Staff has not received any support for or opposition to this request.

Recommendation: Hold a Public Hearing on the proposal. **No action may be taken at this time.**

BACKGROUND

1. The City of Peoria is initiating an amendment that rescinds the Central Peoria Revitalization Specific Area Plan in favor of a new Specific Area Plan that aligns with the recently approved Old Town Peoria Revitalization Plan. This amendment will recognize specific development goals and updated land use designations for approximately 4 square miles generally bounded by Loop 101 (west), Olive Avenue (south), 75th Avenue (east) and Cactus Road (north).

2. The Central Peoria Revitalization Plan (CPRP) was initially established in 1999 for the purpose of guiding development and revitalization activities in the Old Town area of Peoria, with a focus on mixed-use in-fill and redevelopment and historic preservation. The plan covers an approximately four square-mile area bounded by

Loop 101 on the west, 75th Avenue on the east, Cactus Road on the north, and Olive Avenue on the south. In 2001, the land used designations contained in the revitalization plan were integrated into the City's General Plan as a Specific Area Plan.

3. In 2006, the Central Peoria Revitalization Plan was amended to address residential density standards and to establish mixed-use guidelines for residential and non-residential mixed-use designations. It also defined new land use categories within the area of the Peoria Place Planned Area Development (PAD), generally located at the southeast corner of 83rd Avenue and Monroe Street.

4. In 2008, a comprehensive evaluation and update of the Central Peoria Revitalization Plan was initiated. The process involved extensive civic engagement, including the formation of a Public Advisory Committee (PAC) consisting of twenty-eight Peoria residents, business owners, community leaders, and other community stakeholders that met to review plan components and provide input that was integrated into the plan. Stakeholder interviews and interactive community workshops where also held during the planning process to gather feedback from the public. The Economic Development Advisory Board, Historic Preservation Commission, Planning and Zoning Commission, and City Council also provided comments during the development of the updated plan. Based on public input, the plan was renamed as the Old Town Peoria Revitalization Plan, and was adopted by City Council in December of 2009.

5. While the adoption of the 2009 Old Town Peoria Revitalization Plan establishes a modern vision for the Old Town area, it did not change the underlying Specific Area Plan for the area. The Specific Area Plan functions as both a guiding document and as a regulatory instrument for determining the suitability of proposed zoning changes for properties within the plan area. This proposed Specific Area Plan Amendment will implement the vision of the 2009 Old Town Peoria Revitalization Plan and require future rezoning applications for the project area to be assessed for conformance with the goals and land use designations developed from the 2009 plan.

DISCUSSION AND ANALYSIS

6. The Old Town Specific Area Plan begins by setting the project area's context, identifying the overarching goals for the plan, and defining guiding principles for the redevelopment and revitalization of the plan area determined by the community's vision for Old Town. The Plan also provides specific concepts for land use, circulation, and streetscape design. Listed below are several of the Plan's highlights:

a. Identifying sub-areas, or districts, within the plan area that have distinctly different characters and tailoring guidelines and actions to fit these districts.
b. Integrating multiple forms of transportation for travel within and through the plan area, focusing on enhancing walkability and establishing a multi-modal transit station near the intersection of Grand, 83rd, and Peoria Avenues that will create a hub for Transit Oriented Development (TOD).
c. Creating a flex mixed-use land use district that will accommodate regional amenities such as entertainment, hospitality, convention, and/or higher education land uses.
d. Prescribing streetscape improvements to elements such as sidewalks, landscaping, street furnishings, street lighting, and public art to create a more inviting and pedestrian friendly environment in the Old Town area.
e. Identifying wayfinding and signage opportunities to enhance navigation and reinforce the special character of the plan area.

7. The Old Town Specific Area Plan also incorporates the results of the Multi-Modal Transportation Plan, adopted by City Council on March 22, 2011. Aspects of the Multi-Modal Plan such as transit objectives, future transit routes, and the proposed location of a Transit Center within Old Town are included in the Specific Area Plan.

8. According to Chapter 14 of the Peoria General Plan, the City shall find that the proposed amendment substantially demonstrates or exhibits conformance with the following criteria:

   i. The development pattern contained in the Land Use Plan inadequately provides appropriate optional sites for the use proposed in the amendment.

      Finding: While the existing Central Peoria Revitalization Plan Specific Area Plan includes mixed use zoning districts, the proposed Old Town Specific Area Plan creates land use categories such as Transit-Oriented Development and Flex Mixed Use, which will accommodate land use patterns not contemplated in the existing plan. The creation of a Transit-Oriented Development Land Use Category will facilitate higher density residential development and a mix of non-residential uses surrounding the proposed Transit Station and specifies the importance of making transit facilities an accessible and integral aspect of projects in this land use category. The Flex Mixed Use category is envisioned as a category that will support larger regional attractions, uses that often incorporate a variety of uses with important economic development potential such as hospitality, convention, or higher education that may have significant footprints and heights. The existing land use categories of the Central Peoria Revitalization Specific Area Plan do not support uses of this scale.

ii. That the amendment constitutes an overall improvement to the City's General Plan and is not solely for the good or benefit of a particular landowner or owners at a particular point in time.

Finding: This City-initiated amendment is the direct result of implementing a number of policies in the General Plan and acting on the recommended implementation strategies of the City Council approved Old Town Revitalization Plan. The proposed amendment implements General Plan Growth Areas Element Policy 5B.1.A.1, "Develop specific area plans including revitalization and redevelopment plans for growth areas." It will also support development patterns conducive to achieving the General Plan Revitalization and Redevelopment Element goal to "create an attractive, vibrant and sustainable community within mature areas of the city" and specifically follows Policy 6.B.1.A.1: "support the recommendations embodied in the Old Town Revitalization Plan and the Peoria Sports Complex District Urban Design Plan".

iii. That 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 systems than are needed to support the prevailing land uses and which, therefore, may impact development of other lands,
- 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.

Finding: The Old Town Specific Area Plan has been developed to retain the character of the existing residential neighborhoods that make up a large portion of the outer plan area, while focusing on enhancing land use opportunities within the Old Town core, where revitalization efforts will benefit both surrounding neighborhoods and the City as a whole. As the area has been previously developed, infrastructure such as roadways, water, and sewer systems are already in place throughout the plan area, reducing the need for investments in new development-related infrastructure. Circulation is a key element of this plan, which addresses the need for connectivity between uses and provides alternatives to automobile travel within the plan area so that existing roads will not be overwhelmed. This amendment will enhance the livability of the area by promoting housing, employment, and entertainment opportunities connected by public spaces that support a high quality, safe, attractive, and walkable urban environment.

iv. That the amendment is consistent with the overall intent of the Peoria General Plan.

Finding: The requested amendment facilitates the desired vision for the plan area as expressed in the Old Town Peoria Revitalization Plan, including land uses and patterns of development.

For major amendments, the City shall also 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.

Finding:
The Old Town Specific Area Plan will facilitate the creation of a hub for Transit Oriented Development and mixed use districts that will accommodate regional amenities. The Old Town Specific Area Plan will increase the economic vitality of the area by promoting an assortment of housing types, encouraging new businesses to locate in the area, and promoting the development of higher education opportunities. The direct benefits of this General Plan amendment will include:

- *Increased direct economic benefits such as property and sales tax,*
- *Increased indirect economic benefits such as sales tax generation by future employees,*
- *Construction taxes for new commercial and residential units.*

While the increased commercial and residential density will require additional water supplies and increase the cost of providing general government services, this should be offset by the positive economic value of the new land uses. Staff is continuing to work to quantify the economic value per gallon of water due to the proposed land use change using the formula defined in the City's adopted Principals of Sound Water Management.

CIVIC ENGAGEMENT & NOTIFICATION

Neighborhood Meetings

9. As previously noted, during the development of the 2009 Old Town Peoria Revitalization Plan, there was significant civic engagement, including two interactive public workshops and multiple public meetings prior to the adoption of the plan. The

revitalization plan was fully vetted and accepted by stakeholders within the planning boundary.

10. During the 60-day review period, the Planning Division hosted two community open house meetings throughout the City in an effort to educate the public about each Major General Plan Amendment application. Although attendance was light, these meetings provided the public with a forum to discuss any concerns with the existing General Plan content and to present staff with any comments.

General Public Awareness

11. This amendment was notified in accordance with ARS § 9-461.06 and routed to adjacent governments and reviewing agencies for a 60-day review period. In addition to the 60-day routing, the neighborhood meetings and the published advertisement for the public hearings, additional information regarding each of this year's Major General Plan Amendments, including the draft amendments and a summary document, were provided on the City's main website and again on the City's Planning Division website.

12. It should also be noted that all external routing materials were limited to a summary letter that outlined the proposed amendment and directed all reviewers to a website where the complete document could be reviewed and comments could be issued entirely online. All 2011 Major General Plan amendments followed this protocol.

Public Notification

13. Public notice was provided in the manner prescribed under Section 14.D of the City of Peoria General Plan. The posting was completed within the prescribed 15-30 days prior to the Public Hearing.

School District Notification

14. Peoria Unified, Nadaburg and Deer Valley School Districts received written notification of this amendment for the 60-day review period. As of this writing, no communication has been received from any of these school districts.

Support / Opposition

15. As of this writing, the City has not received any opposition or support on this item.

FINDINGS AND RECOMMENDATION

16. The proposed amendment supports the following finding:

Based on the following findings:

- The amendment is consistent with the intent of the General Plan and implements the vision and goals of the 2009 Old Town Revitalization Plan.
- The amendment constitutes an overall improvement to the City's General Plan and is not solely for the good or benefit of a particular landowner or owners at a particular point in time; and
- That the amendment will better reflect the development needs of the area while accounting for the existing built environment; and
- The amendment is in conformance with the Goals, Objectives, and Policies of the Peoria General Plan; and
- That the amendment will not adversely impact the community as a whole or a portion of the community by:
  i. Significantly altering acceptable existing land use patterns,
  ii. Requiring larger and more expensive improvements to roads, sewer or water systems than are needed to support the prevailing land uses and which, therefore, may impact development of other lands,
  iii. Adversely impacting existing uses because of increased traffic on existing systems, or
  iv. Affecting the livability of the area or the health and safety of the residents.

It is recommended that the Planning and Zoning Commission take the following action:

Hold a Public Hearing on Case GPA11-0002. No action may be taken at this time.

ATTACHMENTS

Exhibit A: Aerial/Context Map
Exhibit B: Proposed Old Town Specific Area Plan
Exhibit C: Proposed change to Chapter 2 of the General Plan

Report prepared by:
Melissa Sigmund
Planner

Old Town Specific Area Plan

GPA11-0002 Old Town Specific Area Plan

Request:
Rescind the Central Peoria Revitalization Plan Specific Area Plan (SAP) and replace it with an SAP that aligns with the recently approved Old Town Peoria Revitalization Plan.

Location:
Between Cactus Ave. and Olive Ave and between Loop 101 and 75th Ave.

EXHIBIT A

N

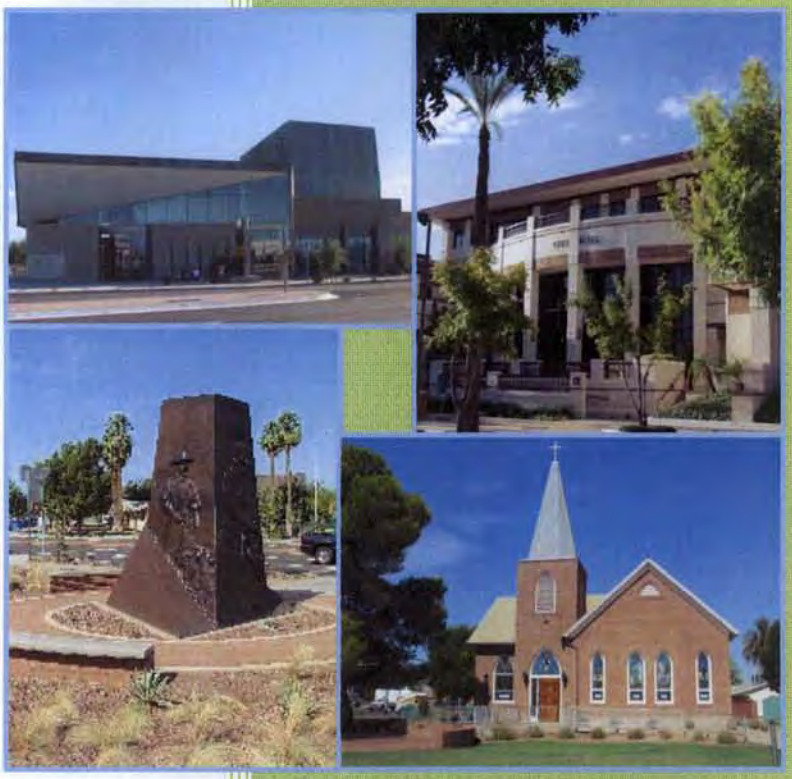
Not to Scale

EXHIBIT B

OLD TOWN SPECIFIC AREA PLAN

2011

CITY OF PEORIA, ARIZONA



Old Town Specific Area Plan

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I. EXECUTIVE SUMMARY

The Old Town Peoria Specific Area Plan provides the vision for the redevelopment and revitalization of the four square-mile area located in and around Old Town Peoria, centered near the intersection of Grand Avenue with 83rd Avenue and Peoria Avenue in the southern area of the City. The area is envisioned as an accessible and inviting urban center that will support a wide-range of uses and attracts residents and visitors to businesses and events where an appealing pedestrian environment is enhanced by quality urban design.

Guiding Principles

A number of guiding principles have been identified as key values for the area that serve as the foundation for this plan and guide the specific recommendations presented throughout this document:

- Economic Vitality
- Character & Sense of Place
- Connectivity & Walkability
- Quality Streets and Public Open Spaces
- Sustainability

Design Framework

The four square-mile Plan Area exhibits a number of areas that have distinct physical characteristics and land use patterns. Acknowledging this diversity, smaller "Districts" have been defined within the Plan Area so that specific recommendations can be tailored to the distinct areas. The following are key features of the Design Framework:

- Well defined mixed-use enclaves, building on current predominant uses such as retail, local dining & entertainment, neighborhood services, office/residential, entertainment, and schools.
- Higher density residential uses above ground floor commercial uses throughout the designated areas.
- Osuna Park as a signature public space.
- A focus on pedestrians and transit.
- The Old Town District as a civic center by focusing on prominent civic functions, such as city government, community activity buildings, and parks.
- An increased local workforce resulting from the creation of office & business parks near the proposed multi-modal transit center.
- Strategically located parking to support uses in Old Town without overbuilding parking facilities, and parking consolidated into structures based on land use patterns.

Land Use Concept

A land use concept and map have been developed to further define the vision for future development in the plan area. Eleven land use categories have been created to describe the desired built environment within the Plan Area. A number of mixed use categories are provided to accommodate developments that integrate multiple land uses such as commercial and residential. These mixed use land use categories will support the development of the dynamic pedestrian and transit oriented environment that is envisioned for the area.

Circulation Concept

The circulation concept emphasizes the provision of a broad range of interconnected transportation options, with a focus on pedestrians, bicycles, and transit. The plan follows a context sensitive solutions approach to promote roadway designs that support surrounding land uses in terms of mobility, safety, access, and place making. Improving pedestrian and bicycle facilities and creating new transit options will not only increase the ease of traveling to and from and within the Plan Area, it will also contribute an inviting and attractive atmosphere that will make Old Town a destination.

Urban Design Concept

The urban design concept provides design guidelines for creating public spaces that support a high quality urban environment. In addition, the design concept promotes walkability by enhancing the safety, comfort, convenience, and aesthetic character of the pedestrian environment and the quality of the pedestrian experience. Guidelines discuss the streetscape elements such as lighting and street furnishings as well as elements of wayfinding such as signage and directory kiosks.

II. INTRODUCTION

VISION STATEMENT

Located in one of the fastest growing metropolitan areas in the United States, Peoria is strategically located within the northwest portion of the greater Phoenix-metro area. Within the core of the plan area, Old Town exhibits tremendous assets; ranging from its historic character to its proximity to employment centers, major roadways and rail lines. However, given the pattern of development in Peoria over the past decades, Old Town has experienced a gradual erosion of commercial and retail activity development has shifted to larger transportation corridors (Bell Road, Loop 101 freeway) and the newly developing northern sections of the City. The vision set forth by in this plan is to return Old Town to a place of vibrancy and economic viability through thoughtfully designed public and private investment in the redevelopment of the area.

PURPOSE AND GOALS

This document serves as a strategic planning tool that will underscore the City's intended course of action for public investments in Old Town Peoria, while also communicating the City's expectations to the development community regarding the type and quality of private development that is appropriate for Old Town. The City has prepared this document in compliance with state statutes (ARS §9- 461.08) pertaining to the preparation of specific plans. The City will amend its existing General Plan (through the major amendment process) to incorporate the land uses and locations described in this specific area plan for Old Town Peoria. This plan has been developed with consideration of the following goals:

- Transform the Old Town area into a revitalized and improved urban center with a distinctive identity and character.
- Attract economic development opportunities while supporting a mix of uses.
- Promote urban design that creates engaging public open spaces.
- Preserve and enhance the historic character of the Old Town area.
- Develop standards for a mix of land uses including public spaces.
- Increase employment opportunities for Peoria residents and businesses.
- Supplement existing design standards and principles to enhance the local development and design quality.
- Strengthen Old Town's pedestrian, bicycle, and transit-oriented characteristics while maintaining the appropriate vehicular access to Old Town destinations.
- Foster a vibrant atmosphere through a wide range of activities.
- Concentrate growth in Old Town – to become a transit, entertainment, employment, and cultural center.
- Create implementation strategies that are feasible and attainable.

PROJECT AREA DESCRIPTION

Regional Context

Peoria is located northwest of the City of Phoenix, and is part of the greater Phoenix metro area. Peoria contains over 170 square miles and is home to over 155,000 residents, making it Arizona's fourth largest city in terms of incorporated area and

9th largest in population. It is uniquely located in two counties, Maricopa and Yavapai. Peoria benefits from varied topography ranging from flatland desert in the southern portions of the community to foothills and mountains that surround Lake Pleasant in the north. Notable geographic features include Sunrise Mountain, West Wing Mountain, East Wing Mountain, Calderwood Butte, Cholla Mountain, White Peak, Hieroglyphic Mountains, Twin Buttes, and the New River and Agua Fria River Corridors.

Local Context

Located within the southern portion of the City, the Plan Area is comprised of approximately four square miles, with a 2007 population of approximately 24,000 residents. The area is bounded by Cactus Road to the north, Olive Avenue to the south, Loop 101 to the west and 75th Avenue to the east. A focused "core planning area" covering just over half a square mile at the center of the larger Plan Area has also been established. This area represents the key Old Town business area and residential neighborhoods that will form the nucleus of a redefined and integrated downtown setting. This core area stretches northward from approximately Mountain View Road though historic Old Town extending to vacant and underutilized parcels situated north of Peoria and Grand Avenues. The core area spans from approximately Cotton Crossing on the east to 85th Avenue on the west and the area is bisected by Grand Avenue, a major arterial that extends diagonally to the northwest from downtown Phoenix towards outlying communities in the far northwest Valley. The original Peoria townsite is located to the south of Peoria and Grand Avenues in the core area. Within this area, development occurred in a small-block street grid pattern in a manner characteristic of the early 20th century. This pattern is less focused on vehicle movement and is friendlier to pedestrians, as automobiles were not historically the primary mode of transportation. This street grid pattern is an ideal framework on which to construct a revitalized and vibrant downtown.

PHYSICAL ENVIRONMENT

Land Use

Within the plan area outside of the Core Planning Area, land uses are generally suburban in character, predominantly low-density residential with commercial land uses located along major arterials and Loop 101. Despite the breadth of single-family development, the area contains a mix of land uses including elementary and high schools, as well as small-scale office, commercial and industrial uses (multiple-space and single-user buildings). Additionally, several small and some very large vacant parcels are interspersed throughout the Plan Area.

The Core Planning Area includes a "Main Street" style commercial district and blocks of early residential development. This area also displays a significant concentration of community and cultural facilities, including the Peoria Center for the Performing Arts, Peoria Community Center, Peoria Arizona Historical Society Museum, and the City of Peoria Municipal Complex. In addition, there are a number of larger,

underutilized auto-oriented developments dating from the early 1970's to the early 1990's along Grand Avenue that offer prime opportunities for redevelopment.

Urban Form and Character

The current urban form in the center of the Plan Area is reminiscent of Peoria's early history. The area displays a combination of historic and contemporary architectural styles. Of the historic structures within Old Town, most are still occupied and represent good candidates for restoration and continued use. The original small block layout of Old Town offers a unique set of existing conditions for the Plan Area that are not present in much of the City. This urban form provides the groundwork for achieving the walkable, vibrant center that is desired by the community. Building upon this foundation will create a uniquely Peoria urban environment.

Circulation, Parking, and Transit

Existing Circulation System

The street system in Peoria is based on the Valley's traditional grid system, with most roads oriented either north-south or east-west. Major arterial streets are generally spaced one mile apart. Grand Avenue, which runs diagonally through the Plan Area from southeast to northwest, is the exception to this pattern. The Burlington Northern-Santa Fe Railroad parallels Grand Avenue.

Cactus Road and Olive Avenue are at the northern and southern limits of the project study area, and 75th Avenue and the Agua Fria Expressway/Loop 101 are at the eastern and western limits. Old Town is bisected at its north-south and east-west mid-point by 83rd Avenue and Peoria Avenue.

Parking

There are over 4,000 parking spaces located within the Old Town area. The current parking facilities combine both on-street and off-street, public, and private parking.

Transit

The City of Peoria / Valley Metro fixed route services operate Monday through Friday. Local bus routes allow riders to travel to major employers and points of interest throughout the Valley. The City of Peoria operates two park-and-ride facilities that offer convenient access to the bus routes. Additionally, Dial–A–Ride and ADA / Para-transit services use a shared-ride concept that mixes elements of traditional bus service with characteristics of taxi service. In addition to regular service, a special program called Dial–A–Ride Plus (DAR+) transports Peoria residents to the neighboring medical campuses of Sun City and Glendale.

Community Resources

The Plan Area contains a number of buildings and public places that are assets to the area and the community as a whole. These resources range from historic buildings dating back to Peoria's earliest years, to striking examples of contemporary architecture and outdoor public spaces.

Old Main - Peoria High School

The "Old Main" building at Peoria High School opened its doors in Peoria in 1922. Designed by prominent local architects and constructed with the assistance of many community members, the 3 story building with its distinctive Mission-Revival style still stands today but is no longer in use as a school.

Peoria Center for the Performing Arts

The Peoria Center for Performing Arts was established in 2007. Its unique architecture, theater programming, and central location make it a key attraction of the core planning area.

Osuna Park

Identified on the original plat of the Peoria townsite as Washington Park, this lush open space in the center of Peoria's Old Town is a key community gathering place for festivals and other special events. Planned improvements, scheduled for completion in December 2011, will bring the park to over 3 acres in area with amenities to include seating, concert space, restrooms, and a rose garden.

Peoria Jail House

This small building was constructed as a Works Progress Administration project in 1939 to serve as both Peoria's original Town Hall and jail. The building was later used by the Chamber of Commerce and has since been restored as the Peoria Jail House Museum.

Fire Station #1

Originally constructed as Peoria's first dedicated theater, this building was converted in the 1950s to serve as the fire station for the newly incorporated Town of Peoria.

Central School

Built in 1906, the two-room Central School is Peoria's oldest existing school building. Today, it is home to the Peoria Arizona Historical Society Museum and is listed on both the National and Peoria Registers of Historic Places.

Peoria Community Center

A number of community programs, including activities for senior citizens and individuals with developmental disabilities meet at the Community Center. A renovation and 10,000 square-foot expansion project planned for late 2011 will modernize the building and provide room for additional programs and activities.

Peoria Woman's Club

The Peoria Woman's Club building was constructed in 1919 in Osuna Park (formerly Washington Park). It has accommodated numerous functions of the Peoria Woman's Club, including serving as the town library from 1920 until 1975. In 2008, the Peoria Woman's Club building was repaired and relocated next to the Peoria Community Center

The City of Peoria Municipal Campus

Serving the majority of the City's governmental needs, this facility incorporates public amenities such as gardens, an amphitheater, a public library, and gathering spaces. The municipal campus also contains much of the off-street public parking within the Plan Area in parking structures.

RELATIONSHIP TO OTHER PLANS

This Plan closely follows the recommendations of the Old Town Peoria Revitalization Plan. Adopted by the Peoria City Council in December 2009, the Old Town Peoria Revitalization Plan resulted from a two year-long planning process that included extensive civic engagement and input and referenced a number of existing plans. The vision, guiding principles, and preferred urban form developed in the Old Town Revitalization Plan are the basis of this Specific Area Plan. The Peoria Multi-Modal Transportation Plan, adopted by City Council in March 2011 informs many of the transportation-related policies and objectives of this Plan.

DOCUMENT ORGANIZATION

The Old Town Peoria Specific Area Plan provides standards and guidelines for land use, circulation, urban design, and streetscapes. The Specific Area Plan is organized as follows:

- Chapter I consists of the Executive Summary of the Plan, including the Plan's Vision Statement.
- Chapter II provides background information about the people and places of the Plan Area and describes the goals of this plan.
- Chapter III establishes the guiding principles of the plan.
- Chapter IV describes the desired urban forms of the Plan Area. The Design Framework divides the Plan Area into several smaller districts in order to tailor the design forms to the unique character of each district.
- Chapter V presents land use and circulation concepts and maps.
- Chapter VI illustrates the urban design concept for the plan area including streetscape elements and wayfinding/signage components.

III. GUIDING PRINCIPLES

A number of guiding principles have been established, recognizing the key factors that will play a role in the revitalization of the Plan Area. The guiding principles follow. Under each principle, a number of broad concepts and approaches are identified that will be employed to achieve the desired vision for the plan area.

INCREASE ECONOMIC VITALITY

- Promote mixed-use development, neighborhood serving uses, an assortment of housing types, and a variety of transportation modes.
- Capture regional market share through new construction, rehabilitation, and redevelopment.
- Improve the quality and appearance of existing retail.
- Recruit businesses such as restaurants, retail stores, services, and entertainment that will serve the local market and also attract visitors.
- Promote the development of higher education opportunities.
- Attract and retain high-tech and sustainable industries.
- Develop strategies to encourage businesses to locate in the Old Town area.

FOSTER CHARACTER & SENSE OF PLACE

- Establish a vibrant environment that lends to a dynamic, exciting, and welcoming atmosphere that defines the "Old Town experience".
- Integrate new development into the established scale, architectural and historical contexts of Old Town.
- Create a safe and pedestrian-friendly environment that enhances the "Old Town experience" for all user groups.
- Promote "Main Street" architectural character with buildings fronting pedestrian sidewalks and on-street parking.
- Enhance and reinforce the historic identity in Old Town through the design of building facades, awnings, signage, utilities, streetscape elements, public art, and building setbacks.
- Promote design standards for development and construction that respond to community values of quality architectural design and distinctiveness.
- Create an interesting, unique neighborhood that reflects the values and cultures of the people who reside in the area through festivals and events.
- Foster the types of physical environments, such as pedestrian streets, which support a more cohesive community fabric.
- Emphasize existing landmarks and community characteristics to create a unique sense of place.

DEVELOP CONNECTIVITY & WALKABILITY

- Develop an urban circulation system that accommodates pedestrians, bicycles, transit, freight, rail, emergency responders, and motor vehicles while responding to the existing context. The circulation system should complement the buildings, public spaces, and landscape and support the social and economic activities associated with adjacent and surrounding land uses).
- Ensure connectivity between pedestrian walkways, transit, and other transportation choices.
- Support a variety of transportation options.
- Enhance wayfinding for pedestrians, drivers, and bicyclists within the Plan Area.
- Coordinate land use and transportation to increase the efficiency and performance of the existing road network.
- Create a network of connected streets, promenades, and spaces that enhance the area and contribute new elements to Old Town's spatial structure reinforcing its gateway status.

- Overcome the physical and perceived barriers created by Grand Avenue.
- Foster a mix of land uses that are accessible by all modes of transportation.
- Establish a multi-modal transportation hub that will provide users a variety of convenient options for moving throughout the Plan Area.
- Encourage mixed land uses and compact development with a variety of neighborhood services such as salons, grocery stores, coffee shops, restaurants, dry cleaners, medical offices, and banks within a 10-minute walk of residential and employment uses.
- Encourage complete neighborhoods that provide appropriate streets, public spaces, and pedestrian-oriented retail to ensure safe and inviting pedestrian conditions.
- Retrofit or construct Americans with Disabilities Act (ADA) compliant sidewalks/crosswalks throughout the Old Town area.
- Improve street lighting to enhance pedestrians' sense of security.
- Initiate public and private sector partnerships to develop continuous walkable places.
- Create shaded and comfortable pedestrian routes.
- Develop an environment free of barriers and offer safe and convenient routes between uses.

PROVIDE QUALITY STREETS AND PUBLIC OPEN SPACES

- Create and enhance existing connections between pedestrian walkways, plazas, parks and other public spaces.
- Protect and enhance existing sidewalks, open spaces, and recreation facilities.
- Improve access to Osuna Park and adjacent recreation facilities by linking them with sidewalks and appropriate signage.
- Promote youth & adult programs such as Adopt-a-Streets, to voluntarily clean and maintain public spaces

PROMOTE SUSTAINABILITY

- Promote sustainable development principles, including the reuse of existing buildings and infrastructure, the use of energy efficient designs and materials, as well as the use of drought tolerant/native plants, permeable paving and surface treatments, and the incorporation of solar heating and solar energy-generating technologies.
- Consider environmentally conscious design choices and materials for City capital improvement projects.
- Pursue Leadership in Environmental Design (LEED) designation for new and renovated City Buildings.

IV. DESIGN FRAMEWORK

The design framework identifies the key elements of the community's vision and provides long-term structure for redevelopment and recommended land use patterns within the Old Town core and the surrounding districts. The design framework defines the desired character and key objectives for each district.

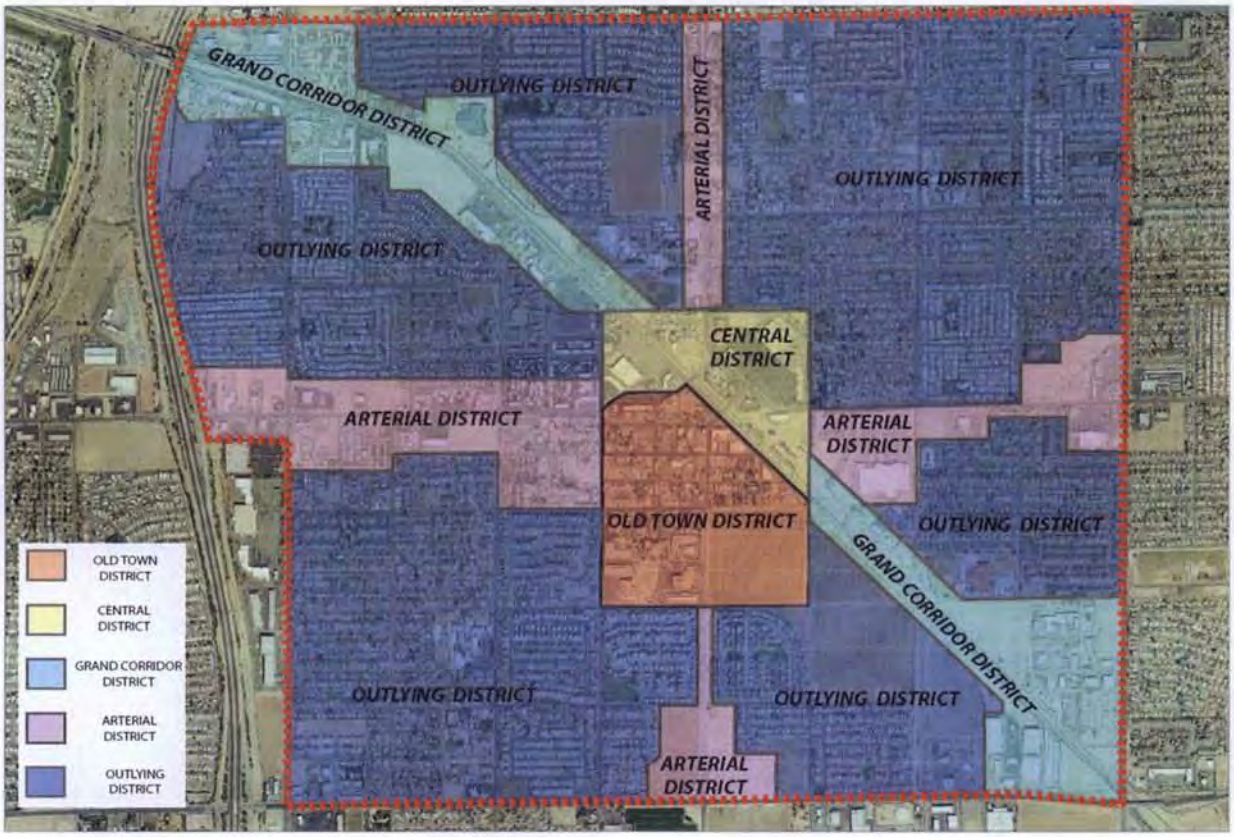
Key features of the Design Framework:

- Well defined mixed-use enclaves, building on current predominant uses such as retail, local dining & entertainment, neighborhood services, office/residential, entertainment, and schools.
- Higher density residential uses above ground floor commercial uses throughout the designated areas.
- Osuna Park as a signature public space.
- A focus on pedestrians and transit.
- The Old Town District as a civic center by focusing on prominent civic functions, such as city government, community activity buildings, and parks.
- An increased local workforce resulting from the creation of office & business parks near the proposed multi-modal transit center.
- Strategically located parking to support uses in Old Town without overbuilding parking facilities, and parking consolidated into structures based on land use patterns.

DISTRICTS

Recognizing that the four (4) square-mile Plan Area is large and contains sections with distinct physical and land use characteristics, it has been divided into smaller units or "Districts." The district methodology allows the Plan to tailor specific guidelines and actions to targeted areas based upon their distinct environments, opportunities, and revitalization objectives. The districts are characterized in relation to the core planning area. The Arterial and Grand Corridor Districts have a distinct corridor-oriented retail and employment focus and carry traffic into and through the core area. The Outlying District is predominantly composed of existing single-family neighborhoods (both mature and newer developments) and neighborhood-commercial gateway locations at the periphery of the core planning area. Finally, the Central and Old Town Districts are the historic center of the city and are identified as the core planning area that is the central focus of this Plan. The Districts Map that follows illustrates the approximate boundaries of each District. The descriptions that follow illustrate the desired character and accompanying design objectives for each district.

Districts Map



Old Town District

The Old Town District will be an exciting attraction for residents and visitors to experience local artisans and small retailers. It will be an interesting destination for shopping, strolling, eating, and attending cultural events in Osuna Park.

The Old Town District functions as the community 'Main Street'; reminiscent of the scale, pattern, and uses found in traditional small town downtowns. Typically, two-story street-facing buildings are placed close to the street, set at the back of the public sidewalk. In addition, mixed-use buildings contain retail, dining and entertainment uses at street level with office and/or residential uses on upper levels. The Plan Area has the potential to be enlivened by the future development of a higher education facility at the edge of the Old Town District on the Peoria Place property. Such a facility would complement the retail and residential components and would have direct access to the multi-modal transit hub.

Old Town District Development and Urban Design Objectives

Development Objectives

- Maintain and expand the traditional Old Town commercial core (along Washington St. and 83rd Ave.) with its historic character.
- Encourage civic and family-friendly activities designed to support the local community and attract visitors such as street fairs, farmers markets, and specialty shopping.
- Establish a wayfinding program throughout the district to identify a sense of place and help users/visitors navigate.
- Establish a Historic signage program (self-guided walking tour with kiosks, monuments, or plaques) that communicates Peoria's past.
- Develop an "art in public places" program that supports local artists.

Design Objectives

- Maintain the existing small-block, low-rise urban form.
- Support the adaptive reuse of historically significant structures where possible.
- Promote thoughtfully designed pedestrian-scaled mixed-use infill development and redevelopment with commercial or service uses on the ground floor of all buildings.
- Expand old Town's streetscape and open space improvements, including lighting, special paving, gateways, signage, public art, and distinctive décor that will cultivate a clean, safe, inviting, and entertaining small town atmosphere.
- Support the use of shared parking facilities to create continuous facades on commercial blocks.
- Improve and enhance connectivity between the municipal complex campus and the Old Town commercial district.
- Establish Osuna Park as the centerpiece of Old Town by providing an active gathering place with facilities for major festivals (public restrooms, furnishings, hardscape, etc).
- Explore key locations in Old Town for temporary street closures to auto traffic to create a "pedestrian mall" if market conditions allow.
- Investigate possibilities for making Washington Ave. a convertible pedestrian space for special events with specialized paving and removable bollards.
- Consolidate park-n-ride facilities to the multi-modal station north of Grand Ave. at 83rd Ave. to free existing park-n-ride lots for other users.

Central District

The Central District principally comprises the old Wal-Mart site and adjacent frontage along Grand Avenue and the BNSF rail corridor. The confluence of these corridors with Osuna Park and the Old Town core offer the prospect of a "transit-oriented development (TOD)" hub situated around a multi-modal transit station and accompanying park and ride lot. A TOD is a compact and integrated activity cluster with employment, residential, commercial, and entertainment uses in close proximity to multiple transportation options.

First floor spaces will be designed for a variety of uses including retailers of various sizes in an urban on-street configuration, as well as restaurants, coffee shops, galleries, and smaller boutiques. Upper floors may support a mixture of uses including additional retail, commercial/office uses, and residential. Public improvements will encourage mid- and larger-scale urban retail that can augment the smaller-scale retail of the Old Town District. Increased connectivity, larger development parcels, additional retail street frontage, and the opportunity to integrate upper floor residential uses will increase the density and activity of the District. Key to the success of this District is a unique environment found nowhere else in the region. This will only be realized through the assemblage of parcels that will facilitate comprehensive redevelopment within the District.

Central District Development and Urban Design Objectives

Development Objectives

- Create a new multi-modal transit station on 83rd Avenue, between Grand Avenue and Peoria Avenue.
- Redevelop the former Wal-Mart site with a large, walkable, mixed use project with a focus on transit oriented design.
- Attract high tech/office users and possibly a convention center and hospitality at 84th Ave. and Grand Ave.
- Develop medium and high density residential and office uses flanking the transit station.

Design Objectives

- Create a Unique design theme for public open spaces and amenities that will give the District a distinct character and feel, while complimenting the design elements of the adjacent Old Town District.
- Build a streetscape that favors pedestrians while maintaining functional accessibility for automobiles.
- Develop streetscape, transportation, parking, and infrastructure improvements that make this district safe, accessible, convenient, and attractive.
- Prevent surface parking from interrupting the urban fabric and creating voids in activity and use.
- Focus buildings on the street with setbacks only for entries, corners, and intimate public spaces.

- Connect the Central District to the Old Town District with public improvements, a pedestrian promenade, and unified design elements.
- Encourage building designs that allow for a combination of larger anchor retail tenants with a variety of mid-size and smaller retail spaces. Support the development of a variety of building types and sizes to attract a wide range of tenants.

Grand Avenue Corridor District

Light industrial developments are an important source of employment and tax base, and have significantly less impact on surrounding uses than heavy industrial uses do. The Grand Avenue Corridor has the potential to support light industrial developments by accommodating coordinated industrial parks with high-tech, low-intensity industrial uses. Planned industrial centers will provide an

environment for a mix of office, commercial, light industrial, and research uses within a controlled environment. Existing light industrial uses located outside of the Grand Avenue Corridor, especially those that are isolated or in obsolete facilities, should be encouraged to relocate to planned light industrial areas when the opportunity permits.

Grand Avenue Corridor District Development and Urban Design Objectives

Development Objectives

- Boost activity in Old Town by increasing the population of Old Town area employees, who can frequent area businesses.
- Transition Goodwill (former Kmart) site into a high-tech/office research or educational campus.

Design Objectives

- Redevelopment projects should include improved site design, better access management techniques, attractive building facades, and landscaping.
- Develop new projects in the form of planned industrial/research/office parks with individual site plans integrated into larger campus plans.
- Parking garages should be used to increase the amount of area available for industrial clusters and business/industrial parks.
- Establish safe and effective pedestrian connections along Grand Ave. to the Old Town core.

Arterial District

The Arterial District will act as a gateway into the Old Town core. The presence of excellent transportation access, coupled with adjacent land that is ready for redevelopment, offers strong opportunities for the establishment of transit-oriented corridors that can link Old Town with other destinations in Peoria.

Arterial District Development and Urban Design Objectives

Development Objectives

- Establish the district as a gateway to Old Town and a link between Old Town and the Sports Complex, making use of the existing transportation corridors.

Design Objectives

- Plan new developments based on the principles of transit-oriented design.
- Establish gateways and thematic elements to provide an identifiable transition into Old Town
- Enhance the pedestrian environment with detached sidewalks, shaded walkways, street furniture, properly scaled lighting, and other amenities.
- Improve screening and buffering between higher intensity uses and adjacent residential areas.

- Utilize signage to provide visual ties between Old Town and the Sports Complex.

Outlying District

The Outlying District consists of primarily single-family neighborhoods that are suburban in nature. While the plan looks to create a more urban environment in the Core Area, this district will be connected to the core while maintaining a suburban character. Some vacant land exists in this district, and the intent is to develop these areas with compatible uses and a design palette that complements and enhances the character of the existing developments.

Arterial District Development and Urban Design Objectives

Development Objectives

- Promote the development of higher education facilities, on sites such as the Peoria Place property (located east of the Peoria Municipal Campus).

Urban Design Objectives

- Design public improvements that provide services and amenities for high quality residential neighborhoods, including streets, landscape, lighting, parks, transit, and public utilities.
- Design significant open space oriented to neighborhood users.
- Orient residential development to the public, embracing the street and public open space.
- Maintain a strong street presence with maximum setbacks for all structures.

V. SPECIFIC AREA PLAN FRAMEWORK

LAND USE CONCEPT

Land Use Categories

In an effort to spatially define and describe the vision for future development in the Planning Area in relation to geography, a land use concept and land use map have been developed that will encourage a mutually supportive mix of uses in a transit and pedestrian-oriented development pattern with a vibrant business, entertainment and living environment. The types and location of buildings play a key role in attaining this desired character. In addition, this vibrant "urban" environment will have a strong emphasis on public open spaces and parks as community building features. Because much of the plan area is already developed, in-fill and new development will need to be designed in a context-sensitive manner to integrate into the existing fabric of the community.

The land use concept describes development character, a target range of uses, and preferable building types for the 11 land use categories identified within the plan area. For each land use category, examples of desired building types are identified. These building types range from single-family residences, to stacked flats, to mixed-use office and commercial buildings. Specific architectural design standards and guidelines for various land uses are identified within the City of Peoria Design Review Manual.

Low Density Residential

This land use category comprises existing single-family residential areas and land areas where such development is desirable. These areas provide a range of lot sizes for detached single-family residences and establish minimum property development standards directly related to such lot sizes. Density is between **2-5 dwelling units per acre. Target density is 3 du/acre**. Regulations are designed to stabilize and protect the single-family character of the districts.

Old Town Medium Density Residential (MDR)

This land use category recognizes the importance of allowing appropriate transitions in density and housing types from Single Family Residential areas. Density is between **5 and 18 dwelling units per acre. Target density is 12 du/acre**. Courtyard-style single family developments, duplexes, townhomes (whether single or multi-family), and other attached housing types are appropriate for this area and should take their design cues from the character of surrounding areas. Following traditional designs, primary entries to homes in this land use category should face the street. Parking for each unit should be accommodated via alleys or be internal to the block to avoid repetitious garages facing the streets.

Old Town Medium-High Density Residential (MHDR)

The purpose of the Medium-High Density Residential land use category is to allow development of housing types with a density between **18 and 25 dwelling units per acre. Target density is 22 du/acre**. This designation is intended for higher density housing forms including stacked flats, and 2-3 story condominium and apartment complexes.

Old Town High Density Residential (HDR)

This land use category allows for residential development at higher densities. The vision is to create a significant base of new residential units in and around the center of the Plan Area, near that proposed transit center and other amenities. This category will consist of housing forms such as stacked flats and condominium and apartment complexes of 4-6 stories. The purpose of the High Density Residential land use category is to allow development of housing types with a density between **25 and 40 du/ac dwelling units per acre. Target density is 30 du/acre.**

Core Commercial Mixed Use (CCM)

The Core Commercial Mixed-Use category allows for retail and service business uses mixed with residential, cultural, educational, community, recreational, and entertainment uses. Architecturally enhanced parking structures, street level office, business, or community uses that create a pedestrian friendly environment are strongly encouraged.

The purpose of the Core Commercial Mixed Use category is to designate property for vibrant commercial and mixed-use development. While predominately commercial, this category is designed to provide for the integration of office and/or residential uses with retail and service commercial uses. In multiple story buildings, retail and service uses are the predominant use on the ground floor. Commercial retail and service uses (including general retail and personal services) are permitted by right and more intense commercial and service uses are conditionally permitted. Business and professional office uses are permitted by right when integrated vertically or horizontally with commercial uses. Residential uses (density of up to 25 units per acre) are also permitted by right when vertically integrated above other permitted uses. Buildings should not exceed 36 feet (3 stories) in height.

Old Town Commercial Mixed Use (OTCMU)

The purpose of the Old Town Commercial Mixed Use category is to allow the development office, business, and retail uses that attract vehicular, public transit, and pedestrian users along with integrated medium to high density residential uses. Residential uses (density of up to 25 units per acre) are also permitted by right when vertically or horizontally integrated with commercial uses. Vertically integrated residential uses above the ground floor are encouraged to create a variety of live-work units, while horizontally integrated

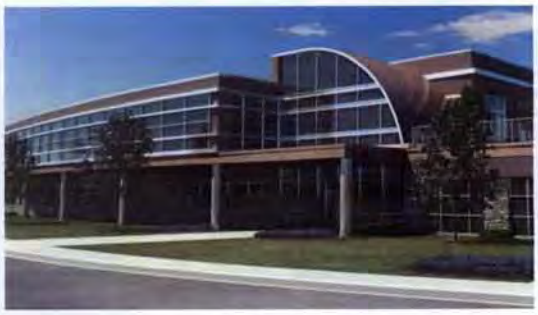
residential uses should be located away from the street frontage, primarily as buffers for adjacent lower density residential development. Residential uses should not exceed 50 percent of the ground floor building space per lot or parcel. Architecturally enhanced parking structures that incorporate street level office, business, or community uses are encouraged. Old Town Commercial Mixed Use areas located at the intersections of collector or local streets should consist of uses designed to serve the local neighborhood. Buildings should not exceed 48 feet (4 stories) in height.

Office Mixed Use (OMU)

The purpose of the Office Mixed Use category is to allow development of larger office buildings and business parks with supporting retail and service uses. The predominant use is office, but commercial uses may be integrated into office buildings or located in freestanding buildings. At least 51 percent of the ground floor area should be office uses. Residential uses are permitted by right when integrated with office uses. Vertically integrated residential uses above the ground floor are encouraged to create a variety of live-work units, while horizontally integrated residential uses should be located away from the street frontage, primarily situated as buffers for adjacent lower density residential development. Retail commercial uses are permitted and should not exceed 15 percent of the total usable floor area. When present, retail commercial uses should be on the ground floor at the street front wherever possible.

Buildings should not exceed 36 feet (3 stories) in height and should be compatible with adjacent residential areas with respect to architectural style and site design. Buildings will have a strong orientation to the street, contributing to the pedestrian environment adjacent to the street right-of-way. This category denotes areas characterized by administrative, medical, and professional offices, specialty retail, and other neighborhood-scale uses.

Light Industrial Mixed Use (IMU)



The purpose of the Light Industrial Mixed Use category is to allow a wide range of office and light industrial development with supporting retail and services. Buildings for these uses may be developed in an office/business park setting, or stand alone. Commercial and other support services may be integrated vertically and/or horizontally in this district, but the predominant use of integrated developments is office and/or light industrial. Retail must be ancillary to the principal industrial activity of the property and should not exceed 10 percent of total usable floor area. Buildings should not exceed 60 feet in height (typically 5 stories), and should be compatible with adjacent residential areas with respect to architectural style of buildings and site design.

Flex Mixed Use (FMU)

The purpose of this land use category is to facilitate the development of amenities that are a regional

draw. Specific facilities may include entertainment, hospitality, convention, and/or higher education land uses. Additional uses should be developed, such as hotel, retail, and restaurant uses that would support the "regional amenities" and support offices and the Performing Arts Center in Old Town.

Buildings in this category will likely have large footprints and in some areas may be up to 100 feet in height (typically 8 stories) to accommodate hotels and/or other significant uses. Strong visual and pedestrian-oriented connections should be made between the uses in this land use category. Development at the edges of this category shall be designed to relate appropriately to less intense uses/land use designations, particularly adjacent residential uses.

Public/Quasi-Public Use (PQP)

The purpose of the Public/ Quasi-Public category is to allow development of public, quasi-public, and institutional uses (community centers, schools, universities, public library, city hall, and other community-serving uses etc). Public and quasi-public uses may also be permitted throughout the other land use categories described in this document; however, in this category they are the predominant use.

Park / Open Space (P/OS)

The Park/Open Space category is reserved for open space, active and passive recreational opportunities, and support facilities. In the Plan Area, the Park/Open Space designation also provides venues for seasonal activities and short-term events such as arts and crafts sales, farmers' markets, outdoor performances, and similar uses in an urban, park-like setting.

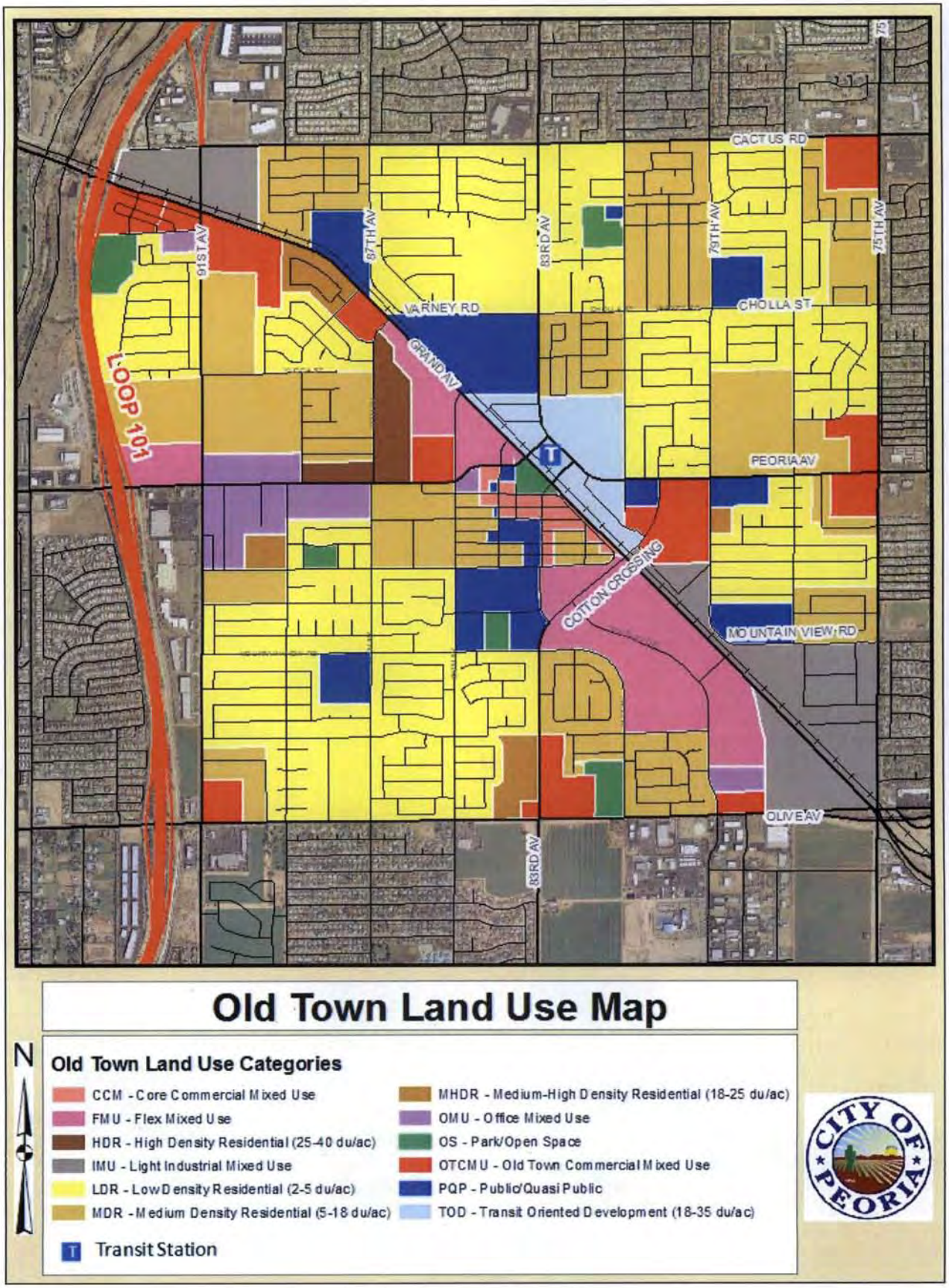
Transit Oriented Development

The purpose of the Transit Oriented Development category is to facilitate the growth of mixed use developments around major transportation corridors such as Grand Avenue, Developments in this category shall provide a retail and / or office component in proportion to the entire project, and shall ensure that the project is accessible and integrated into nearby public transit facilities. These developments provide dedicated and enhanced pedestrian access to adjacent paths, trails, open space, and commercial development. Residential uses (density between 18-35 units per acre, target density=30 du/ac)are permitted by right when integrated with non-residential uses such as retail and office.

Table 1: Summary of Proposed Land Use Standards

Land Use Category		**Primary Uses**	**Density Range** (dwelling units/acre)	**Target Density** (dwelling units)	**Maximum Height** (feet/stories)
Residential /Low	Low Density Residential	Single Family Residential	2-5	3	30/2
MDR	Old Town Medium Density Residential	Single and Multi-Family Residential	5-18	12	30/2
MHDR	Old Town Medium-High Density Residential	Multi-Family Residential	18-25	22	48/3
HDR	Old Town High Density Residential	Multi-Family Residential	25-40	30	72/6
CCM	Core Commercial Mixed Use	Retail & service uses w/ integrated residential and office uses	Up to 25 (vertically integrated)	n/a	36/3
OTCMU	Old Town Commercial Mixed Use	Retail, service, and office uses w/ integrated residential uses	Up to 25	n/a	48/4
OMU	Office Mixed Use	Office uses w/ integrated retail and residential uses	n/a	n/a	36/3
IMU	Light Industrial Mixed Use	Light industrial & office uses w/ integrated retail & support services	n/a	n/a	60/5
FMU	Flex Mixed Use	Convention, office, hospitality, university, and entertainment uses	n/a	n/a	100/8
PQP	Public/Quasi-Public Use	Public, quasi-public, and institutional uses	n/a	n/a	n/a
OS	Open Space	Recreation and supporting uses	n/a	n/a	n/a
TOD	Transit Oriented Development	Residential, office, and commercial	18-35	30	n/a

Land Use Map


CACTUS RD
VARNEY RD
CHOLLA ST
PEORIA AV
MOUNTAIN VIEW RD
OLIVE AV
GRAND AV
COTTON CROSSING
LOOP 101
91ST AV
87TH AV
83RD AV
79TH AV
75TH AV
83RD AV
Old Town Land Use Map
N
Old Town Land Use Categories
CCM - Core Commercial Mixed Use
FMU - Flex Mixed Use
HDR - High Density Residential (25-40 du/ac)
IMU - Light Industrial Mixed Use
LDR - Low Density Residential (2-5 du/ac)
MDR - Medium Density Residential (5-18 du/ac)
MHDR - Medium-High Density Residential (18-25 du/ac)
OMU - Office Mixed Use
OS - Park/Open Space
OTCMU - Old Town Commercial Mixed Use
PQP - Public/Quasi Public
TOD - Transit Oriented Development (18-35 du/ac)
T Transit Station
CITY OF PEORIA

CIRCULATION CONCEPT

A context sensitive approach to circulation will facilitate the development of a traditional main street atmosphere in Old Town. Urban circulation should accommodate pedestrians, bicycles, transit, freight, emergency response, and passenger vehicles. In keeping with the philosophy of context sensitive solutions, roadways should complement the buildings, public spaces and landscape, as well as support the human and economic activities associated with surrounding land uses. They should serve their surrounding land uses in terms of the mobility, safety, access, and place-making functions of the public right-of-way.

Walkability is a guiding principle of this Plan. Enhanced walkability benefits the Plan Area by encouraging social interaction, reducing vehicular traffic, improving air quality, and promoting personal health. A walkable community should be free of physical, social, and other barriers and offer convenient and safe connectivity between origins and destinations.

Integrating multiple forms of transportation in the Plan Area will offer a variety of convenient options for traveling to, from, and within the Plan Area. The availability of coordinated transportation options should reduce vehicular travel and lessen parking demand in the immediate area. Parking requirements in the Plan Area should reflect the anticipated land uses as well as availability of alternative modes of travel.

Roadways

The Street Classification Map, (excerpt shown below) is an Engineering and Planning tool that identifies streets by type and addresses a number of roadway characteristics including pavement, landscaping, and total right-of-way widths, as well as the number and widths of bicycle and vehicle lanes. This document is used when implementing Capital Improvement Program projects and during the development of properties that are adjacent to roadways.

The Plan Area includes three basic types of streets identified on the Street Classification Map: major arterials, major collectors, and minor collectors.

Major arterials within the Plan Area include:

- Cactus Road
- Peoria Avenue
- Olive Avenue
- 75th Avenue
- Grand Avenue
- 83rd Avenue/Cotton Crossing
- 91st Avenue.

The remaining roadways are classified as major collectors or minor collectors. Roadways not identified on the Street Classification Map are considered local roads that are intended to provide

Street Classification Map Excerpt

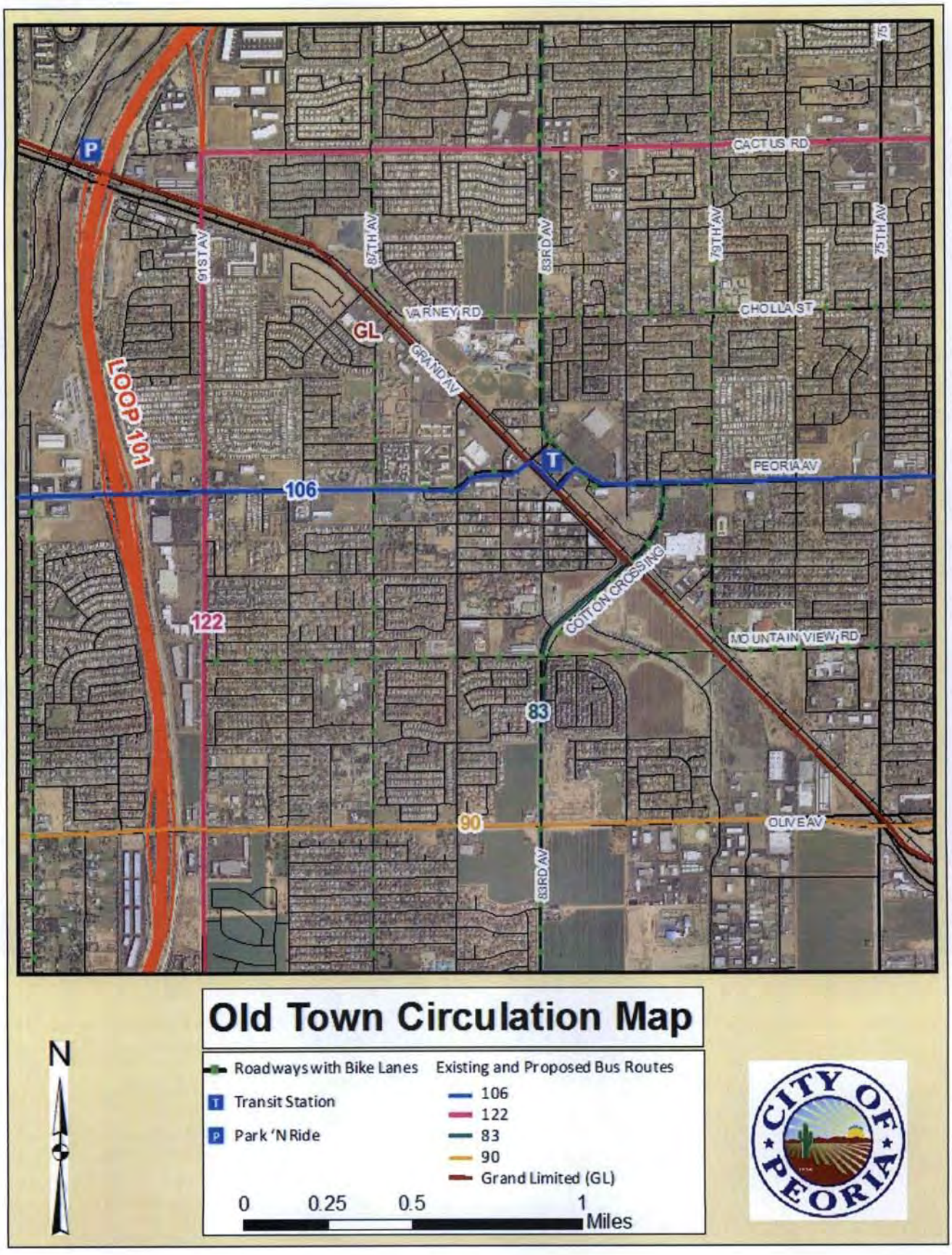
connections to collector streets and tend to accommodate lower traffic volumes.

Roadway Improvements

Improvements to Grand Avenue (US-60) are included in the Maricopa Association of Governments' (MAG's) Regional Transportation Plan (RTP). Currently, there are planned improvements to street lighting, walls/fencing, median improvements, and landscaping, for the Peoria portion of Grand Avenue from 67th Avenue to Loop 101. These improvements will be completed with Phase II of the Grand Avenue Major Investment Study Project that will be undertaken by ADOT within the next xx months/years (see Rich). Outside of the 20-year planning horizon for the Regional Transportation Plan, the Grand Avenue Major Investment Study has recommended improvements to Grand Avenue that would potentially affect the Plan Area, including the grade separation of Grand Avenue, depressing it under Peoria Avenue and 83rd Avenue.

The City of Peoria will be conducting a "downtown traffic study" in fiscal year 2012. Pending the findings of the study, the existing 83rd Avenue intersection at Grand could potentially be converted to a T-intersection and the BNSF vehicular crossing would be removed. This comprehensive traffic operations analysis may also reveal additional constraints or opportunities in the Old Town area.

Circulation Map



Pedestrian and Bicycle Accommodations

Within the Old Town District, bicycle and pedestrian accommodations vary by street and block. Sidewalks are found along the vast majority of streets in the district, while 83rd Avenue (south of Monroe), 85th Avenue, and 87th Avenue currently have bicycle lanes. Undesignated shoulder lanes for parking and bike use are located on Monroe Street. Marked pedestrian crossings occur at an intermediate frequency. While not every intersection has marked pedestrian crossings; many do, particularly along 83rd Avenue, 84th Avenue, and Washington Street, which are marked with paint or decorative pavers.

Bicycle Facility Needs

The Bicycle Development Plan, prepared in 2007 provides a strategy for the continued development of on-street bicycle facilities. The plan noted that there is reasonable bicycle access to the Old Town District from the adjacent neighborhoods via local roads. However, it is far more difficult to access the area from farther away due to the prevalence of roads with very high traffic volumes and the absence of shoulders or bike lanes. The multi-legged intersections where 83rd Avenue and Peoria Avenue cross Grand Avenue are also particularly challenging. Many streets in the Plan Area, such as 83rd Avenue between Monroe Street and Grand Avenue, Washington Street, and Jefferson Street are not well suited for the installation of bicycle lanes because of road width and the presence of parallel or front-in angle parking. However, the low volumes and posted speeds of these streets provide adequate conditions for bicycles to share the travel lands with motor vehicles.

Pedestrian and Bicycle Facility Objectives & Policies

Objectives:

- Provide convenient, secure bicycle parking in the Plan Area.
- Offer as much space as possible between the backs of curbs and right-of-way lines for pedestrian movements, landscaping (shade), and other amenities.
- Allow sufficient roadway width to safely accommodate vehicular movement, bicycle travel, and on-street parking.
- Enhance pedestrian connectivity throughout the Plan Area.
- Reduce walking distances across vehicle travel lanes.
- Reduce conflicts between motor vehicles and bicycles.
- Ensure current ADA requirements are met.

Policies

- Provide pedestrian refuge islands when appropriate, reducing travel lane widths, and removing unneeded vehicle lanes through "road diets".
- Provide bicycle lanes on Peoria Avenue in conjunction with regularly scheduled maintenance or mill and overlay projects.
- Increase connectivity between Osuna Park and the north side of Grand Avenue with a pedestrian/bicycle gate-controlled, at-grade crossing of the railroad, potentially at 83rd Avenue, if it is closed to vehicular traffic.
- Provide grade-separated pedestrian crossings of Grand Avenue and the railroad tracks at Cotton Crossing and at 85th Avenue (at Peoria High School) to enhance connectivity to the surrounding neighborhoods and across Grand Avenue. These crossings may also serve as Old Town entry monuments.
- Improve crosswalks in the Old Town District, consistent with the existing crossing at 83rd Avenue and Washington Street.

- Investigate possibilities throughout the plan area for replacing on-street front-in angled parking with back-in angled parking.
- Convert single wheelchair ramps throughout the Plan Area to dual directional ramps.

Transit

Existing Public Transportation

Three routes of the City of Peoria / Valley Metro fixed route bus service run in the Core Planning Area Monday through Friday (Route 106, Route 571, and the Grand Avenue Limited). Peoria Dial-A-Ride and Para-transit services provide basic transportation services for the residents of Peoria using a shared-ride concept that mixes elements of traditional bus service with characteristics of taxi service. In addition to regular service, a special program called Dial–A–Ride Plus (DAR+) allows the transport of Peoria residents to the neighboring medical campuses of Sun City and Glendale.

Transit Objectives

The Peoria Multi-Modal Transportation Plan, completed in March of 2011, provides recommendations for expansions and improvements to Peoria's citywide multi-modal transportation system, ranging from the near-term (2011-2016) through to the long-term (beyond 2026).

- Maximize the opportunities for integrating multiple forms of transportation and offer the user a variety of convenient options for moving to, from, and within the Plan Area. The availability of coordinated transportation options should reduce vehicular travel and lessen parking demand in the immediate area.
- Focus on the integration of Peoria's transit services into the regional transit system by extending Valley Metro services into Peoria.
- Provide complete service hours on new and existing Valley Metro routes as they operate through Peoria.
- Maintain Peoria Dial-A-Ride service.
- Improve bus stop facilities and incorporate artwork into major stops.
- Develop an Old Town Transit Center on 83rd Avenue between Grand Avenue and Peoria Avenue.

<u>Short-Term (2011 to 2016)</u>

- Improve Route 106 Peoria service.
- Improve bus stops.

<u>Mid-Term (2016 to 2026)</u>

- Develop Old Town Transit Center/Park and Ride.
- Extend Route 138 Thunderbird into Peoria.
- Implement new Route 83 83rd Avenue local route.
- Continue to improve bus stops.

<u>Long-Term (Beyond 2026)</u>

- Extend Valley Metro's local bus grid service into much of Peoria.
- Develop new park and ride lots.
- Support development of Grand Ave commuter rail.

Parking

Existing Parking Inventory

Over 4,000 parking spaces are located in and around the Old Town District. The current parking facilities combine both on street and off-street parking including the following:

- Off-street surface parking – 2,300+ spaces
- Off-street surface park & ride lots – 80+ spaces
- Off-street parking garages – 1,200+ spaces
- On-street parallel parking – 350+ spaces, 18 striped
- On-street head-in parking – 165 spaces

Despite the apparent abundance of parking in Old Town, nearly 1,140 of these spaces are located north of Peoria Avenue, 1,400 south of Monroe, and 130 east of Grand Avenue. That leaves approximately 1,350 spaces in the center of Old Town, of which 80 are in dedicated park-and-ride lots and approximately 500 are on-street spaces.

Parking Demand

Estimating future peak and average demands for parking in the area is difficult at best. Anecdotal evidence has suggested that there is insufficient parking on Madison Street, between 83rd and 84th Avenues during events at the Peoria Center for the Performing Arts and for the businesses on 83rd Avenue, between Washington and Monroe. However, rather than an absolute parking deficit, the more precise issue may be effective connectivity between existing parking and desired destinations. Establishing visual and pedestrian connections through wayfinding signage and streetscape features so that drivers can easily navigate to available parking and then feel safe and comfortable walking to their destinations could have a significant positive influence on reducing any perceptions that there is insufficient parking in the Old Town District.

Parking Strategies

Zoning laws have traditionally been designed to accommodate suburban development patterns in open areas rather than the redevelopment of existing town centers that have more compact forms of development. Similarly, the City's standard parking requirements do not lend themselves to supporting the vibrant, walkable environment that is desired for Old Town. Typical commercial development dedicates 54% of the site to parking, a development form that limits possibilities for compact development on pedestrian-oriented streets lined with continuous storefronts. The City recognized these constraints and created the Old Town Mixed-Use Zoning Districts that have no minimum parking requirements. Shared parking is encouraged among developments in these districts.

Parking Policies

- Continue using specialized parking requirements within the Old Town area; evaluate parking requirements for each proposed development within this core area on a case-by-case basis.
- Establish a specific ordinance to address parking requirements within TODs to reflect generally recognized "reduced parking demand" in these areas – perhaps a 50% reduction from the standard Peoria parking requirements.
- Establish a specific ordinance to address parking requirements within the Core Area (but outside the Old Town Mixed-Use Zoning Districts and TOD areas) to reflect the creation of additional non-vehicular transportation options – perhaps a 25% reduction from the standard Peoria parking requirements.

- Recognize that reduced parking requirements may increase spillover parking until such time that a comprehensive transit system is in place and that they must be accompanied by enhanced pedestrian and bicycle facilities.
- Relocate all park-and-ride facilities to an area near the multi-modal transit center; consider the benefits of co-locating this parking with the parking for a retail/commercial or mixed-use development.
- Provide on-street parallel or angled parking along collector streets in the Old Town District. On low-volume, low-speed collector roads in commercial areas, where sufficient curb-to-curb width is available, angled parking may be appropriate to maximize available parking. Angled parking can be implemented on both sides of the street, or on one side of street with parallel parking on the other side.
- Incorporate parking structures as substantial development occurs in the area and encourage the shared use of these facilities.

VI. URBAN DESIGN CONCEPT

This section provides design guidelines to create streetscapes that support a high quality urban environment. In addition, they promote walkability by enhancing the safety, comfort, convenience, and aesthetic character of the pedestrian environment and the quality of the pedestrian experience. Improving the attractiveness and effectiveness of the pedestrian network is important in order to encourage walking as both a realistic mode of transportation and as just a way to experience the area's charm while visiting the area's shops and cultural resources. Visitors will want to know about Old Town's unique features and how to find them easily. The pedestrian network should connect both existing and proposed features and guide visitors through the area while providing safe and inviting places for both quiet and social activity. Pedestrian street furnishings should be located along the way as well. These unified improvements will also add to a "sense of place" and identity for Old Town. Enhancements that encourage pedestrian activity in the area will also benefit the local business community.

Streetscape Objectives:

- Create a safe and inviting pedestrian environment for residents and visitors.
- Enhance the aesthetics and character of Old Town streetscapes with a unifying theme compatible with the historic roots of the community. Unified themes for features such as street-side landscaping, streetscape furnishings such as benches, trash receptacles, and bicycle rack, pedestrian-scaled street lights, and signage shall be used to strengthen the identity of each district, corridor, and neighborhood.
- Design a uniform wayfinding system to clearly identify places and features in the Plan Area.
- Create distinctive gateways to announce arrival into Old Town.

STREETSCAPE ELEMENTS

Sidewalks

Sidewalks provide pedestrian access to virtually every activity, and provide critical connections between other modes of travel, including automobiles, public transit, and bicycles. The pedestrian experience plays a very important part in the functionality and the economic health of Old Town. Wide sidewalks, street trees and landscaping, and consistent street furnishings all contribute to a desirable pedestrian street scene. The following guidelines enable the creation of an active, pedestrian-friendly environment, which is essential to establishing and maintaining Old Town as a successful and vibrant retail and cultural center.

1. Public sidewalks should provide a direct and continuous pedestrian network that connects blocks and buildings with a clear, unobstructed pedestrian pathway that is designed to accommodate the needs of a broad range of users, including the elderly and individuals with disabilities.
2. In addition to accommodating pedestrian circulation, public sidewalks should provide spaces for more passive activities, where people can linger to observe or participate in public outdoor activities. Seating can be either formal (e.g., chairs and benches, such as those found at a café or a transit stop) or informal (e.g., low walls, steps, fountain edges).
3. Sidewalk widths should match the level of pedestrian activity desired for the specific street frontage. High activity areas should have sidewalks that are at least 12 feet wide.
4. Sidewalks shall consist of three functional zones ranked from highest to lowest priority: pedestrian, amenity, and frontage. The widths of these zones will also vary in response to context.

- Pedestrian Zone: The Pedestrian Zone should comprise at least 50% of the sidewalk width, or be at least 6 feet wide, whichever is greater. It should be kept clear of any fixtures or obstructions.
- Amenity ("Furniture") Zone: The Amenity Zone should comprise at least 35% of the sidewalk width, or be at least 4 feet wide, whichever is greater. The Amenity Zone is located adjacent to the street curb. Street furniture and other design elements should be placed far enough away from the edge of the curb to allow car doors to open and people to exit from vehicles without entering or blocking the Pedestrian Zone.

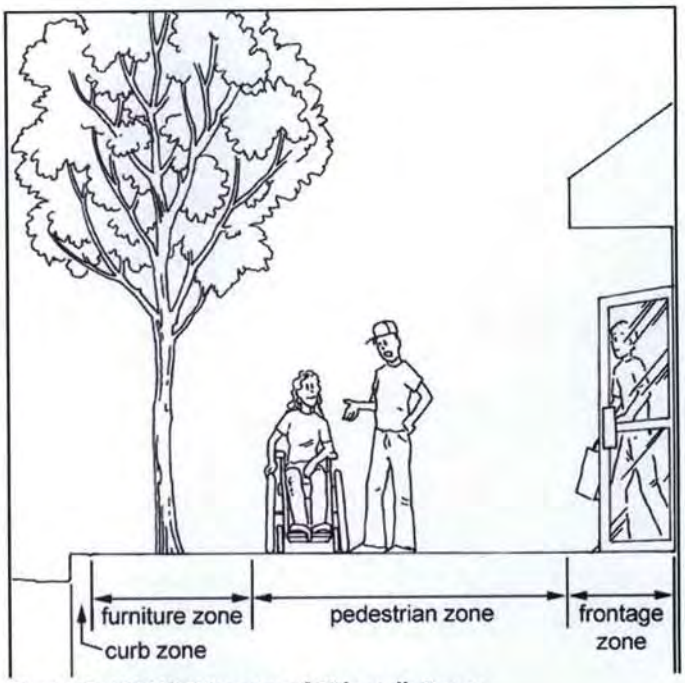


Figure 2: FHWA Diagram of Sidewalk Zones

- Frontage Zone: Located adjacent to building storefronts, The Frontage Zone should be a minimum of 1.5 feet wide. A Frontage Zone is not needed if the sidewalk corridor is adjacent to a landscaped space. Sidewalk cafes and other commercial activities may be allowed to extend into the frontage zone if they do not impede pedestrian traffic.

5. Landscaping of the public sidewalk is encouraged as a means of adding color and visual interest, softening the urban edges, providing shade, and assisting with air quality. Landscaping should be located in the amenity and frontage zones and should not obstruct pedestrian traffic or access to the street.
6. Benches, bike racks, street lighting, news racks, and other street furniture shall be contained in the amenity zone area (between the sidewalk and street) to keep the "pedestrian zone" free for walking.
7. Design features such as enhanced paving on walkways, trellis structures, landscaping and low level lighting shall be used to distinguish pedestrian routes from vehicular routes.
8. On-street parallel and diagonal parking, raised planters, and landscaped sidewalk planting strips shall be used to provide a buffer between pedestrians and moving vehicles.
9. Sidewalk surfaces shall be stable, firm, smooth, and slip-resistant and be paved with decorative scored concrete, stained concrete, exposed aggregate, integral colored or textured concrete or grey concrete with a broom, or light sand-blasted, finish.
10. Sidewalks and medians should be accented with red concrete pavers to maintain consistency with previous Old Town streetscape improvements.

Street Trees & Landscaping Elements

Landscape design in the Old Town Plan Area should focus on shade, ease of maintenance and creating a strong unified theme. Plants should be durable and proven adaptable to standard maintenance practices and the Peoria climate. Low water use varieties are encouraged, however all landscape designs should be contextually appropriate and may include temperate plant materials such as broad-leaf trees and turf grasses characteristic of Old Town. The following planting guidelines are intended to add color and visual interest, soften the built environment, provide shade, and assist with air quality. Plant

materials should be chosen to meet the needs of a specific site or setting as not all plants will be appropriate for every situation.

1. Landscape design should provide shade, ease of maintenance, and continue the existing theme. Plants should be durable, low water use varieties proven adaptable to the desert environment.
2. Trees within paved areas should be provided with root barriers, automatic irrigation, and have adequate size, soil mix, and soil vegetation. Use of engineered soil mixes and products insuring penetration of the air into the root zone is encouraged. Tree wells should be a minimum of 10' x 10' and should be no more than 80% compacted.
3. It is important to provide a high degree of permeability immediately around each tree. Open, planted surface area, or covered soil should be provided. Structured soil, tree grates, and/or pervious pavement should be utilized.
4. Plant material that is not included on the ADWR Phoenix AMA Drought Tolerant / Low Water Use Plant List should be located close to building entrances, plazas, seating areas, and other pedestrian oriented areas (Xeriscape principles).
5. All plants with thorns should be planted away from public contact. For public safety, a 2-foot minimum clear area should be maintained between the mature edge of all thorny shrubs, cacti, and trees from the edge of public sidewalks. Thorny trees that overhang public sidewalks or trails should be trimmed to create a minimum 10-foot clear canopy over the path surface at the time of installation. Non-thorny trees may be maintained at a 7-foot clear canopy height over the path surface.
6. Decomposed granite should be a dark brown color (e.g. saddleback brown) to maintain consistency with previous Old Town streetscape improvements.

Street Furnishings

Street furnishings serve an aesthetic as well as practical function and can enliven and provide variety to outdoor spaces used for public interaction. Street furniture includes all items placed within the public right-of-way, such as lighting, benches, bus shelters, trash receptacles, plant containers, tree grates and guards, bicycle racks, bollards, kiosks, and fountains. Proper design and placement of such amenities will reinforce a unified Old Town design theme and create a vibrant and welcoming atmosphere throughout Old Town. The following general guidelines should be considered when selecting and siting these amenities:

- The design and selection of street furniture shall include considerations for the security, safety, comfort, and convenience of the user. Prior to selecting street furniture, the Planning Division should review choices for durability of materials and ease of maintenance after installation.
- Street furniture shall maintain a clear area sufficient to accommodate pedestrian flows.
- To create a more organized and efficient use of sidewalk space, furnishings shall be grouped together rather than scattered. Trash and recycling cans shall be located near benches. A greater number and variety of furnishings should be located in higher-use pedestrian traffic areas.
- The design and siting of furnishings should accommodate persons with disabilities. This includes the provision of space adjacent to walkways for wheelchair and/or stroller parking.

Benches and Trash Receptacles

Benches and trash receptacles should be placed together to provide convenience and ease of use for both needs. Seating and trash/recycling receptacles shall be placed in convenient locations throughout Old Town and should be clustered at transit stops and public plazas. Where public seating is sponsored by a group or donated by an individual, a small plaque may be attached to the seating to the donation or sponsorship.

Tree Grates and/or Pervious Pavers

Tree grates and/or pervious pavers are required around trees along heavily used pedestrian streets. Tree grates and pavers provide more area for pedestrians on the sidewalk while reinforcing the Old Town character.

Bike Racks

- Bike racks shall be located near transit stops, throughout commercial areas, event areas, parking lots, and employment centers as well as locations on private property. These amenities will encourage bicycle ridership and provide an attractive alternative to locking bicycles to trees and light poles. Along Old Town streets, bike racks should be strategically placed to coordinate with the suggested bike routes.
- The "U" shape "loop rack" works well in an Old Town setting because it allows bikes to be parked parallel to the sidewalk, keeping them out of the through-pedestrian zone of the sidewalk. It also is a preferred design by cyclists due to its functionality and ease of use.

Transit Shelters

Transit shelters are an important element for Old Town circulation. They shall be conveniently located at parking, shopping, and event areas, and at public facilities. Transit shelters shall have a clean and uncluttered appearance and protect the riders from the elements.

Transit stops shall include benches and lighting for the comfort of passengers waiting for their transit vehicle and shall take the needs of disabled users into consideration.

Newspaper Racks

Throughout Old Town, newspaper racks should be housed in permanent structures displaying a consistent design and they should be clustered in groups.

Additional Site Furnishings

- Shade structures, drinking fountains, public restrooms, kiosks, etc. should also be thoughtfully located throughout the Old Town in public gathering areas.
- Bollards should be used to define public plazas and pedestrian paths. Properly placed, bollards can delineate between vehicle and pedestrian zones creating a safe walking environment.

Street lighting

Street lighting should be used to create a safe, attractive, and inviting public environment.

- "Acorn-style" pedestrian street lighting shall be provided along sidewalks and pathways in addition to the existing taller street lights, particularly in areas of high pedestrian traffic and parking areas in Old Town.
- The height of light fixtures should be kept low to promote a pedestrian scale and to minimize light trespass to adjoining properties.
- Accent lighting and up-lighting on architectural and landscape features are encouraged to add interest and focal points.
- Provisions shall be made for seasonal/event lighting in trees.
- Lighting should incorporate low-energy use features such as LEDs and/or photovoltaic (solar) power units.

Public Art

Public art is another way of adding interest and character to the streetscape. Public art can be used to establish a community theme, promote local artists, and create seasonal interest. Art can be integrated into the Old Town area at intervals along 83rd Avenue between Washington and Monroe Streets or at specific accent locations.

Wall murals could be added on specific buildings depicting historic events of Peoria. Murals should work in concert with and complement seating areas and plazas that can provide a location for changeable art displays.

WAYFINDING & SIGNAGE

The following concepts illustrate elements of a signage and wayfinding system for Old Town. This series of directional and non-directional signs and other wayfinding elements will announce that visitors and residents have entered a special place, separate and unique from the rest of the city and surrounding area. These elements will establish the Old Town theme and provide navigational assistance.

The Old Town wayfinding system should:

- Provide directional and information signs that are attractive, clear and consistent in theme, locations, and designs.
- Announce the approach and arrival into Old Town and introduce the landscape theme and elements of the streetscape that will help create a cohesive Old Town character.
- Identify key destinations and facilities, e.g., public parking structures, parks and open space areas, transit routes and stops, historic, cultural, civic, and shopping destinations and facilities, etc.

- Be integrated with other streetscape furniture (e.g., light standards, transit shelters) where possible to reduce visual clutter.

Wayfinding/Directional Signage

- The wayfinding signage program should include a common design for wayfinding signs with directional arrows and labeling to denote key shopping areas, parking, civic buildings, and tourist attractions.
- Wayfinding kiosks/directories should be located at key locations between parking and shopping areas, at key plazas, and at the entries to pedestrian walkways. Kiosks can effectively direct visitors to restrooms, plazas, shopping areas, parking, and public facilities and can assist in drawing people through the Plan Area from one district to another.
- Develop a walking map that highlights the features and attractions of the area.
- Directional signs shall be oriented to both pedestrian and vehicular traffic. Signs should be placed permanently along roadsides at key locations throughout the Old Town area.
- Directional signs shall reflect design components of the street banners and street signs.

Street Signage

Streets in the Old Town area shall be identified in a uniform manner to provide a recognizable sense of place. The Old Town District should have its own distinct street signage to emphasize the unique character and status of the area.

- Street signs shall include unifying elements such as color, font, identifying logo, or phrase, and a design consistent with banner and directional signs

Street Banners

- Light pole banners and street spanning banners can establish the Old Town theme and announce special events or seasonal activities.
- Banners should be developed with an appropriate logo and graphic representing the Old Town area

Gateways

Gateway features provide a sense of arrival and a transition into Old Town. Monument design should be coordinated to reinforce the overall design theme. The primary gateways into the area are identified in

Gateway Locations Map that follows. Gateway features will consist of a combination of plant materials, hardscape elements (such as walls, paving, and monuments), and signage and may include architectural features, public art, and lighting features. They should enhance the visitors' experience when entering the Plan Area and Old Town. These features serve as landmarks and shall be of high quality materials. Gateway entrance features should be provided in the following locations:

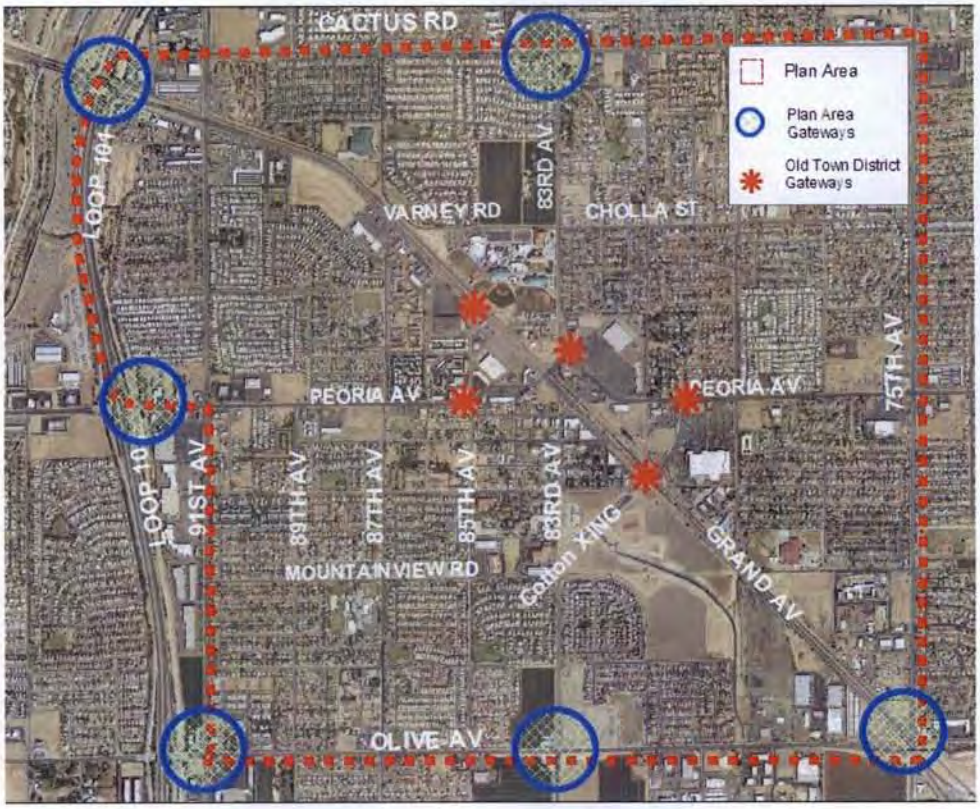
Plan Area Gateways

- Loop 101 and Olive Ave.
- Olive Ave. and Grand Ave.
- Loop 101 and Grand Ave.
- Olive Ave. and 83rd Ave.
- Cactus Rd. and 83rd Ave.
- Loop 101 and Peoria Ave.

Old Town District Gateways

- Grand Ave and 85th Ave.
- Grand Ave. Cotton Crossing
- 85th Ave. and Peoria Ave.
- 81st Ave. and Peoria Ave.
- Cotton Crossing and Peoria Ave.

Gateway Locations Map



General Plan, Section 2.c Land Use Plan, Page 2-19

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
- ~~Central Peoria Revitalization Specific Area Plan~~ Old Town Specific Area Plan
- Triana Park Specific Area Plan

EXHIBIT C

MAJOR GENERAL PLAN AMENDMENT
REPORT TO THE PLANNING AND ZONING COMMISSION

CASE NUMBER: GPA 11-0003

DATE: October 6, 2011

AGENDA ITEM: 5R

Applicant:	City of Peoria
Request:	**A:** Proposal to amend the General Plan by re-designating approximately 570 acres from Regional Commercial, Public/Quasi-Public, and Community Commercial to a new designation called Sports Complex Mixed-Use. **B:** Repeal the North Valley Specific Area Plan.
Location:	The area encompasses approximately 570 acres bounded by Loop-101 on the west, 73th Avenue on the east, Bell Road to the north and Skunk Creek to the south.
Support / Opposition:	Staff has received written support from the City of Glendale and notice of no concern from the City of Phoenix.
Recommendation:	Hold a Public Hearing on the proposal. **No action may be taken at this time.**

BACKGROUND

1. The City is proposing to amend the General Plan Land Use Map re-designating approximately 570 acres from Regional Commercial, Public/Quasi-Public, and Community Commercial to a new designation called Sports Complex Mixed-Use and to repeal the North Valley Specific Area Plan. The affected area is generally bounded by Bell Road on the north, Skunk Creek on the south, Loop-101 on the west and 73rd Avenue on the east. The Sports Complex Mixed Use Designation implements the urban design and land use specifications noted in the Peoria Sports Complex Area Urban Design Plan.

2. The Peoria Sports Complex Area Urban Design Plan was adopted by the City Council on July 7, 2010 as the guiding document representing the development framework and preferred community vision for the redevelopment of the Sports Complex Area. The plan intends to transform the successful suburban entertainment area into a vibrant, pedestrian oriented, mixed-use destination.

One of the initial implementation steps was to incorporate this plan into the General Plan as a regulatory document.

DISCUSSION AND ANALYSIS

3. In 1994 the Peoria Sports Complex opened and added the dimension of spectator events to the area with the spring training home for the Seattle Mariners and San Diego Padres. Along with nearby Arrowhead Mall, the area blossomed into a regional shopping, dining, and entertainment area. In recent years, mixed-use entertainment areas have emerged and are evolving at Westgate in Glendale and Goodyear Ballpark Village among other locations. It is important for the City and for the vitality of the Sports Complex area that a new vision is established for the area to keep it desirable and competitive with these nearby venues.

4. Currently, the Peoria Sports Complex area is subject to two plans. The *North Valley Specific Area Plan (1989)* was jointly adopted by the cities of Glendale and Peoria and provided the overall planning guidance for Arrowhead Mall and the adjoining retail along Bell Road. In 1993, the City of Peoria adopted the *North Peoria Redevelopment Area Plan* which, among other things, assisted the City in consolidating fractured properties into an overall development parcel to accommodate the construction of the Peoria Sports Complex and the adjoining Arrowhead Fountains Center.

5. The goals of the North Valley Specific Area Plan have largely been fulfilled and guided the development of the area as a suburban shopping, dining, and entertainment area. The Peoria Sports Complex Area Urban Design Plan supersedes the North Valley Specific Area Plan and will be repealed with the adoption of the new land use designation. The North Peoria Redevelopment Area Plan is still applicable and can assist with future redevelopment projects.

6. **Table 1:** Existing and Future Land Use (Exhibits B-C)

	EXISTING LAND USE	LAND USE MAP
SITE	**Peoria Sports Complex; North Peoria Power Center; Arrowhead Fountain Center; Polar Ice; retail; restaurants**	**Proposed Sports Complex Mixed Use**
North	Arrowhead Mall; retail; restaurants; offices; services	Glendale (General Commercial, Planned Commercial
West	Loop-101; New River; auto sales; offices; light industry	High Density Residential (15+ du/ac, target 18 du/ac) and Low Density Residential (2-5 du/ac, target 3 du/ac); Water
East	Single and Multi- family residential	Glendale (Park/Open Space, Medium-Density Residential)
South	South of Skunk Creek - Detached single family residential	Low Density Residential (2-5 du/ac, target 3 du/ac

General Plan Amendment Evaluative Criteria

7. Chapter 14 of the Peoria General Plan directs the City to make a finding that the proposal substantially demonstrates or exhibits the following evaluative criteria:

   i. The development pattern contained in the Land Use Plan inadequately provides appropriate optional sites for the use or change proposed in the amendment.

   Finding: The existing land use plan promotes the continuation of auto-dominated suburban style retail, office, and residential development. The proposed land use supports maturation of the area into a mixed-use, pedestrian-oriented environment.

   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.

   Finding: The amendment furthers the development of the area and does not benefit a sole landowner.

   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.

Finding: The amendment, while increasing the intensity of the uses in the area, is not expected to require significant improvements to existing water and sewer infrastructure. Roadway improvements are expected and will improve function of the area as a mixed-use center rather than a suburban auto-oriented retail area. This change in particular will improve the livability of the area and encourage, as the market permits, an increase in the number of residential units in the Sports Complex Area.

iv. That the amendment is consistent with the overall intent of the General Plan and other adopted plans, codes and ordinances.

Finding: The amendment implements the regulatory framework of the Peoria Sports Complex Urban Design Plan which has been adopted by City Council in July 2010.

v. Provides a positive benefit to the community without unduly impacting the City's water supplies as demonstrated through the application of economic value per gallon of water measure contained within the City's adopted Principles of Sound Water Management.

Finding: This amendment will designate approximately 570 acres of existing Regional/Community Commercial and Public/Quasi-Public land uses into a new "Sports Complex Mixed Use" land use designation. The new designation promotes a mixture of pedestrian-orientated development, employment, commercial/retail services, recreational/tourism uses and residential uses. The direct benefits of this General Plan changes will include:

- *Increased direct economic benefits such as property and sales tax,*
- *Increased indirect economic befits such as sales tax generated by future employees,*
- *Construction taxes for new commercial and residential units.*

While the increased commercial and residential density will require additional water supplies and increase the cost of providing general government services, this should be offset by the positive economic value of the new land uses. Staff is continuing to work to quantify the economic value per gallon of water due to the proposed land use change using the formula defined in the City's adopted Principals of Sound Water Management.

8. In its evaluation of the request and assessment of the weight towards advancement of the above mentioned criteria, staff considered a multiplicity of factors. The factors are discussed in the sections below.

Existing General Plan Land Use Designation

9. The current land use designations consist of Regional Commercial, Public/Quasi-Public, and Community Commercial. These designations have served to implement the North Peoria Revitalization Plan and the North Valley Specific Area Plan however, they do not allow proper implementation of an urban entertainment, living and shopping area as defined by the Peoria Sports Complex Urban Design Plan.

10. The Regional Commercial and Community Commercial land use designations largely promote auto-focused, suburban style development with minimal mixing of high density residential uses and commercial/office uses. The land area designated Public/Quasi-Public and the intents of the Public/Quasi-Public use are restated within the Peoria Sports Complex Urban Design Plan.

Proposed General Plan Land Use Designation

11. The Sports Complex Mixed Use Designation integrates the design plans, uses, and transportation solutions of the Peoria Sports Complex Urban Design Plan into the General Plan. Vertically mixed uses, urban-styled pedestrian oriented retail and entertainment areas, and multi-modal street designs are major design and use themes. Additionally, the proposed land use designation will promote flexible design standards to encourage creative and effective signs for wayfinding and business identification.

12. The plan proposes significant intensification of the area initially on existing parking lots near Peoria Stadium along 83rd Avenue. As the area matures, future phases propose additional use intensification and mixing throughout the subject area. Along with these improvements, the plan supports shared parking and other "park-once" solutions to encourage pedestrian activity and links between these intensified retail, entertainment and activity nodes.

13. Staff is supportive of the request because the Peoria Sports Complex Area Urban Design Plan has been thoroughly vetted over the last two years via numerous citizen and stakeholder meetings. In addition, City Council has expressed support through adoption of the Plan. Adoption of this amendment will assist in facilitating the redevelopment of the area as a vibrant, pedestrian-oriented, mixed-use centerpiece.

Impact to existing Infrastructure, Service Delivery and Traffic Systems

14. The area has adequate infrastructure connectivity to provide appropriate water, sewer, and public safety services. No impacts to infrastructure or services are expected with the future redevelopment of the sports complex area.

15. The preferred development plan includes modifications to the 83rd Avenue right-of-way which include a grade separated pedestrian crossing and a reduction of driving lanes from six to four. These changes could impact the traffic flow on 83rd Avenue. With future development, comprehensive traffic and parking studies will be necessary to provide guidance as to the best solution for maintaining efficient traffic flow and increasing pedestrian safety and comfort.

Relevant General Plan Goals and Objectives

16. The proposed land use designation meets the following General Plan objectives and policies:
    a. *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.*
    b. *Policy 1.G.1 Identify opportunities for mixed-use and neighborhood-centric core areas throughout the city.*
    c. *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.*
    d. *Policy 2.A.3 Promote development standards that encourage pedestrian environments and activity.*

CIVIC ENGAGEMENT & NOTIFICATION

Citizen Participation

17. During the 60-day review period, the Planning Division hosted two community open house meetings throughout the City in an effort to educate the public about each Major General Plan Amendment application. Although attendance was light, these meetings provided the public with a forum to discuss any concerns with the proposed General Plan content and to present staff with any comments on the amendments.

General Public Awareness

18. This amendment was notified in accordance with ARS § 9-461.06 and routed to adjacent governments and reviewing agencies for a 60-day review period. In addition to the 60-day routing, the neighborhood meetings and the published advertisement for the public hearings, additional information regarding each of this year's Major General Plan Amendments, including the draft amendments and a summary document, were provided on the City's main website and again on the City's Planning Division website.

19. It should also be noted that all external routing materials were limited to a summary letter that outlined the proposed amendment and directed all reviewers to a website where the complete document could be reviewed and comments could be issued entirely online. All 2011 Major General Plan amendments followed this protocol.

Public Notice

20. Public notice was provided in the manner prescribed under Section 14-39-6. The posting was completed within the prescribed 15-days prior to the Public Hearing.

School District Notification

21. Peoria Unified, Nadaburg and Deer Valley School Districts received written notification of this amendment for the 60-day review period. As of this writing, no communication has been received from any of these school districts.

Support / Opposition

22. As of this writing, the City has received written statement of support from the City of Glendale a notice of no concern from the City of Phoenix.

FINDINGS AND RECOMMENDATION

23. The proposed amendment supports the following finding:

- The Sports Complex Area is a significant community asset and the City has a vested interest in upgrading and maintaining its competitive position;
- The goals of the North Valley Specific Area Plan have been largely fulfilled and no longer supports the community vision for the Sports Complex Area;
- The Peoria Sports Complex Urban Design Study promotes maturation of the Sports Complex Area and thoroughly identifies the development goals of transforming the area into a mixed-use, pedestrian-oriented entertainment destination;
- The amendment constitutes an improvement to the General Plan Land Use map;
- The amendment is consistent with the overall intent of the General Plan and other adopted plans, codes and ordinances.

It is recommended that the Planning and Zoning Commission take the following action:
Hold a Public Hearing on Case GPA 11-0003. No action may be taken at this time.

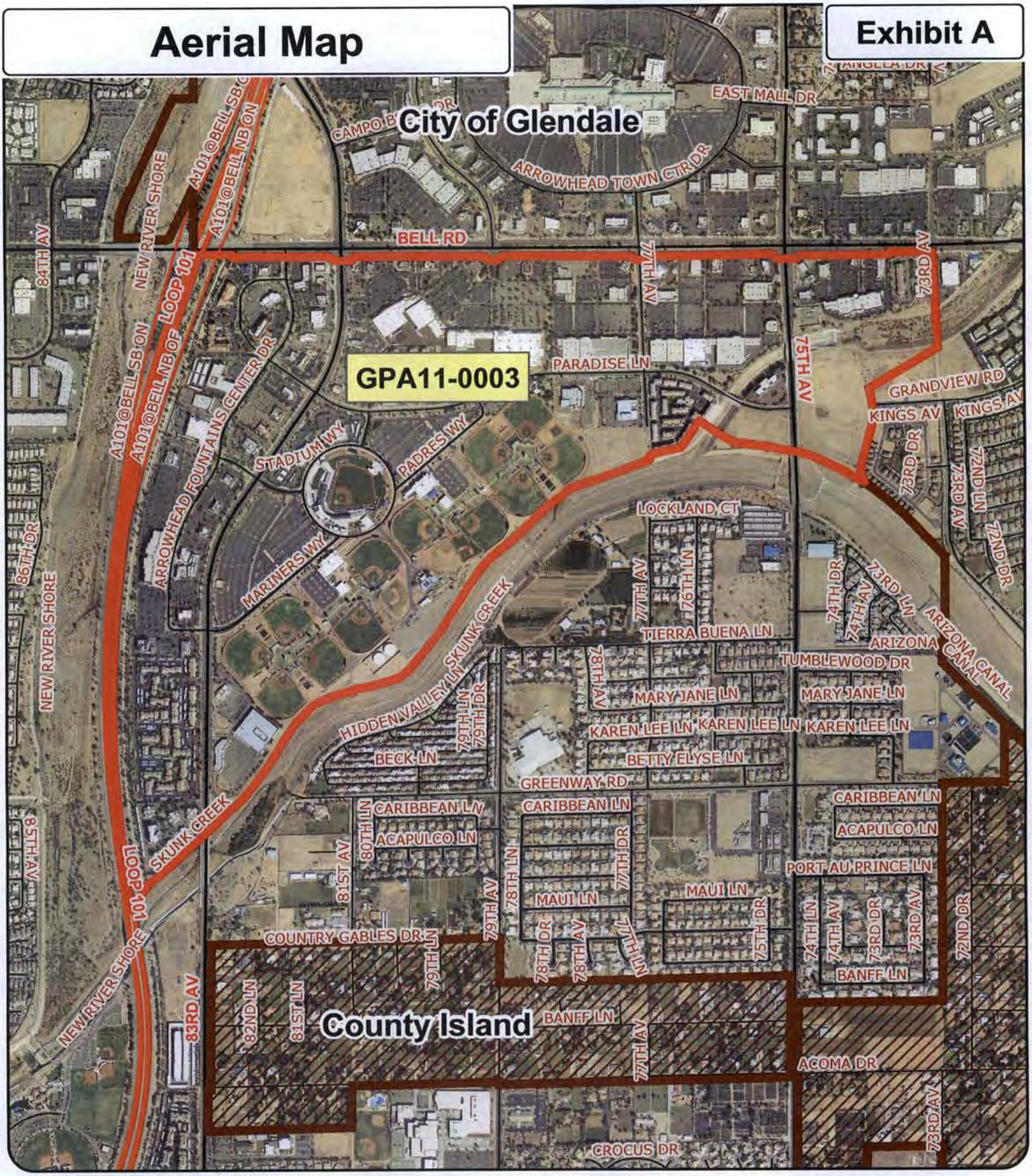
ATTACHMENTS

Exhibit A:	Aerial Map
Exhibit B:	General Plan Existing Land Use Map
Exhibit C:	General Plan Proposed Land Use Map
Exhibit D:	Amended General Plan Language

Prepared by:
Ed Boik
Planner

Aerial Map

Exhibit A



GPA11-0003 Peoria Sports Complex

Applicant: City of Peoria

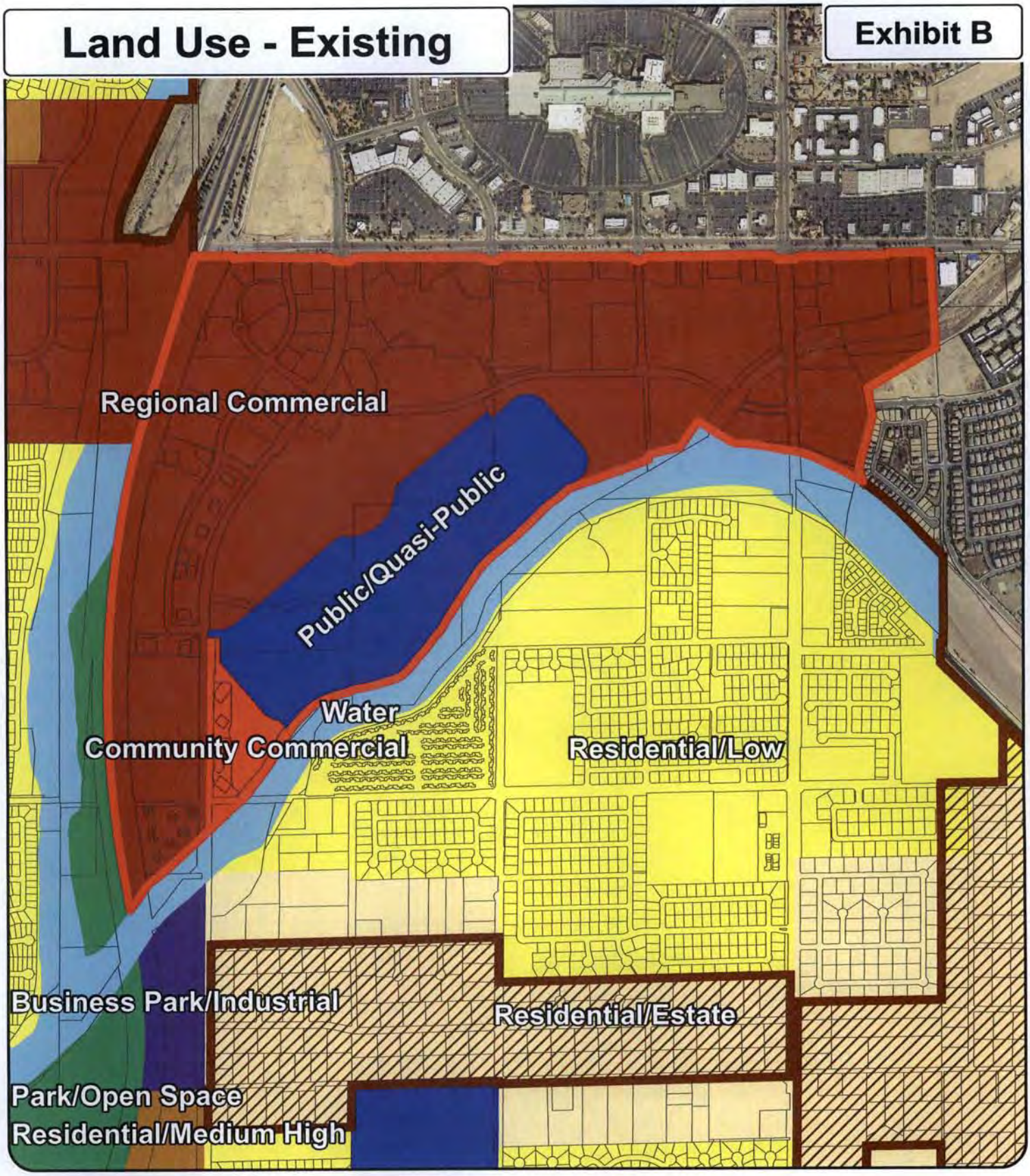
Request: Amend General Plan Land Use map to designate the Peoria Sports Complex Area as Sports Complex Mixed Use.

N

Not to Scale

Land Use - Existing

Exhibit B



GPA11-0003 Peoria Sports Complex

Applicant: City of Peoria

Request: Amend General Plan Land Use map to designate the Peoria Sports Complex Area as Sports Complex Mixed Use.

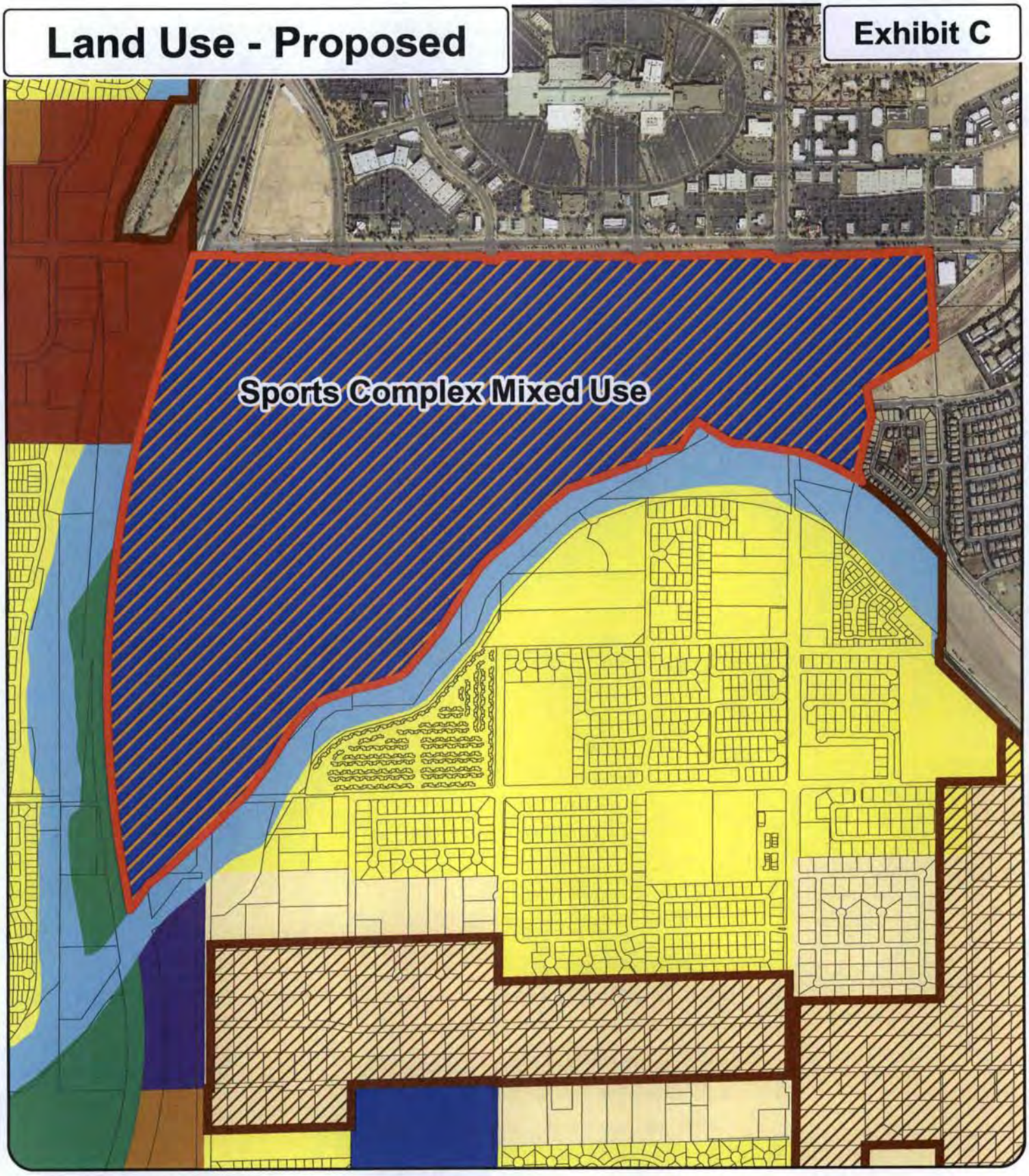
N

Not to Scale

CITY OF PEORIA

Land Use - Proposed

Exhibit C



GPA11-0003 Peoria Sports Complex

Applicant: City of Peoria

Request: Amend General Plan Land Use map to designate the Peoria Sports Complex Area as Sports Complex Mixed Use.

N

Not to Scale

CITY OF PEORIA

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 ~~2009~~2010, the City ~~developed~~ 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.

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

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.

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, ~~two specific area plans (North Valley Specific Area Plan 1989, North Peoria Specific Area Plan 1993) provide overlapping coverage for this area.~~ 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. ~~Future amendments or any new specific area plan should be cognizant of these efforts and provide supplemental definition.~~

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.

MAJOR GENERAL PLAN AMENDMENT
REPORT TO THE PLANNING AND ZONING COMMISSION

CASE NO.: GPA 11-0004

DATE: October 6, 2011

AGENDA ITEM: 6R

Applicant:	City of Peoria
Request:	Amend the Circulation Element of the Peoria General Plan.
Location / Acreage:	Not Applicable. This is a citywide amendment to the General Plan.
Support / Opposition:	Staff has received written support from the City of Glendale and a notice of no concern from the City of Phoenix on the proposed revisions.
Recommendation:	Hold a Public Hearing on the proposal. **No action may be taken at this time.**

BACKGROUND

1. The City is proposing an amendment to the Circulation Element of the Peoria General Plan. This amendment serves as an ongoing revision to the Peoria General Plan in an effort to maintain a document that is current with local and regional planning efforts. The proposed revisions also address traffic circulation changes due to updated development plans. More specifically, the amendment includes the following:

    - Revisions to the Circulation Plan map to address: a change in the classification of SR-74 by ADOT, the creation of a new arterial roadway through the Saddleback Heights development, the addition of a new Truck Route north of Rose Garden Lane, the reclassification of existing streets based on analysis of level of service, and other listed corrections. (see Exhibits B and C)
    - Revisions to the Chapter 3 Circulation Element text to include the recommendation on the recently adopted Multi-Modal Transportation Plan and the Maricopa Association of Governments (MAG) Complete Streets Guidelines. (see Exhibit D)

DISCUSSION / ANALYSIS

2. The proposed changes to the Circulation Element will assist in creating consistency with regional planning initiatives to accommodate growth in the City and the Northwest region of the Valley. Furthermore, the new language outlines the expanded guidance for coordinating the design of alternative modes of transportation, such as bicycles and pedestrians.

3. The Multi-Modal Transportation Plan (MMTP) was adopted by the City Council on March 22, 2011, as the guiding document for future transit service within Peoria. This master plan addressees all modes of transit, including local bus routes and high capacity transit options such as bus rapid transit and light rail. This amendment will revise the Circulation Element to incorporate the recommendations of the MMTP and allow for the orderly expansion of Peoria's transit systems. Additionally, the amendment will provide consistency with regional transportation plans and objectives for both rail and transit systems.

4. In addition to transit services, this amendment will outline the use of a Complete Street process when designing and building new streets or when improving existing streets. The complete streets process ensures that facilities for bicycles, pedestrian and transit are recognized as integral parts of a properly designed and functioning street system. It also recognizes that alternative modes of transportation are an essential component to assist in relieving the burden on the primary mode of transportation and reduce automobile dependency. The Maricopa Association of Governments has recently adopted the Complete Streets Guide, which will be used as a reference to ensure that transportation facilities are designed to enable safe access for all users.

5. In several cases, the functional classifications of existing streets were analyzed to determine if they needed to be reclassified based on current and future level of services. The level of service was evaluated based on various elements of the street system including road segments and intersections. The intent of the review was to determine ways of maintaining or improving traffic flow while attempting to enhance the livability of the area and the health and safety of residents.

6. The final component of the amendment addresses changes to the Circulation Plan Map to include the following major changes:

    a. ADOT's State Route 74 Right-of-Way Perseverations Report (dated May 2010), which calls for the classification of SR74 as a controlled access Suburban freeway.
    b. Completion of Cotton Crossing from Peoria Avenue to Mountain View, across Grand Avenue.
    c. Revisions to the circulation plan for the Saddleback Heights and Vistancia Developments.
    d. Addition of a new truck route north of Rose Garden lane.

CIVIC ENGAGEMENT & NOTIFICATION

Citizen Participation

7. During the 60-day review period, the Planning Division hosted two community open house meetings throughout the City in an effort to educate the public about each General Plan application. Although attendance was light, these meetings provided the public with a forum to discuss concerns with the General Plan content and to present staff with any comments regarding the proposed amendments.

General Public Awareness

8. This amendment was notified in accordance with ARS § 9-461.06 and routed to adjacent governments and reviewing agencies for a 60-day review period. In addition to the 60-day routing, the neighborhood meetings and the published advertisement for the public hearings, additional information regarding each of this year's Major General Plan Amendments, including the draft amendments and a summary document, were provided on the City's main website and again on the City's Planning Division website.

9. It should also be noted that all external routing materials were limited to a summary letter that outlined the proposed amendment and directed all reviewers to a website where the complete document could be reviewed and comments could be issued entirely online. All 2011 Major General Plan amendments followed this protocol.

Public Notice

10. Public notice was provided in the manner prescribed under Section 14-39-6. Site posting, postcard notifications, and newspaper ads were all completed within the prescribed 15-days prior to the Public Hearing.

School District Notification

11. Peoria Unified, Nadaburg and Deer Valley School Districts received written notification of this amendment for the 60-day review period. As of this writing, no communication has been received from any of these school districts regarding this amendment.

Support/Opposition

12. As of this writing, the City has not received written or verbal opposition pertaining to this amendment. Staff did receive a letter of support from the City of Glendale and a letter from the City of Phoenix stating "...no issues with the proposed amendments."

FINDINGS AND RECOMMENDATION

13. Based on the following findings:
    - The amendment constitutes an overall improvement to the City's General Plan and is not solely for the good or benefit of a particular landowner or owners at a particular point in time; and
    - The amendment improves the viability of the General Plan by including additional elements of a multimodal transportation system which provides options for future alternative transportation modes within the City of Peoria.
    - That the amendment will better reflect the future development needs of the city while accounting for the existing built environment; and
    - The amendment is in conformance with the Goals, Objectives, and Policies of the Peoria General Plan; and
    - That the amendment will not adversely impact the community as a whole or a portion of the community by:
        i. Significantly altering acceptable existing land use patterns,
        ii. Requiring larger and more expensive improvements to roads, sewer or water systems than are needed to support the prevailing land uses and which, therefore, may impact development of other lands,
        iii. Adversely impacting existing uses because of increased traffic on existing systems, or
        iv. Affecting the livability of the area or the health and safety of the residents.
        v. Provides a positive benefit to the community without unduly impacting the City's water supply.

It is recommended that the Planning and Zoning Commission take the following actions:

Hold a Public Hearing on Case GPA 11-0004. No action may be taken at this time.

Attachments:

Exhibit A: Description and Justification for Request
Exhibit B: Revised Circulation Plan map
Exhibit C: Summary of Circulation Map Changes
Exhibit D: Proposed Amendment to General Plan Circulation Element Text
Exhibit E: Support Letter from City of Glendale

Prepared by: Shawn Kreuzwiesner, PE
Engineering Planning Manager

EXHIBIT A

Description and Justification for Request

DESCRIPTION AND JUSTIFICATION FOR REQUEST

1. Provide a brief description and reason for the requested change. Provide supporting data.

This proposed amendment updates the Chapter 3 Circulation Element text to include the recommendation on the recently adopted Multi-Modal Transportation Plan and the Maricopa Association of Governments (MAG) Complete Streets Guidelines.

The second part of this amendment revises the Circulation Map. Per Section 14.G of 2011 Peoria General Plan, "any alteration, deletion or change to the function classification of any roadway…shall be deemed a minor amendment to the General Plan." Staff is recommend a number of changes to the circulation map to address: Scribner mapping errors, a change in the classification of SR-74 by ADOT, and the creation of a new arterial roadway through the future Saddleback Heights development

A complete list of the Circulation Map changes is attached for review

2. If map amendment, indicate the existing and the proposed General Plan Land Use designation(s).

N/A

3. In what way does the existing plan inadequately provide suitable alternatives for this request?

N/A

4. How will this amendment affect property values and neighborhood stability? Provide supporting data and/or case studies.

N/A

5. How will this amendment contribute to compatible neighborhood patterns? Provide supporting data.

N/A

6. How will this amendment contribute to an increased tax base, economic development, and employment opportunities? Provide supporting data.

N/A

7. How will this amendment contribute to the City's goal of achieving balanced housing, shopping, employment, and recreational opportunities?

N/A

8. How will this amendment affect existing infrastructure of the area, specifically, the water, wastewater, and street systems?

The amendment will revise the function classifications of the existing street systems to address regional and local planning efforts.

9. How will this amendment affect the ability of the school district to accommodate children? Indicate the specific schools to be attended and provide attendance and other data reflecting impacts to the specified schools, and district comments.

N/A

10. Specifically, what Elements, Goals, Objectives, and Policies of the General Plan will be affected?

Section 3 Circulation Element of the 2011 General Plan will be affected.

11. How will this amendment support the overall intent and/or constitute an overall improvement to the General Plan?

This amendment improves the current and future transportation systems to align with regional and local planning efforts.

EXHIBIT B

Revised Circulation Plan map

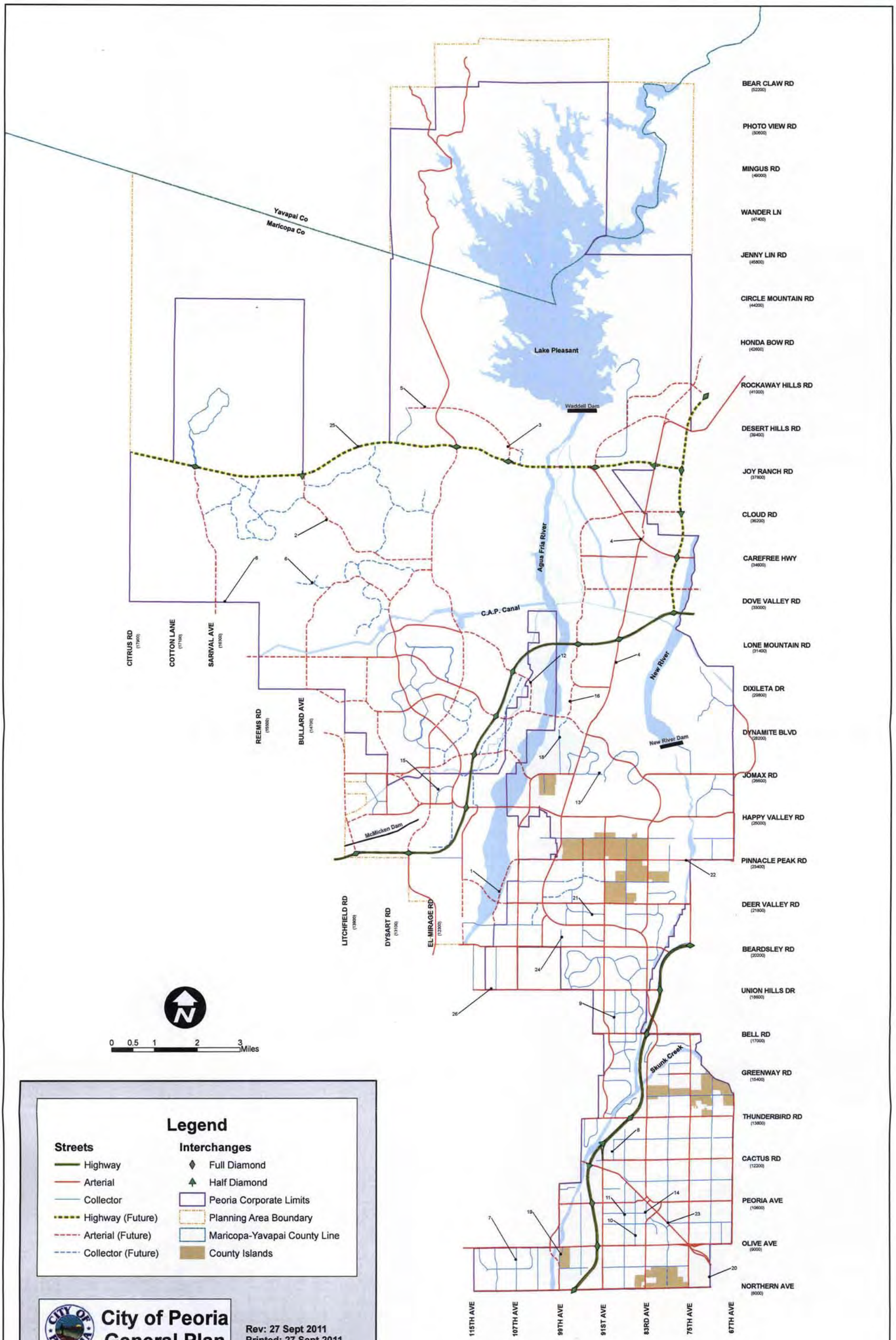


Figure 3.1 **Circulation Plan**

EXHIBIT C

Summary of Circulation Map Changes

Summary of 2011 Circulation Map Changes

ITEM	DESCRIPTION	JUSTIFICATION
1	Add the new north-south Arterial Truck Route, from 112th Avenue and Rose Garden Lane to 107th Avenue and Pinnacle Peak Road.	The City of Peoria, MCDOT, City of Surprise and the Arizona Rock Products Association cooperated in a study to identify an alternative truck route to reduce truck traffic on Beardsley Road between 111th and 99th Avenues. The selected alternative truck route will alleviate the noise and other environmental impacts on area residents.
2	Change the designation of an existing north-south Collector road within the Saddleback Heights development to an Arterial. This new Arterial will tie into the El Mirage Road Arterial on the south and into SR-74 to the north. This amendment also covers revisions to the future roadway networks for both the Saddleback Heights and Vistancia developments to reflect changes in their planning documents.	ADOT recently completed a SR74 Right-of-Way Preservation report. The report established a design concept for the future expansion of SR74 and also changed the classification of SR74 from Urban (interchanges every mile) to Suburban (interchanges every two miles) Freeway. The City worked with ADOT to review the existing interchange configurations for SR74 and adjacent land uses to determine the best location for interchanges. The change of the Saddleback Heights Collector road to an Arterial allows the interchange to have full access to the future Freeway and also provides the city with a new north-south roadway connection west of the Agua Fria River.
3	Add an Arterial interchange to SR74 at approximately the 107th Avenue alignment. Also, add a new arterial roadway extending north from SR74, then turning west to connect with Castle Hot Springs Road at approximately the Desert Hills Road alignment.	ADOT recently completed a SR74 Right-of-Way Preservation report. The report established a design concept for the future expansion of SR74 and changed the classification of SR74 from Urban (interchanges every mile) to Suburban (interchanges every two miles) Freeway. The City worked with ADOT to review the existing interchange configurations for SR74 and adjacent land uses to determine the best location for interchanges. This new arterial interchange and roadway provide the best future access to developable lands in the area. In the future, staff will work with the landowners to the south of this interchange to set the alignment of a future arterial roadway.
4	Change the alignment of Lake Present Parkway (LPP) from Westwing Parkway to Loop 303. Also, realign the intersection of New River Road and SR74 to the west to match existing intersection of SR74 and LPP.	The city recently completed a Design Concept Report (DCR) for Lake Pleasant Parkway from Westwing Parkway to SR74. The report recommended shifting the roadway alignment to the east from Westwing to Loop 303 to increase the amount of developable land. The report also recommended shifting the alignment of the New River/SR74 intersection east to match the existing LPP/SR74 intersection. Eliminating the existing off-site intersections would help overall traffic management in the area.
5	Add a new east-west arterial extending west from Castle Hot Springs Road at approximately the Desert Hills alignment.	The new arterial roadway will provide access to the private property located west of Castle Hot Springs Road and north of SR74. The property was planned to have access to SR74 via a collector road extending to the south. With the completion of ADOT's SR74 Right-of-Way Preservation report, the existing collector interchange to SR74 will be removed once the future freeway is constructed. The addition of this Arterial will restore access to the property from SR74.
6	Change the Dove Valley Road, from Reems Road to Peoria's western boundary at Citrus Road, from an Arterial to a Local Street. Also, change the designation of Dove Valley Road between Bullard Avenue and Reems Road from an Arterial to a Collector.	The City of Surprise Circulation Plan does not call for Dove Valley Road to extend west into it's planning area. As the road is not needed for regional connectivity, it will not function as an arterial and its designations should be changed to a local street west of Reems Road. From Reems Road east to Bullard Avenue the roadway will only carry the traffic from a few parcels within the Vistancia development. Accordingly, its designation should be changed from an Arterial to a Collector in this area.

Summary of 2011 Circulation Map Changes

ITEM	DESCRIPTION	JUSTIFICATION
7	Change the designation of 107th Avenue between Olive and Northern Avenues, from an Arterial to a Collector.	The current and projected traffic volumes on 107th Avenue, between Northern and Olive Avenues, do not warrant an arterial designation. Also, the land usages adjacent to this section are mainly residential and do not create the number of trips necessary to warrant an arterial designation.
8	Change the designation of 89th Avenue; between Cactus to Sweetwater Roads, from a Local street to a Collector	This section of 89th Avenue has no front facing residential homes. Also, a collector street would provide the existing industrial land uses a more direct connection to Loop 101, via an intersection with Cactus Road.
9	Change the designation of 89th Avenue; between Bell Road to Union Hills Drive, from a Local street to a Collector	This section of 89th Avenue has no front facing residential homes and provides direct access to commercial and multi family land uses. Also, the city has installed a new emergency traffic signal at the intersection of 89th and Union Hills for an existing fire station on 89th Avenue. Accordingly, the street designation should be changed from a Local Street to a Collector.
10	Change the designation of 85th Avenue; between Olive to Grand Avenues, from a Local street to a Collector	Currently this section of 85th Avenue functions as a minor collector by provided access for business and multi-family land uses along its frontage. Accordingly, the street designation should be changed from a Local street to a Collector.
11	Change the designation of Monroe Street, between 83rd to 91st Avenues, from a Local street to a Collector.	Currently this section of Monroe Street functions as a minor collector and providing access for City offices and multi-family properties along its frontage. Accordingly, the street designation should be changed from a Local street to a Collector.
12	Change the designation of 107th Avenue; between Lone Mountain Parkway and Loop 303, from a Collector to an Arterial.	This section of 107th Avenue will tie into Loop 303 as the east leg of the future Westland Road interchange. Also, it will support the commercial land uses planned in the area. Accordingly, the street designation should be changed from a Collector to an Arterial.
13	Change designation of Jomax Road, between Cibola Vista Dive and 92nd Avenue, from a collector to a local street	Currently, this section of Jomax Road only serves local residential properties. Accordingly, the street designation should be changed from a Collector to a Local street.
14	Change the designation of 83rd Avenue, between Cinnabar Avenue and Grand Avenue, from an Arterial to a Collector.	With the completion of the Cotton Crossing Arterial from Mountain View to Peoria Avenue, the function of this section of 83rd Avenue has changed from providing regional connectivity to serving more local uses. Accordingly, the street designation should be changed from an Arterial to a Collector.
15	Add Coldwater Ranch Drive collector road between Vistancia Blvd and El Mirage Road. Also add 121st Lane collector from Happy Valley Road to Coldwater Ranch Drive.	The collector roads in the Coldwater Ranch development are being added per the constructed street alignments.
16	Change the designation of 99th Avenue, north of Lone Mountain Blvd., from a Collector to an Arterial and change the alignment to tie into the intersection of 96th Avenue and Dixileta Drive.	In the past year, the city has completed an engineering study of the area north of Dixileta Drive and east of the Auga Fria River. This study determined that the alignment and designation of the future 99th/96th Avenue should be changed to make the best and highest use of the future developable land.
17	Add the section of Castle Hot Springs Road arterial from Warden Lane to Photo View Road. Also add the section of Cow Creek Road Arterial north of Photo View Road.	Both of these two sections of arterial roadways were not shown on the 2010 Circulation plan map in error. This new linework will correct this Scrivener's error.

Summary of 2011 Circulation Map Changes

ITEM	DESCRIPTION	JUSTIFICATION
18	Change the designation of 99th Avenue, between Jomax Road and Lone Mountain Parkway, from an Arterial to a Collector.	The expected traffic volumes on 99th Avenue, between Jomax Road and Lone Mountain Parkway, do not support the need for an Arterial designation.
19	Change the designation of the existing 99th Avenue alignment, from Olive South to Butler Drive, from an Arterial to a Collector.	The ultimate alignment for the 99th Avenue Arterial roadway will cross the New River north of Butler Drive and intersect Olive Avenue just west of the New River. The existing segment of 99th Avenue from Olive Avenue south to the Butler Drive alignment is being changed from an Arterial to a Collector to account for its future change in functional classification.
20	Change the designation of 71st Avenue, between Northern Ave to Grand Ave, from a Collector to a Local Street.	Currently the segment of 71st Avenue, between Northern and Grand Avenues, is classified as a collector. As there is no planned connection to Grand Avenue, the vehicle trips in the area do not warrant a collector designation.
21	Change the designation of Adams Avenue, between 98th Avenue to 91st Avenue, from a Local Street to a Collector.	Between 98th and 91st Avenues, Adams Avenue is designed and functions as a collector. This modification will update the Circulation Plan Map to indicate how the street is functioning.
22	Change the designation of Pinnacle Peak Road, between 73rd Avenue and 77th Avenue, from a Collector to an Arterial.	Currently Pinnacle Peak road between 73rd and 77th Avenues (across New River) is classified as a collector road. On either side of this section Pinnacle Peak is classified as an Arterial. This change will correct the classification of the section that will cross the New River in the future.
23	Add a new 79th Avenue Collector between Whitney Drive and Grand Avenue.	The final plat for the Peoria Place Development dedicated the right-of-way for the future 79th Avenue connection between Whitney Drive and Grand Avenue. The roadway will have a right-in right-out intersection with Grand Avenue, which will function as a collector for the adjacent land usages.
24	Change the designation of 99th Avenue, between Beardsley Road and Potter Drive, from a Local Street to a Collector.	Between Beardsley Road and Potter Drive, 99th Avenue is designed and functions as a collector. This modification will update the Circulation Plan Map to indicate how the street is functioning.
25	Change the designation of State Route 74 from an Arterial roadway to a Suburban Freeway.	ADOT recently completed a SR74 Right-of-Way Preservation report. The report established a design concept for the future expansion of SR74 and also set the classification of SR74 as a Suburban Freeway (interchanges generally every two miles).
26	Change the designation of Union Hills Drive, between 107th Avenue and 115th Avenue from a Collector to an Arterial.	The City of Surprise and Maricopa County Department of Transportation circulation maps identify Union Hills Drive between Palo Verde Drive and 115th Avenue as an Arterial street. This modification will correct Peoria's Circulation map is this area.

EXHIBIT D

Proposed Amendment to General Plan Circulation Element Text

3. CIRCULATION ELEMENT

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

The Circulation Element is organized in the following manner:

3.a. Introduction

3.b. Goals, Objectives and Policies

3.c. Circulation Plan

~~3.d. Implementation Program~~

3.A. INTRODUCTION

The Circulation Element outlines the necessary transportation system components to serve the future needs of residents and visitors of the City and its planning area. The element utilizes the policy framework along with the ~~and~~ 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 multimodal 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

~~One of the implementation tools identified in this element and discussed below is the development of a detailed Street Classification Map, consistent with the network depicted in the *Circulation Map* (Figure 3-1).~~

The Circulation Plan Map (Figure 3-1), is a planning tool used to portray and define the envisioned roadway transportation network of the future. This network represents both the functional and locational criteria desired by citizens and City staff to provide transportation mobility and quality access to existing and future residential, recreation, and economic uses throughout the City.

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

The 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 purpose and passenger volumes.bus stops.

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

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

3.B. GOALS, OBJECTIVES AND POLICIES

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

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

Objective 1.A:
Develop a transportation system within Peoria that is compatible with and designed to compliment, the existing and proposed land uses as provided in the Land Use Plan, without diminishing the efficient movement of people, goods, and services.

Policy 1.A.1:
Maintain a Street Classification map which identifies future freeway, arterial and collector right-of-way (ROW), ROW width, typical street cross-sections and functional classification. The map shall be consistent with the General Plan Circulation Plan.

Policy 1.A.2:
Encourage land development patterns that promote the operational efficiency of the existing and future transportation system.

Policy 1.A.3:
Require conveyance of right-of-way and the design and improvement of arterials and collectors consistent with the City's Street Classification 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, ~~and~~ 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 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, ~~light rail,~~ commuter rail and major roadway capital improvements programming with the Arizona Department of Transportation (ADOT), Maricopa County Department of Transportation (MCDOT), Maricopa Association of Governments (MAG), and the Regional Public Transit Authority (RPTA) ~~and Valley Metro~~ to ensure timely provision of required transportation improvements.

Policy 1.A.10:

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

Objective 1.B:

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

Policy 1.B.1:

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

a) Existing one-mile grid system in urban areas.
b) Identified major and minor arterials and collectors in suburban and rural areas.
c) Land management regulations to maintain the established hierarchy.

Policy 1.B.2:

Require that new transportation facilities are developed as necessary to support the planned incremental growth of Peoria and designed to their planned function.

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.

Objective 1.C:

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

Policy 1.C.1:

Approve the design and construction of local and residential collector streets that contribute to the residential environment and minimize cut-through traffic and speeding.

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 certain limited-access or controlled-access roadways throughout Peoria.

Policy 1.D.1:
Maintain Lake Pleasant Parkway, Happy Valley Road/Parkway, El Mirage Road, and Vistancia Boulevard as limited-access arterial roadways.

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, 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 a Complete Street process to accommodate multi-modal transportation needs when designing and building all new streets and when improving existing street, using the current MAG Complete Streets Guide as reference.

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

Policy 1.F.1:
Plan and adopt both short, mid and ~~term, and~~ long-term local ~~route~~ 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 Valley Metro Rail in the identification and adoption of a light rail route that extends from Glendale into the West Valley.~~

Policy 1.F.~~5~~ 4:

Partner with MAG and ADOT in the development of a commuter rail access plan along the BNSF railroad corridor.

~~**Policy 1.F.6:**~~

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

Objective 1.G:

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

Policy 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, ~~light rail~~ and commuter rail transit centers to emphasize the ease and safety of pedestrian circulation and orientation of compatible and mutually supportive uses.

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

To address each of the identified issues, a functional classification system establishing a hierarchy of streets has been prepared to meet the needs of the designated land uses and functional circulation components. The functional classification system addresses both urban and rural conditions (based on the character of the recommended land use pattern) and provides for the comprehensive needs for all citizens whether they are driving a car to work, riding a bus to the store, 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~~; and~~
- 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.

FUNCTIONAL CLASSIFICATION

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

- Freeway
- Major Arterial~~;~~
- Minor Arterial~~;~~
- Major Collector~~;~~
- Minor Collector
- Local~~;~~ and
- Rural.

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

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

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

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

Major Collector is a roadway that provides for traffic movement between arterials and local streets and carries moderate traffic volumes over moderate distances

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

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

Rural is the same as local, just in a rural setting versus an urban or suburban setting for local.~~),~~

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

TABLE 3-1 -- Functional Classification System

Roadway Category	Primary Function	Degree of Private Access Control
Freeway	Mobility	High
Major Arterial	Mobility	High
Minor Arterial	Mobility	High
Major Collector	Mobility and Accessibility	Moderate
Minor Collector	Transition	Moderate
Local	Accessibility	Low

SOURCE: TRB ACCESS MANAGEMENT MANUAL

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

The three major Functional Classifications, ~~'s (~~Freeway, Arterial ~~(major and minor))~~, and Collectors ~~(major and minor) to serve the proposed Land Use Plan is~~ are illustrated on Figure ~~3~~3-1, *Circulation Plan*. The City also maintains a Street Classification Map, which identifies recommended right-of-way widths, numbers of lanes, intersection configurations along with ~~that is maintained through the Engineering Department, provides the~~ differentiating ~~on~~ between ~~per~~ the major and minor categories of Arterial and Collector streets ~~definitions~~ as defined in Table 3.1~~above~~.

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.

- Lake Pleasant Parkway currently serves as a Major -Arterial connecting to the Carefree Highway (State Route 74).
- Loop 303~~, when completed, will~~ provides a regional freeway route complementing Loop 101.
- In accordance with the Regional Transportation Plan, the following will also serve as Major Arterials, and will maintain access control as outlined within this section:
    - Northern Parkway, from 71st Avenue to 115th Avenue,
    - Happy Valley Road/~~-~~Parkway, from 67th Avenue to Litchfield Road, and
    - El Mirage Road, Loop 303 to State Route ~~R~~ 74~~, will also serve as Major Arterials, and will maintain access control as outlined within this section~~.

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 Controlled Roadways (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 seven interchanges on Loop 303 within the planning area will also directly impact the Principal 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 ~~½~~-mile to one~~1~~ mile in central commercial areas, but may be more than two to three miles elsewhere in the City, based on physical barriers. In the central and southern portions of the City, the Major and Minor arterial streets are usually located along and within the section-line grid system.

The Major and Minor Collector ~~S~~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 ~~S~~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.

~~TABLE 3-2, RIGHT-OF-WAY WIDTHS, PROVIDES EXAMPLES OF RECOMMENDED RIGHT-OF-WAY WIDTHS FOR EACH FUNCTIONAL CLASSIFICATION (SEE STREET CLASSIFICATION MAP FOR SPECIFIC LOCATION) WHICH INCLUDE:~~

~~TABLE 3-2 -- ROADWAY WIDTHS~~

~~ROADWAY TYPE~~	~~MINIMUM RIGHT-OF-WAY WIDTH~~
~~-PRINCIPAL ARTERIAL~~	~~150'~~
~~-ARTERIAL~~	~~130'-110'~~

~~COLLECTOR~~	~~60'~~
~~RURAL COLLECTOR~~	~~60'~~
~~LOCAL~~	~~50'~~
~~RURAL LOCAL~~	~~50'~~

~~SOURCE: CITY OF PEORIA, 1999~~

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, High Capacity Transit (HCT) currently are not depicted in the plan as our land uses do not support it. 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 be pull-outs.

BIKEWAYS, TRAILS AND PEDESTRIAN CIRCULATION

The street system ~~Circulation Plan~~ illustrated on Figure 3-1, *Circulation Plan,* includes Collector, Arterial and Freeways streets~~the desired Street System~~. The City also maintains a Street Classification Map System which differentiates between ~~includes~~ Major and Minor Collectors, Major and M~~m~~inor Arterials and Freeways. The City's Parks, Recreation, Open Space, and Trails (PROST) Master ~~PROST~~ 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.

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

FIGURE 3-1
CIRCULATION PLAN

EXHIBIT E

Support Letter from City of Glendale

GLENDALE

June 23, 2011

Sent Via E-Mail Only

Mr. Adam Pruett, AICP
Senior Planner
Planning and Community Development
City of Peoria
9875 North 85th Avenue
Peoria, AZ 85345

Adam.pruett@peoriaaz.gov

RE: 60-day Review for Proposed 2011 Major General Plan Amendments to the City of Peoria General Plan

Dear Mr. Pruett:

Thank you informing the City of Glendale of the start of the 60-day review period for the annual Peoria General Plan Major Amendment process. The City of Glendale has reviewed the proposed City of Peoria Major General Plan Amendments and has the following comments:

GPA11-0002 Old Town Peoria Specific Area Plan:

The Specific Area Plan could serve as a source of ideas concerning downtown redevelopment, guiding principles for revitalization, development and design objectives within the design framework, land use, circulation, and urban design concepts for the City of Glendale's downtown revitalization efforts.

The creation of Old Town Mixed Use Zoning Districts that have no minimum parking requirements mirrors the recently adopted Glendale Centerline Overlay District, with Glendale's elimination of parking requirements downtown if the Overlay District is chosen as the criteria for development.

GPA11-0003 Peoria Sports Complex

As this General Plan Amendment includes property adjacent to the City of Glendale, Glendale would like to be kept informed of the status of this General Plan Amendment request and any future applications concerning this property.

The North Valley Specific Area Plan was developed jointly by the cities of Glendale and Peoria and adopted December 12, 1989 by the Glendale City Council. It remains in effect and is incorporated by reference into *Glendale 2025 The Next Step*; the City of Glendale's voter adopted General Plan.

Thus, Peoria cannot unilaterally be "remanding" the North Valley Specific Area Plan. Peoria shall choose another way to describe the relationship of the proposed General Plan Amendment and the existing Specific Area Plan.

GPA11-0004 Circulation Element Update

The adoption by reference of the MAG Complete Streets Guide in the Circulation Element should assist in the development of consistent street designs across the valley.

GPA11-0005 Crossing at Arrowhead

As this General Plan Amendment includes property adjacent to the City of Glendale, Glendale would like to be kept informed of the status of this General Plan Amendment request and any future applications concerning this property.

The City of Glendale has no further comments.

You may contact me at (623) 930-2588 or tritz@glendaleaz.com if you have any questions or would like to discuss these comments.

Sincerely,

Thomas Ritz

Thomas Ritz, AICP
Senior Planner
Planning Department

TR:mc

cc: Deborah Mazoyer, Assistant Deputy City Manager
Jon M. Froke, AICP, Planning Director | Historic Preservation Officer
Brent Stoddard, Intergovernmental Programs Director
Bob Dubsky, Planner, Luke AFB, Community Initiatives Team

MAJOR GENERAL PLAN AMENDMENT
REPORT TO THE PLANNING AND ZONING COMMISSION

CASE NUMBER: GPA 11-0005

DATE: October 6, 2011

AGENDA ITEM: 7R

Applicant:	City of Peoria
Request:	Proposal to amend the General Plan Land Use Map by adjusting the Municipal Planning Boundary and designating land uses for a recently annexed 16-acre parcel
Location:	The southwest corner of Loop-101 and Beardsley Road adjacent to the New River.
Support / Opposition:	Staff has received written support from the City of Glendale and notice of no concern from the City of Phoenix.
Recommendation:	Hold a Public Hearing on the proposal. **No action may be taken at this time.**

BACKGROUND

1. The City is proposing to amend the General Plan Land Use Map by adjusting the Municipal Planning Area:
   a. To include a recently annexed 16 acre site;
   b. To exclude a recently deannex 4 acre site;
   c. To designate the annexed parcel High-Density Residential (15+ du/ac, target 18 du/ac) and the portion of the parcel within the New River as Water.

2. In August of 2010, the City of Peoria participated in an annexation/de-annexation with the City of Glendale. This "land swap" provided Glendale with a four-acre parcel located east of the New River and south of Beardsley Road, and provided Peoria with a 16-acre parcel located west of the New River and south of Beardsley Road.

3. In accordance with A.R.S. §9-471, on January 20, 2011 the City Council assigned an initial zoning designation of Agriculture (AG) on the 16-acre annexed parcel.

DISCUSSION AND ANALYSIS

4. The recently annexed parcel is approximately 16 acres and is relatively flat, gently sloping east on the western half of the parcel. The eastern half of the parcel contains the New River embankment and floodway and is undevelopable without significant alternation to the floodway and floodplain.

5. **Table 1:** Existing and Future Land Use (Exhibits B-D)

	EXISTING LAND USE	LAND USE MAP
SITE	**VACANT**	**Proposed High Density Residential (15+ du/ac. Target 18 du/ac)**
North	Single-Family Detached Residential (Fletcher Heights)	Low Density Residential (2-5 du/ac, target 3 du/ac)
West	Apartments and Single-Family Detached Residential; Portion of the New River	High Density Residential (15+ du/ac, target 18 du/ac) and Low Density Residential (2-5 du/ac, target 3 du/ac); Water
East	Vacant / Mixed Use PAD of office, residential, and self-storage units	City of Glendale (Corporate Commerce Center)
South	Vacant / Mixed Use PAD of offices, residential, and self-storage units; Portion of the New River	City of Glendale (Corporate Commerce Center); Water

General Plan Amendment Evaluative Criteria

6. Chapter 14 of the Peoria General Plan directs the City of make a finding that the proposal substantially demonstrates or exhibits the following evaluative criteria:

   i. The development pattern contained in the Land Use Plan inadequately provides appropriate optional sites for the use or change proposed in the amendment.

   Finding: The subject area has been recently annexed/deannexed from the City and the Land Use Plan does not correctly identify the status of these parcels. This amendment rectifies the issue.

   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.

   Finding: The proposed change is an improvement to the plan and does not solely benefit a particular owner.

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.

Finding: The proposed land uses are compatible with adjacent land uses and existing development and reflect the long-standing implied land use designation for the parcel.

iv. That the amendment is consistent with the overall intent of the General Plan and other adopted plans, codes and ordinances.

Finding: The proposed amendment is consistent with the intents, policies and goals of the general plan.

v. Provides a positive benefit to the community without unduly impacting the City's water supplies as demonstrated through the application of economic value per gallon of water measure contained within the City's adopted Principles of Sound Water Management.

Finding: The City's General Plan Land Use Plan had already identified the subject property as having a land use of High-Density Residential (target density of 18+ dwelling units per acres). As the City's water resources are allocated using the land uses identified in the General Plan, there was no change in the water supply allocation for the subject property.

7. In its evaluation of the request and assessment of the weight towards advancement of the above mentioned criteria, staff considered a multiplicity of factors. The factors are discussed in the sections below.

Existing General Plan Land Use Designation

8. Adopted General Plan Land Use Maps dating back to at least 2006 show a land use designation on the subject parcel of High Density Residential and Water despite the parcel being located within the City of Glendale and not within the City of Peoria Municipal Planning Area. This long-standing implied designation of the parcel has been relied upon for decision making by the subject property owner, adjacent property owners and the City. The proposed land use designations, identical to what was always shown, are compatible with the adjacent land uses and are consistent with the future land use expectations of nearby affected residents and property owners.

9. The High Density Residential Land Use is intended to provide opportunities for multi-family housing near employment/service areas or to buffer lower density residential uses. East of the New River and along the Loop-101 in Glendale, a proposal is in place for a mixed use development including multifamily housing, offices, and self-storage. The proposed land use will serve as a buffer and a housing option for the employees of nearby services and businesses.

Impact to Existing Infrastructure, Service Delivery and Traffic Systems

10. The area has adequate infrastructure connectivity to provide appropriate water, sewer, and public safety services. No impacts to infrastructure or services are expected with the development of this parcel.

11. The recently completed Beardsley Road connector and the existing transportation network are able to accommodate any additional traffic generated by development of this parcel.

Relevant General Plan Goals and Objectives

12. The proposed land use designation meets the following General Plan objectives and policies:
    a. *Policy 1.M.1: Accommodate an adequate supply and mix of developable residential land to accommodate future housing needs.*
    b. *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.*
    c. *Policy 1.N.3: Locate housing developments in areas that can be adequately served by police, fire and ambulance services.*
    d. *Objective 1.O Support well designed, high-quality multifamily residential development in appropriate areas which maintains compatibility between adjacent developments.*

CIVIC ENGAGEMENT & NOTIFICATION

Citizen Participation

13. During the 60-day review period, the Planning Division hosted two community open house meetings throughout the City in an effort to educate the public about each Major General Plan Amendment application. Although attendance was light, these meetings provided the public with a forum to discuss any concerns with the General Plan content and to present staff with any comments on the proposed amendments.

General Public Awareness

14. This amendment was notified in accordance with ARS § 9-461.06 and routed to adjacent governments and reviewing agencies for a 60-day review period. In addition to the 60-day routing, the neighborhood meetings and the published advertisement for the public hearings, additional information regarding each of this year's Major General Plan Amendments, including the draft amendments and a summary document, were provided on the City's main website and again on the City's Planning Division website.

15. It should also be noted that all external routing materials were limited to a summary letter that outlined the proposed amendment and directed all reviewers to a website where the complete document could be reviewed and comments could be issued entirely online. All 2011 Major General Plan amendments followed this protocol.

Public Notice

16. Public notice was provided in the manner prescribed under Section 14-39-6. The posting was completed within the prescribed 15-days prior to the Public Hearing.

School District Notification

17. Peoria Unified, Nadaburg and Deer Valley School Districts received written notification of this amendment for the 60-day review period. As of this writing, no communication has been received from any of these school districts.

Support / Opposition

18. As of this writing, the City has received written statement of support from the City of Glendale a notice of no concern from the City of Phoenix.

FINDINGS AND RECOMMENDATION

19. The proposed amendment supports the following finding:

- The proposal serves as a buffer and transitional land use from the Loop-101 and future higher intensity uses east of the New River to the low-density residential to the north and west;
- The proposal advances intents of the General Plan by providing opportunity for high-quality multi-family housing along arterial streets;
- The proposal enhances the mix of housing types in the vicinity;
- The amendment is consistent with the overall intent of the General Plan and other adopted plans, codes and ordinances.

It is recommended that the Planning and Zoning Commission take the following action:
Hold a Public Hearing on Case GPA 11-0005. No action may be taken at this time.

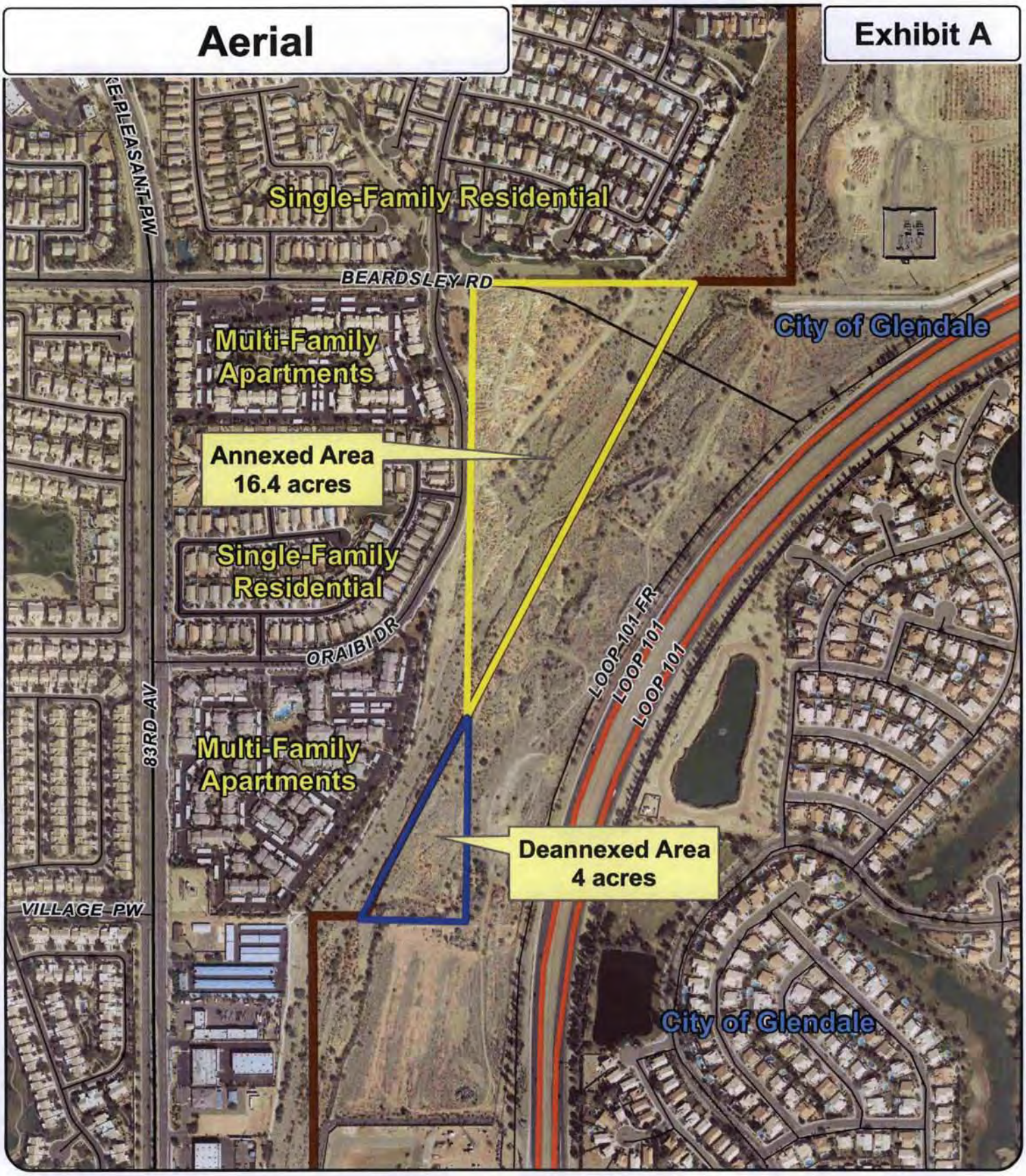
ATTACHMENTS

Exhibit A: Aerial Map
Exhibit B: General Plan Approval Land Use Map (proposed)

Prepared by:
Ed Boik
Planner

Aerial

Exhibit A



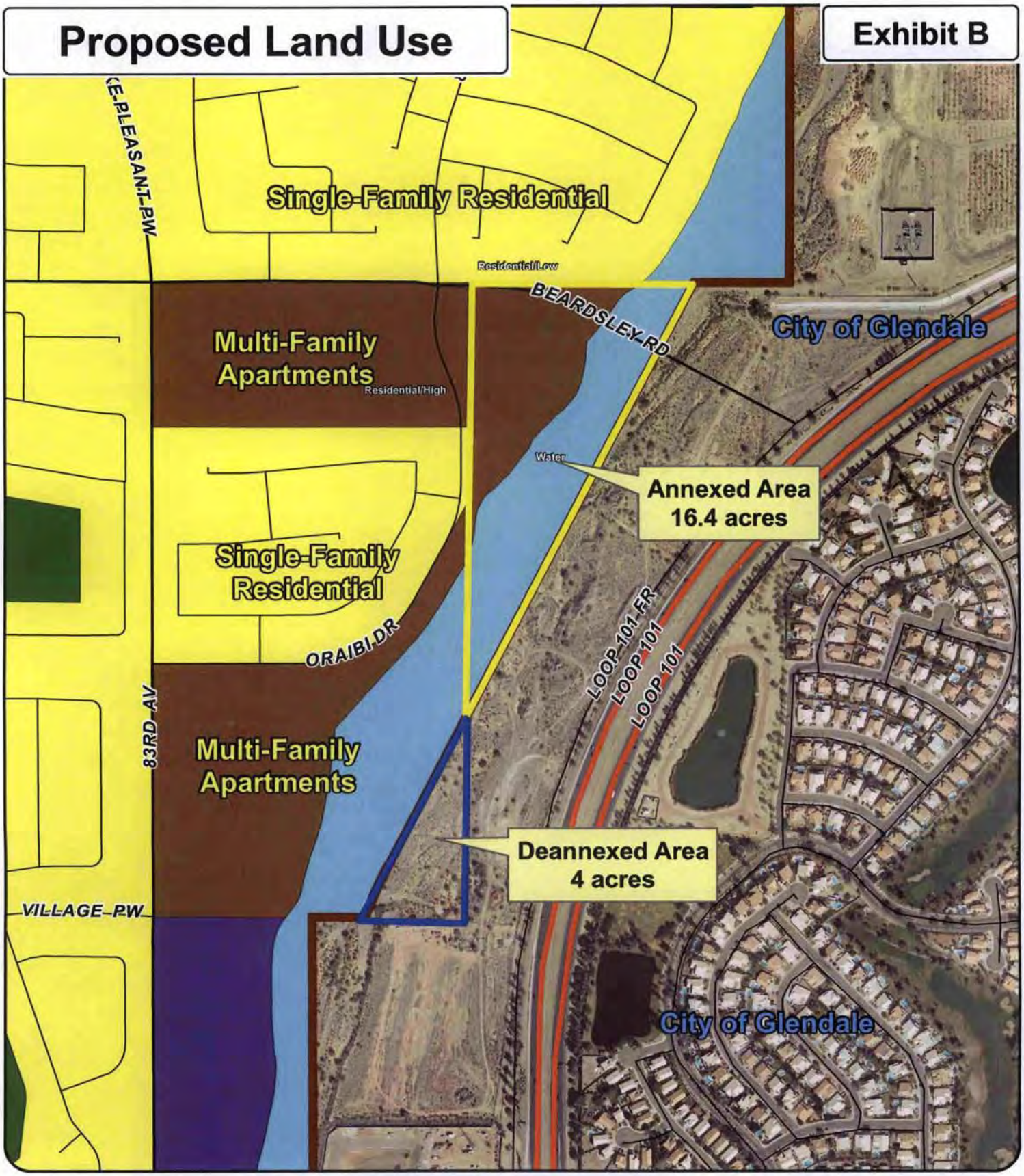
GPA11-0005 Crossing at Arrowhead

Applicant: City of Peoria

Request: Amend General Plan Land Use map to designate recently annexed property as High Density Residnetial (15+ du/ac, target 18 du/ac) and Water.

N

Not to Scale



GPA11-0005 Crossing at Arrowhead

Applicant: City of Peoria

Request: Amend General Plan Land Use map to designate recently annexed property as High Density Residnetial (15+ du/ac, target 18 du/ac) and Water.

N

Not to Scale

CITY OF PEORIA

MAJOR GENERAL PLAN AMENDMENT
REPORT TO THE PLANNING AND ZONING COMMISSION

CASE NUMBER: GPA 11-0006

DATE: October 6, 2011

AGENDA ITEM: 8R

Applicant:	City of Peoria
Request:	A Major Amendment to the General Plan to alter land uses for approximately 512 acres of State Trust Land and approximately 37 acres of privately held land.
Location:	The subject area is located between the alignments of Dysart Road to the west, Jomax Road to the north, 115th Avenue to the east and the Loop 303 Freeway to the south.
Amendment Acreage:	Approximately 549 acres
Support / Opposition:	As of the date of this printing, Staff has received several inquiries to the request; however, no specific support or opposition to this proposal has been received.
Recommendation:	Hold a Public Hearing on the proposal. **No action may be taken at this time.**

BACKGROUND

1. The City of Peoria is proposing an amendment to the General Plan Land Use Map to alter the land use designations for approximately 512 acres of Arizona State Trust Land and approximately 37 acres of privately held land in an area located between the alignments of Dysart Road to the west, Jomax Road to the north, 115th Avenue to the east and the Loop 303 Freeway to the south.
2. The amendment request coincides with a comprehensive annexation submittal package by the City to the Arizona State Land Department (ASLD). Under case ANX 07-04, the City has submitted an annexation proposal to the ASLD for 1,300 acres of State Trust Land that lies within the City's General Plan boundary. The State Land parcels are part of a larger study area slated for a multi-phased annexation by the City (ANX 07-04: APS Westwing / State Land – Exhibit C.1 and C.2). The overall study area contains approximately 2,208 acres of both public and private owned properties.

3. The overall 2,208 acre study area is largely undeveloped. There is one single-family residential development called Coldwater Ranch located north of Happy Valley Parkway that is in the process of being developed. To date, there has only been a handful of homes built in the development and very limited, if any, activity occurring currently. The only other substantial project in the subject area is the APS/Westwing substation. With the location of the substation located near the center of the subject area, there are numerous corridors of high tension lattice type power lines criss-crossing the area. The Beardsley Canal is located along the northern boundary and there are several major floodway and floodplains traversing the area including the McMicken Dam outlet channel. Adjacent to the study area, there are several developed residential projects to the south of the Loop 303 (Corte Bella, Rio Sierra, Rancho Silverado, Dos Rios), as well as a planned residential development to the west (Rancho Cabrillo). North of the subject area is the City boundary and the Vistancia master planned community.

4. At this time, the City is only petitioning to annex the State Trust Land areas within the study area as well as a parcel of Maricopa County Flood Control land (McMicken Dam outlet channel) and several parcels of Maricopa County Public Works (south of APS Westwing substation) property. There are no other parcels proposed for annexation at this time. Following the annexation of the State Trust Land, the City will move forward with the second phase of annexation of the 2,208 acre site, subject to the interest of the ownership of private parcels in the area.

5. Previously, the 1,300 acres of State Trust Land was the focus of another General Plan/Specific Area Plan Amendment (GPA 07-13, City Council approval on December 18, 2007). At the request of the ASLD, the previous amendment affixed target densities and floor area ratios (FAR) associated with the existing land use categories of the State Trust Land areas. The goal of this amendment was to establish the ultimate development allowances for the intended annexation areas and provide the development community certainty as to the ultimate entitlement for these areas. This amendment was similar to the process that occurred during the State Trust Land planning for the Camino A Lago development.

6. The State Trust Land that is part of this amendment as well as several areas near the Agua Fria River were the subject of a presentation to City Council during the March 8, 2011 Study Session. During this session, staff presented a timeline of events that have transpired since the initial annexation submittal to the ASLD as well as the proposed pre-annexation development agreement and pending activity on the request. Following this amendment, it is anticipated that a State Selection Board hearing may be set for early 2012. Around that same time period, City staff will be bringing forward both the pre-annexation development

agreement and a Planned Area Development zoning application for the State Trust Land parcels.

7. It should be noted that the Loop 303 Corridor was the subject of a Specific Area Plan that was approved in October 2005 (GPA04-02). That Specific Area Plan focused on the development of each of the proposed Loop 303 traffic interchanges located within the City. This proposed amendment seeks to further advance that Plan by focusing on additional economic development opportunities by capturing supportive land use categories and limiting the amount of planned residential immediate adjacent to the freeway corridor.

DISCUSSION AND ANALYSIS

State Trust Land Annexation Requirements

8. In order for a City to annex state trust land, the annexing City is required to submit a package containing relevant documentation substantiating the annexation request and the feasibility of future development for the area. This submittal package includes documents outlining current/proposed zoning, existing infrastructure, land use designations, existing and proposed access, physical opportunities/constraints, etc. The ASLD evaluates the submittal package to determine whether the city's proposal provides an acceptable level of entitlements and infrastructure to meet the objectives of the ASLD mission to maximize the benefit from the sale or lease of Trust land. If acceptable, the ASLD will make a recommendation to the State Selection Board for final determination of the requested annexation.

9. One of the requirements of the ASLD annexation submittal is the need to establish the ultimate development allowances for the intended annexation area. Based on discussions with the ASLD following the initial annexation submittal in October 2007, it was determined that a General Plan Amendment was needed to affix target densities and floor area ratios (FAR) utilizing the existing land use categories to establish the development allowances for the 1,300 acres of State Trust Land. As indicated previously, this amendment was approved by City Council on December 8, 2007. Following the amendment approval and during subsequent discourse between the ASLD and City Planning staff, it was determined that the existing land uses were not the highest and best land uses for such an economically strategic area of freeway corridor and that an additional amendment was warranted to maximize the City's development opportunities along the corridor and in the surrounding area.

Project Acreage Description

10. To help clarify and minimize confusion, the following are the acreages for the areas that are in discussion as part of the requested Annexation (ANX 07-04) and General Plan Amendment (GPA11-0006):

- 2,208 acres = Total area within the proposed annexation study area
- 1,300 acres = Total amount of State Trust Land in the annexation area
- 512 acres = Total amount of State Trust Land that will be amended with this GPA
- 37 acres = Total amount of Private Land that will be amended with this GPA

Specific Parcel Amendments

11. Provide below are descriptions outlining the requested land use changes for each individual parcel. Please note that the individual parcel numbers/letters may be cross-referenced in Table 1 and 2 below as well as on the attached map Exhibits D.1/D.2 (State Trust Land) and Exhibits E.1/E.2 (Private Land). As with the previous General Plan Amendment for the State Trust Land Parcels, this amendment will also affix target densities and floor area ratio (FAR) to the affected parcels. The densities and ratios are outlined in the table included on Exhibit D.2.

State Trust Land (reference Exhibits D.1 and D.2)

A. **Parcels 18, 19, 20, 22A:** The main focus of the amendment is along the Loop 303 corridor at Happy Valley Parkway. As depicted currently (Exhibit D.1 – Parcel #'s 18, 20, and 22A), there is an overabundance of Medium Density Residential and Community Commercial designated land use located at this interchange. This is a significant and strategic location for up to 150 acres of future growth area in the City. The proposed amendment will allocate the Business Park Mixed Use (BPMU) land use designation in this area to assist in effectively capturing the growth potential. The BPMU designation will allow for a mixture of employment center, ancillary commercial services, and supporting residential uses. While this designation will allow residential up to 25 du/ac, the non-residential uses must occupy the majority of the development area. Also, Parcel 19 was changed to Office from High Density Residential to promote a development character that capitalizes on the corridor while minimizing potential conflict with the large lot residential to the immediate east.

B. **Parcel 1:** Another large change is to the 211 acre Parcel 1. Currently, the area is designated as Estate Density Residential (0-2 du/ac, target of 1 du/ac). The recommended change is to the Low Density Residential category (2-5 du/ac, target of 3 du/ac). This change will allow for a residential

developmental density and character that is similar to the project to the west (Rancho Cabrillo) and Vistancia to the north. In addition, there is a substantial floodplain along the southern section of this parcel that will limit the amount of developable area.

C. **Parcels 3B-D, 4-6:** Several other changes to the State Trust Lands were at the intersection of El Mirage Road and Happy Valley Parkway. Since this will be a major arterial intersection in the future, Low Density Residential is not the preferred land use at this location. As there will be a need to provide essential services to future residences in the area, the changes include approximately 22 acres of Neighborhood Commercial allowing for such uses as grocery stores, restaurants, banks, etc. For Parcel 3B, this is a proposed pocket of High Density Residential that will act as a transition between the higher intensity land uses to the southeast and the proposed single-family residential to the north. The change for Parcels 4-6 from Park/Open Space and Public/Quasi-Public to Business Park/Industrial is a clean-up to reflect the actual site conditions with multiple power lines running through the site while still allowing for some development subject to the site constraints.

D. **Parcel 9B:** There is a proposed change to Parcel 9B from Medium/High Residential to Community Commercial. El Mirage Road will be a future traffic interchange off of the Loop 303 and a higher density residential is not the preferred use at an interchange.

E. **Parcels 7, 11, 21, 22B, and 23:** There are no changes to the majority of underlying land use on these parcels. The only request is a minor correction to the Park/Open Space. With the 2010 General Plan cycle, all power line corridors were designated with the Park/Open Space designation. This was a departure from the existing land uses that were part of the original discussions with the ASLD and staff is requesting that these areas of Park/Open Space are reverted back to the underlying land use designations of each parcel. It should be noted that development activity may still occur for the power line corridors but it will be limited to parking lots, open space, trails, or similar "non-structural" uses.

F. **Parcel 10:** This parcel is proposed to change from Public/Quasi-Public to Industrial, as well as a change to the band of Park/Open Space similar to the parcels discussed in paragraph 'E' above. It is the opinion of Staff that this parcel should not be designated as Public/Quasi-Public and is essentially a mapping error that should be parcel specific to the US Department of Energy site to the immediate north. An industrial designation will open this site up to additional development possibilities and will correlate with the land use of the adjacent parcels to the south and east.

Private Land (cross reference Exhibits E.1 and E.2)

G. Area A & B: For these two areas, the change is from Park/Open Space and High Density Residential to Low Density Residential. This is only a correction to mirror the rest of the Low Density Residential designation for the Coldwater Ranch residential development.

H. Area C: This a change from Public/Quasi-Public to Industrial. As discussed in paragraph 'F' above, is a correction to the land use to reflect the actual conditions of development and to make the land use designation of Public/Quasi-Public specific to the APS site only.

12. Regarding FARs, the General Plan is relatively silent on specific ratios. With the previous amendment, staff utilized the ratios outlined in the Loop 303 Specific Area Plan. After further evaluation of those ratios, it was determined that they were largely overstated and unrealistic. To facilitate in assigning a realistic FAR for each of the non-residential and mixed-use categories, a FAR was derived from a calculation of total floor area for several similar type developments throughout the Phoenix metro area that could be built under each land use category. Based on the average building size of those developments, the following FAR's were established:

    a. FAR = 0.3: Industrial, Business Park, Business Park/Industrial

    b. FAR = 0.4: Neighborhood Commercial, Office

    c. FAR = 2.0: Business Park Mixed Use

Table 1 - State Land: Total Changes to Affected Areas Only

ID	Existing Land Use	Proposed Land Use	Affected Acreage	Total Acreage
1	Residential/Estate	Residential/Low	211.5	211.5
3B	Residential/Low	Residential/High	18.2	18.2
3C	Residential/Low	Neighborhood Commercial	12.1	12.1
3D	Residential/Low	Neighborhood Commercial	10.0	10.0
4	Park/Open Space	Business Park	6.1	6.1
5	Park/Open Space	Business Park	3.1	3.1
6	Public/Quasi-Public (8.5 ac) Park/Open Space (4.4 ac)	Business Park	12.9	12.9
7	Business Park/Industrial (187.2 ac) Park/Open Space (10.2 ac)	Business Park/Industrial	10.2	198.1
9A**	Residential/Estate (7.0 ac) Residential/Medium High (20.1 ac)	Residential/Medium High	7.0	27.1
9B	Residential/Medium High	Community Commercial	20.0	20.0
10	Industrial (10.1 ac) Park/Open Space (1.8 ac)	Industrial	1.8	11.9
11	Industrial (24.9 ac) Park/Open Space (4.5 ac)	Industrial	4.5	29.4
18	Residential/Medium High	Business Park Mixed Use (Loop 303 Plan) *	91.2	91.2
19	Residential/High	Office	18.9	18.9
20	Community Commercial	Business Park Mixed Use (Loop 303 Plan) *	42.5	42.5
21	Industrial (55.0 ac) Park/Open Space (6.8 ac)	Industrial	6.8	61.8
22A	Residential/Medium High	Business Park Mixed Use (Loop 303 Plan) *	17.5	17.5
22B	Residential/Medium High (69.6 ac) Park/Open Space (9.3 ac)	Residential/Medium High	9.3	78.9
23	Residential/Medium (10.9 ac) Park/Open Space (8.6 ac)	Residential/Medium	8.6	19.5
		Total	512.2	890.7

* FAR and target DU/ac based on 75% allocation for non-residential and 25% for residential.

** Area 8 and 9A have been combined into 9A.

Table 2 - Private Land Changes

ID	Existing Land Use	Proposed Land Use	Total Acreage
A	Park/Open Space	Residential/Low	3.58
B	Residential/High (8.12 ac)	Residential/Low	8.12
C	Public/Quasi-Public	Industrial	25.59
		Total	37.29

Major General Plan Amendment Evaluative Criteria

13. Chapter 14 of the Peoria General Plan ("Plan Administration" section) directs the City to make an affirmative finding that the proposal substantially demonstrates or exhibits certain evaluation criteria (*staff findings in italics*):

i. The development pattern contained in the Land Use Plan inadequately provides appropriate optional sites for the use or change proposed in the amendment.

Finding: The existing land use plan promotes the continuation of a similar development pattern that the City experienced along the Loop 101 Freeway. It is the goal of the City to move away from the "residential adjacent to freeway pattern" and to maximize economic development opportunities along a major freeway corridor. The proposed amendment to the land uses will support that goal.

ii. That 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.

Finding: This amendment constitutes an overall improvement by providing a benefit to both the State Land Department and the City, as a whole, in the form of increased opportunities for economic development along a significant freeway corridor that is not suited for residential development. By affixing densities and floor area ratios to each of the non-residential and mixed-use land use categories, this amendment provides for long-term planning during future State Trust Land auctions. By providing exact development criteria, the future owners/developers are able to ascertain the development potential and the viability of the available land.

iii. That 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 systems than are needed to support the prevailing land uses and which, therefore, may impact development of other lands,
- 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.

Finding: The amendment continues with the principles previously established during the adoption of the Loop 303 Specific Area Plan and will not adversely impact any portion of the community. The amendment, while increasing the intensity of the uses in the area, is not expected to require significant improvements to existing water and sewer infrastructure. The freeway corridor is substantially complete in the area, although in the future additional lanes will be added and a traffic interchange constructed at El Mirage Road. Additional arterial roadway improvements are expected throughout the area, as development occurs. The amendment is not anticipated to affect the livability in a negative manner and is expected to increase opportunities for employment for area residents.

iv. That the amendment is consistent with the overall intent of the Peoria General Plan and other adopted plans, codes, and ordinances.

Finding: The amendment will advance many of the Goals, Objectives, and Policies as well as further promoting the previously adopted Loop 303 Specific Area Plan. The amendment is therefore considered to be in conformance with the intent and goals outlined within the General Plan and the Loop 303 Specific Area Plan.

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 (Major GPA criterion only).

Finding: This area is located within the Arizona American Water and Wastewater Service area and will not be serviced by the City of Peoria. Therefore, the Principles of Sound Water Management do not apply to this General Plan Amendment. It should be noted that Arizona American was acceptable of the proposed annexation.

14. Staff is supportive of the requested amendment as it further substantiates and supports the City's State Trust Land annexation request as well as many of the Goals, Policies, and Objectives outlined in General Plan and the Loop 303 Specific Area Plan. This area of the Loop 303 Freeway is a substantial growth corridor and is of considerable importance to the City for future economic development opportunities. These opportunities are anticipated to translate into significant employment and revenue generating development projects.

CIVIC ENGAGEMENT & NOTIFICATION

Citizen Participation

15. During the 60-day review period, the Planning Division hosted two community open house meetings throughout the City in an effort to educate the public about each General Plan application. Although attendance was light, these meetings provided the public with a forum to discuss concerns with General Plan content and to present staff with any comments on the proposed amendments.

General Public Awareness

16. This amendment was notified in accordance with ARS § 9-461.06 and routed to adjacent governments and reviewing agencies for a 60-day review period. In addition to the 60-day routing, the neighborhood meetings and the published advertisement for the public hearings, additional information regarding each of this year's Major General Plan Amendments, including the draft amendments and a summary document, were provided on the City's main website and again on the City's Planning Division website.

17. It should also be noted that all external routing materials were limited to a summary letter that outlined the proposed amendment and directed all reviewers to a website where the complete document could be reviewed and comments could be issued entirely online. All 2011 Major General Plan amendments followed this protocol.

Public Notice

18. Public notice was provided in the manner prescribed under Section 14-39-6. Site posting, postcard notifications, and newspaper ads were all completed within the prescribed 15-days prior to the Public Hearing.

School District Notification

19. Peoria Unified, Nadaburg and Deer Valley School Districts received written notification of this amendment for the 60-day review period. As of this writing, no communication has been received from any of these school districts regarding this amendment.

FINDINGS AND RECOMMENDATION

20. Based on the following findings:

- The amendment will assist in the planning and economic development efforts for an extremely significant portion of the Loop 303 Freeway corridor; and
- The amendment will provide substantial guidance for future development for the Arizona State Land Department;
- The amendment will provide further justification for the City's State Trust Land annexation request; and
- The amendment constitutes an overall improvement to the City's General Plan and Loop 303 Specific Area Plan and is not solely for the good or benefit of a particular landowner or owners at a particular point in time; and
- The amendment is in conformance with the Goals, Objectives, and Policies of the Peoria General Plan and the Loop 303 Specific Area Plan; and
- That the amendment will not adversely impact the community as a whole or a portion of the community by:
  i. Significantly altering acceptable existing land use patterns,
  ii. Requiring larger and more expensive improvements to roads, sewer or water systems than are needed to support the prevailing land uses and which, therefore, may impact development of other lands,
  iii. Adversely impacting existing uses because of increased traffic on existing systems, or
  iv. Affecting the livability of the area or the health and safety of the residents.

It is recommended that the Planning and Zoning Commission take the following actions:

Hold a Public Hearing on Case GPA 11-0006. No action may be taken at this time.

Attachments:

Exhibit A	Description and Justification Report
Exhibit B	Vicinity Map
Exhibit C.1	Project/Amendment Area Boundaries
Exhibit C.2	Project/Amendment Area Boundaries (Aerial Map)
Exhibit D.1	Existing Land Use Map
Exhibit D.2	Proposed Land Use Map
Exhibit E.1	Existing Land Use Map (Private Land)
Exhibit E.2	Proposed Land Use Map (Private Land)

Prepared by: Robert Gubser, AICP
Interim Principal Planner

DESCRIPTION AND JUSTIFICATION FOR REQUEST

1. Provide a brief description and reason for the requested change. Provide supporting data.

The City of Peoria is proposing an amendment to the General Plan to alter land uses for approximately 512 acres of State Trust Land and approximately 37 acres of privately held land. The subject area is located between the alignments of Dysart Rd to the west, Jomax Rd to the north, 115th Ave to the east and Loop 303 to the south.

The amendment request coincides with a comprehensive annexation submittal package by the City to the Arizona State Land Department (ASLD). Under case ANX 07-04, the City has submitted an annexation proposal to ASLD for 1,300 acres of State Trust Land that lies within the City's General Plan boundary. The State Land parcels are part of a larger area slated for annexation by the City. The overall study area contains approximately 2,208 acres of both public and private owned properties. At this time, the only areas that are proposed to be annexed are the State Land parcels as well as the Maricopa County Flood Control parcels (McMicken Dam) and the Maricopa County Public Works/Transportation parcels just south of the APS Substation. There are no other private property parcels that part of the initial annexation.

2. If map amendment, indicate the existing and the proposed General Plan Land Use designation(s).

See attached maps and tables.

3. In what way does the existing plan inadequately provide suitable alternatives for this request?

As depicted currently, there is an overabundance of medium density residential and community commercial located at the Loop 303 and Happy Valley Road interchange. This is a significant and strategic location for future growth in the City.

Approximately 40 acres designated for Community Commercial and 110 acres designated for Medium-High Density Residential will be replaced with Business Park Mixed Use.

The Community Commercial is being replaced to prohibit an oversaturation of commercial in the area as there is currently four corners of major retailers located 2 miles to the east at the intersection of Happy Valley Road and Lake Pleasant Parkway.

The Medium-High Density Residential is being replaced with a mixed-use component that will be able to capture additional residential units in conjunction with employment opportunities.

There are several other minor changes to the land uses in the amendment area. While the existing land uses are adequate, the proposed changes will provided for the highest and best use for the subject sites. In addition, there are several minor clean-ups of land uses that will match the land use designation with the existing underlying developments.

4. How will this amendment affect property values and neighborhood stability? Provide supporting data and/or case studies.

Exhibit A

By adding land uses that will have the potential for substantial job growth opportunities, the amendment will only help to increase property values in the area.
In addition, the amendment will remove the potential for oversaturation of higher density residential and community commercial and replaces it with an employment centric model that focuses on the existing major transportation corridor of Loop 303. Any additional community commercial along Happy Valley Road may have the unfortunate consequence of destabilizing the Happy Valley Road and Lake Pleasant Parkway retail intersection.

5. How will this amendment contribute to compatible neighborhood patterns? Provide supporting data.

Future neighborhood patterns will be fully vetted during subsequent site planning and platting; however, the proposed changes were designed in a way that would provide transitional land uses to minimize incompatible uses adjacent to each other.

6. How will this amendment contribute to an increased tax base, economic development, and employment opportunities? Provide supporting data.

This amendment will increase the amount of non-residential floor area from 5.6 million square feet to over 16.8 million square feet. The majority of the non-residential uses will be located along the Loop 303 corridor and will contain a mix of uses ranging from Community Commercial to Business Park Mixed Use to Industrial.

7. How will this amendment contribute to the City's goal of achieving balanced housing, shopping, employment, and recreational opportunities?

The proposed amendment will add over 11 million square feet of non-residential floor area, it also will create an additional 500 dwelling units of varying densities and character to assist in achieving the stated goal of a 1:1 jobs to housing balance.

8. How will this amendment affect existing infrastructure of the area, specifically, the water, wastewater, and street systems?

Unknown at this time. Feedback from relevant City departments expected during the 60-day review period.

9. How will this amendment affect the ability of the school district to accommodate children? Indicate the specific schools to be attended and provide attendance and other data reflecting impacts to the specified schools, and district comments.

Unknown at this time. Feedback from school district expected during the 60-day review period.

10. Specifically, what Elements, Goals, Objectives, and Policies of the General Plan will be affected?

Chapter 2: Land Use
Objective 1.D:
Foster commercial, industrial and business park employment centers that are compatible with Peoria's economic needs.

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.

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.

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.O:

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

Policy 1.O.5:

Focus the development of multifamily housing proximate to current and planned transit facilities, employment centers and activity hubs.

Chapter 3: Circulation

Policy 1.A.2:

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

Chapter 4: Economic Development

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.

11. How will this amendment support the overall intent and/or constitute an overall improvement to the General Plan?

As stated above, the amendment area is part of a larger annexation request of State Land that is currently being processed through the Arizona State Land Department. Through on-going negotiations, it was determined that the proposed changes will advance the interests of both parties and will lead to the highest and best land uses for the subject areas. The Loop 303 Corridor is a major gateway into the City and has the greatest potential to significantly impact the need for employment opportunities. The amendment reflects that potential with the proposed land uses.

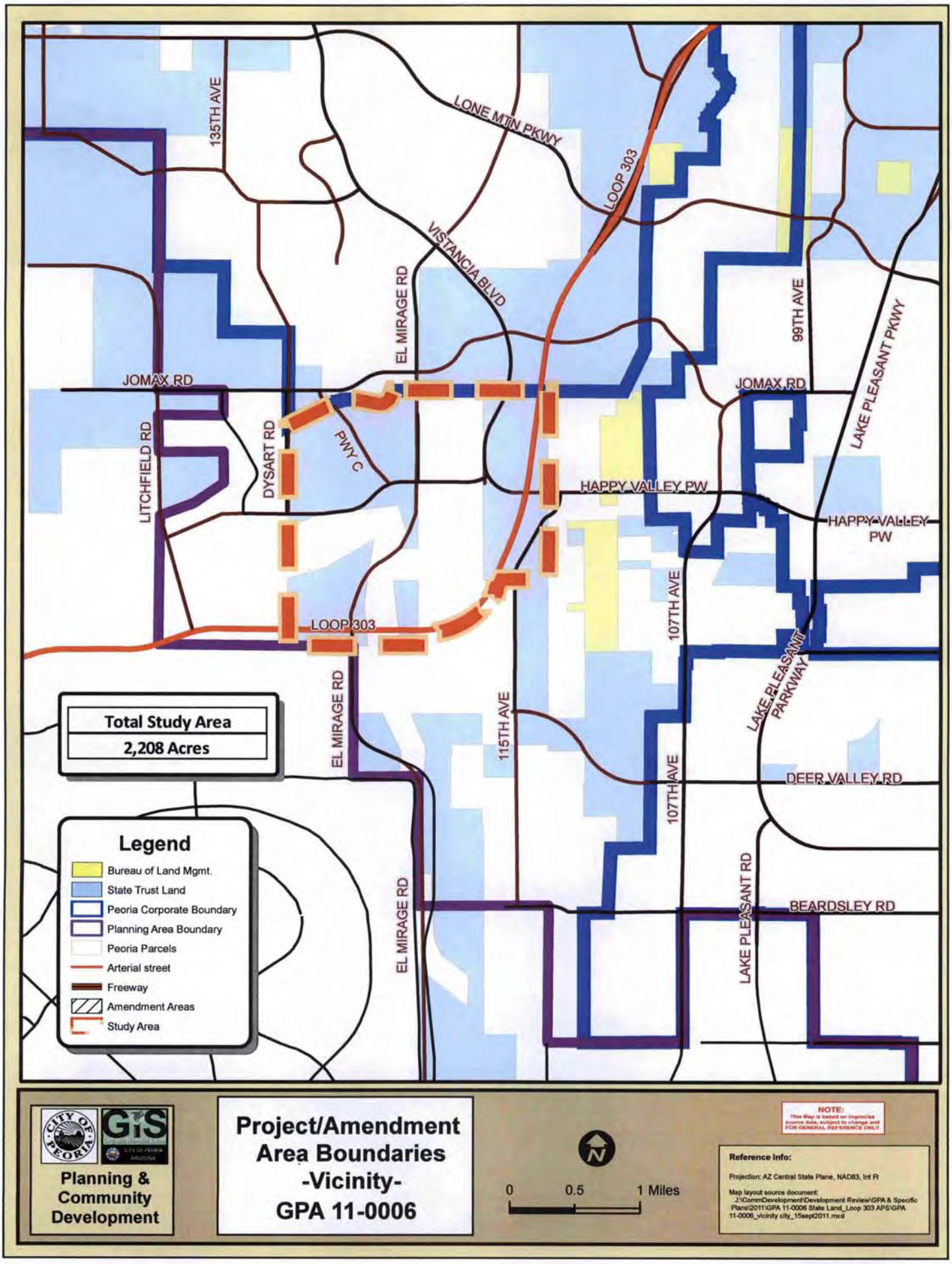

135TH AVE
LONE MTN PKWY
LOOP 303
VISTANCIA BLVD
EL MIRAGE RD
99TH AVE
LAKE PLEASANT PKWY
JOMAX RD
JOMAX RD
LITCHFIELD RD
DYSART RD
PWY C
HAPPY VALLEY PW
HAPPY VALLEY PW
LOOP 303
107TH AVE
LAKE PLEASANT PARKWAY
EL MIRAGE RD
115TH AVE
107TH AVE
DEER VALLEY RD
EL MIRAGE RD
LAKE PLEASANT RD
BEARDSLEY RD
Total Study Area
2,208 Acres
Legend
Bureau of Land Mgmt.
State Trust Land
Peoria Corporate Boundary
Planning Area Boundary
Peoria Parcels
Arterial street
Freeway
Amendment Areas
Study Area
Planning & Community Development
Project/Amendment Area Boundaries -Vicinity- GPA 11-0006
0
0.5
1 Miles
NOTE:
This Map is based on imprecise source data, subject to change and FOR GENERAL REFERENCE ONLY.
Reference Info:
Projection: AZ Central State Plane, NAD83, Int Ft
Map layout source document:
J:\CommDevelopment\Development Review\GPA & Specific Plans\2011\GPA 11-0006 State Land_Loop 303 APS\GPA 11-0006_vicinity city_15sept2011.mxd

Exhibit B

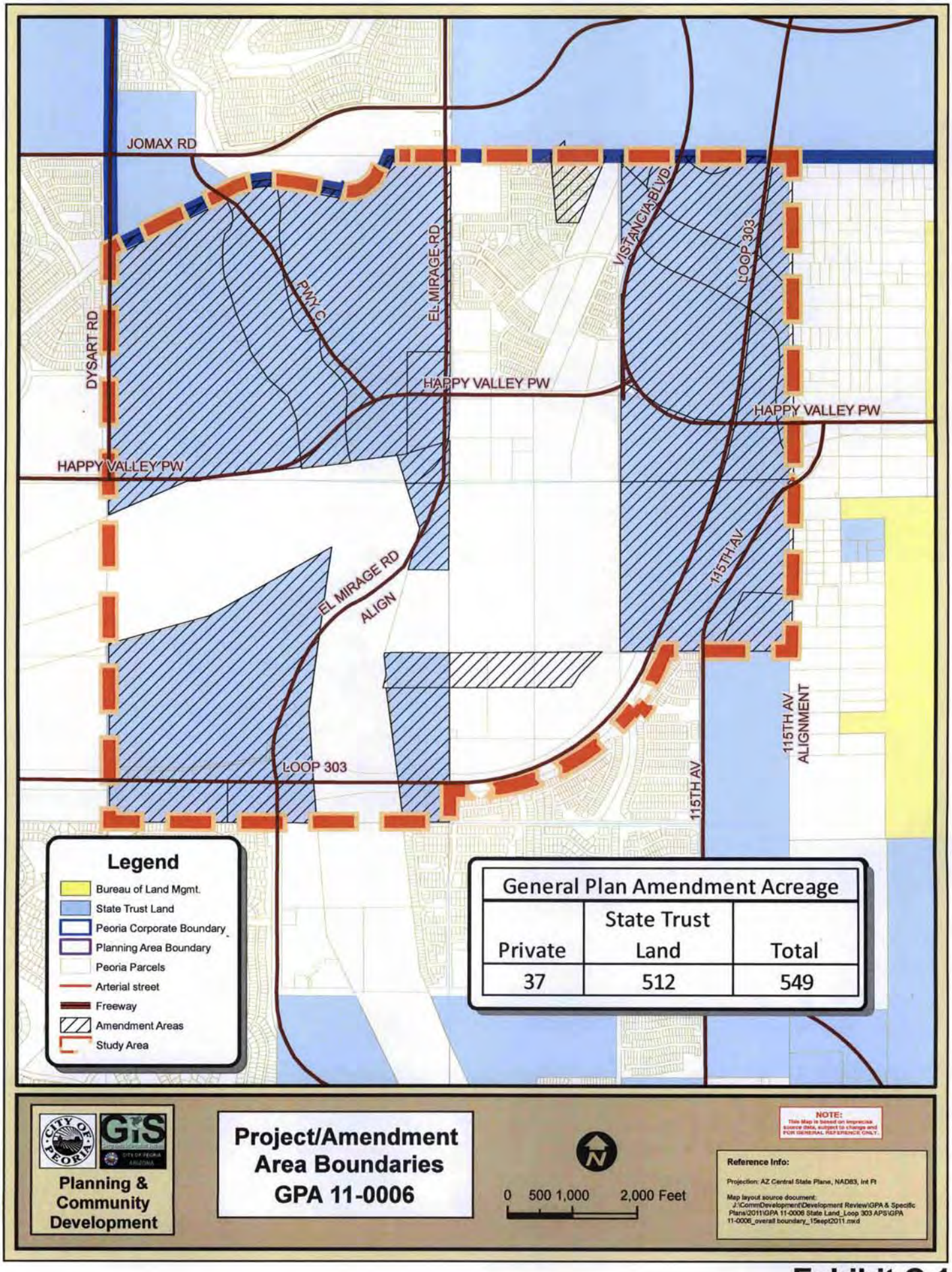

JOMAX RD
DYSART RD
PWY C
EL MIRAGE RD
VISTANCIA BLVD
LOOP 303
HAPPY VALLEY PW
HAPPY VALLEY PW
HAPPY VALLEY PW
EL MIRAGE RD
ALIGN
115TH AV
115TH AV
ALIGNMENT
115TH AV
LOOP 303
Legend
Bureau of Land Mgmt.
State Trust Land
Peoria Corporate Boundary
Planning Area Boundary
Peoria Parcels
Arterial street
Freeway
Amendment Areas
Study Area
General Plan Amendment Acreage
Private
State Trust Land
Total
37
512
549
Planning & Community Development
Project/Amendment Area Boundaries
GPA 11-0006
0 500 1,000 2,000 Feet
NOTE:
This Map is based on imprecise source data, subject to change and FOR GENERAL REFERENCE ONLY.
Reference Info:
Projection: AZ Central State Plane, NAD83, Int Ft
Map layout source document:
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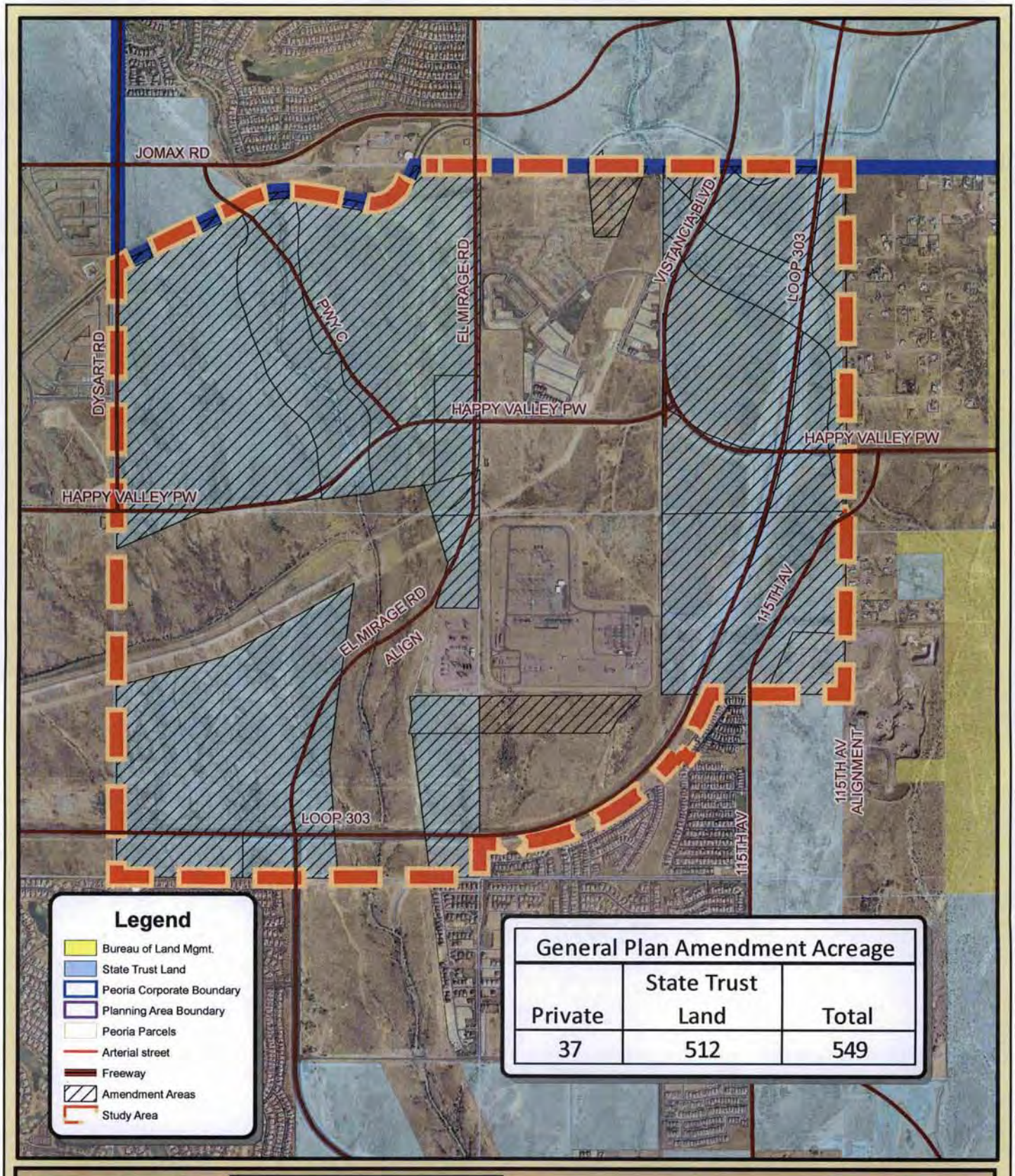
Exhibit C.1



Planning & Community Development

Project/Amendment Area Boundaries -Aerial- GPA 11-0006

0 500 1,000 2,000 Feet

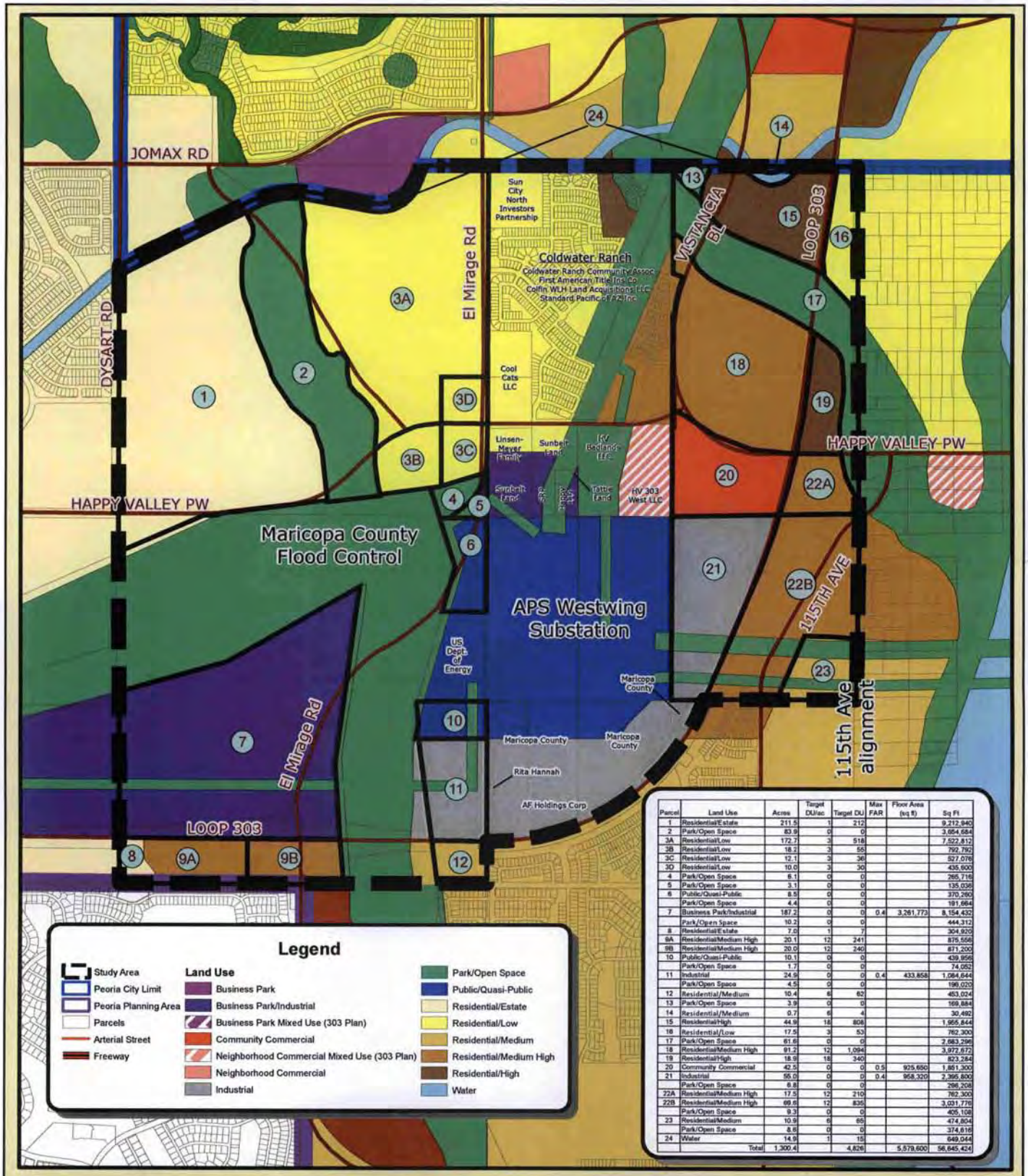
NOTE: This Map is based on imprecise source data, subject to change and FOR GENERAL REFERENCE ONLY.

Reference Info:

Projection: AZ Central State Plane, NAD83, Int Ft

Map layout source document: J:\CommDevelopment\Development Review\GPA & Specific Plans\2011\GPA 11-0006 State Land_Loop 303 APS\GPA 11-0006_vicinity aerial_15sept2011.mxd

Exhibit C.2



Parcel	Land Use	Acres	Target DU/ac	Target DU	Max FAR	Floor Area (sq ft)	Sq Ft
1	Residential/Estate	211.5	1	212			9,212,940
2	Park/Open Space	83.9	0	0			3,654,684
3A	Residential/Low	172.7	3	518			7,522,812
3B	Residential/Low	18.2	3	55			792,792
3C	Residential/Low	12.1	3	36			527,076
3D	Residential/Low	10.0	3	30			435,600
4	Park/Open Space	6.1	0	0			265,716
5	Park/Open Space	3.1	0	0			135,036
6	Public/Quasi-Public	8.5	0	0			370,260
	Park/Open Space	4.4	0	0			191,664
7	Business Park/Industrial	187.2	0	0	0.4	3,261,773	8,154,432
	Park/Open Space	10.2	0	0			444,312
8	Residential/Estate	7.0	1	7			304,920
9A	Residential/Medium High	20.1	12	241			875,556
9B	Residential/Medium High	20.0	12	240			871,200
10	Public/Quasi-Public	10.1	0	0			439,956
	Park/Open Space	1.7	0	0			74,052
11	Industrial	24.9	0	0	0.4	433,858	1,084,644
	Park/Open Space	4.5	0	0			196,020
12	Residential/Medium	10.4	6	62			453,024
13	Park/Open Space	3.9	0	0			169,884
14	Residential/Medium	0.7	6	4			30,492
15	Residential/High	44.9	18	808			1,955,844
16	Residential/Low	17.5	3	53			762,300
17	Park/Open Space	61.6	0	0			2,683,296
18	Residential/Medium High	91.2	12	1,094			3,972,672
19	Residential/High	18.9	18	340			823,284
20	Community Commercial	42.5	0	0	0.5	925,650	1,851,300
21	Industrial	55.0	0	0	0.4	958,320	2,395,800
	Park/Open Space	6.8	0	0			296,208
22A	Residential/Medium High	17.5	12	210			762,300
22B	Residential/Medium High	69.6	12	835			3,031,776
	Park/Open Space	9.3	0	0			405,108
23	Residential/Medium	10.9	6	65			474,804
	Park/Open Space	8.6	0	0			374,616
24	Water	14.9	1	15			649,044
	Total	1,300.4		4,826		5,579,600	56,645,424

Legend

Study Area
Peoria City Limit
Peoria Planning Area
Parcels
Arterial Street
Freeway

Land Use

Business Park
Business Park/Industrial
Business Park Mixed Use (303 Plan)
Community Commercial
Neighborhood Commercial Mixed Use (303 Plan)
Neighborhood Commercial
Industrial
Park/Open Space
Public/Quasi-Public
Residential/Estate
Residential/Low
Residential/Medium
Residential/Medium High
Residential/High
Water

CITY OF PEORIA GIS
Planning & Community Development

Existing Land Use GPA 11-0006

0 500 1,000 2,000 Feet

NOTE: This Map is based on imprecise source data, subject to change and FOR GENERAL REFERENCE ONLY.

Reference Info:

Projection: AZ Central State Plane, NAD83, International Feet
Map layout source:
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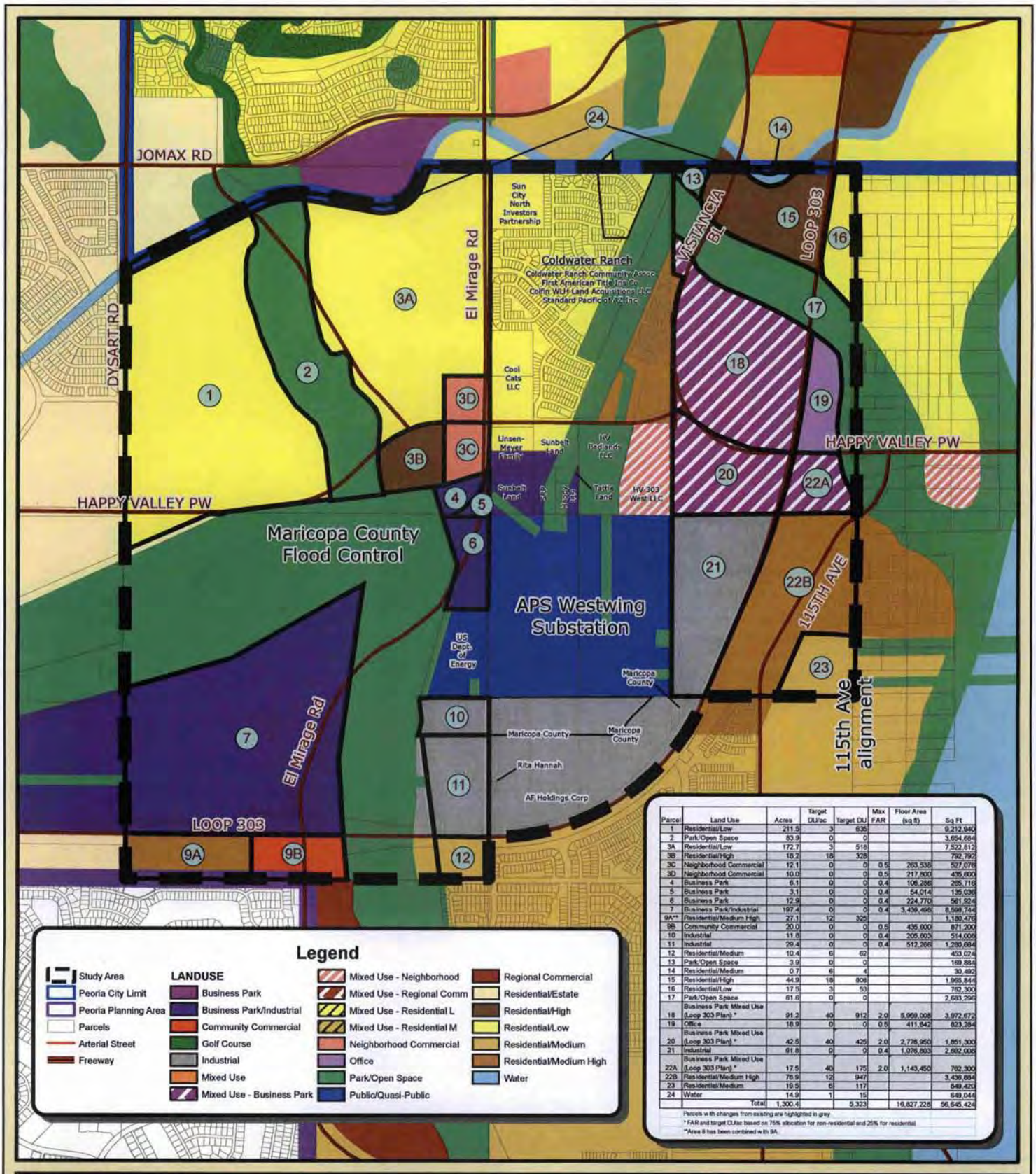
Exhibit D.1



Parcel	Land Use	Acres	Target DU/ac	Target DU	Max FAR	Floor Area (sq ft)	Sq Ft
1	Residential/Low	211.5	3	635			9,212,940
2	Park/Open Space	83.9	0	0			3,654,684
3A	Residential/Low	172.7	3	518			7,522,812
3B	Residential/High	18.2	18	328			792,792
3C	Neighborhood Commercial	12.1	0	0	0.5	263,538	527,076
3D	Neighborhood Commercial	10.0	0	0	0.5	217,800	435,600
4	Business Park	6.1	0	0	0.4	106,286	265,716
5	Business Park	3.1	0	0	0.4	54,014	135,036
6	Business Park	12.9	0	0	0.4	224,770	561,924
7	Business Park/Industrial	197.4	0	0	0.4	3,439,495	8,598,744
9A**	Residential/Medium High	27.1	12	325			1,180,476
9B	Community Commercial	20.0	0	0	0.5	435,600	871,200
10	Industrial	11.8	0	0	0.4	205,603	514,009
11	Industrial	29.4	0	0	0.4	512,266	1,280,664
12	Residential/Medium	10.4	6	62			453,024
13	Park/Open Space	3.9	0	0			169,884
14	Residential/Medium	0.7	6	4			30,492
15	Residential/High	44.9	18	808			1,955,844
16	Residential/Low	17.5	3	53			762,300
17	Park/Open Space	61.6	0	0			2,683,296
18	Business Park Mixed Use (Loop 303 Plan) *	91.2	40	912	2.0	5,959,008	3,972,672
19	Office	18.9	0	0	0.5	411,642	823,284
20	Business Park Mixed Use (Loop 303 Plan) *	42.5	40	425	2.0	2,778,950	1,851,300
21	Industrial	61.8	0	0	0.4	1,076,803	2,692,008
22A	Business Park Mixed Use (Loop 303 Plan) *	17.5	40	175	2.0	1,143,450	762,300
22B	Residential/Medium High	78.9	12	947			3,436,884
23	Residential/Medium	19.5	6	117			849,420
24	Water	14.9	1	15			649,044
	Total	1,300.4		5,323		16,827,226	56,645,424

Parcels with changes from existing are highlighted in grey.
* FAR and target DU/ac based on 75% allocation for non-residential and 25% for residential
**Area 9 has been combined with 9A.

Legend

Study Area
Peoria City Limit
Peoria Planning Area
Parcels
Arterial Street
Freeway

LANDUSE

Business Park
Business Park/Industrial
Community Commercial
Golf Course
Industrial
Mixed Use
Mixed Use - Business Park
Mixed Use - Neighborhood
Mixed Use - Regional Comm
Mixed Use - Residential L
Mixed Use - Residential M
Neighborhood Commercial
Office
Park/Open Space
Public/Quasi-Public
Regional Commercial
Residential/Estate
Residential/High
Residential/Low
Residential/Medium
Residential/Medium High
Water

CITY OF PEORIA GIS

Community Development

Proposed Land Use
GPA 11-0006

0 500 1,000 2,000 Feet

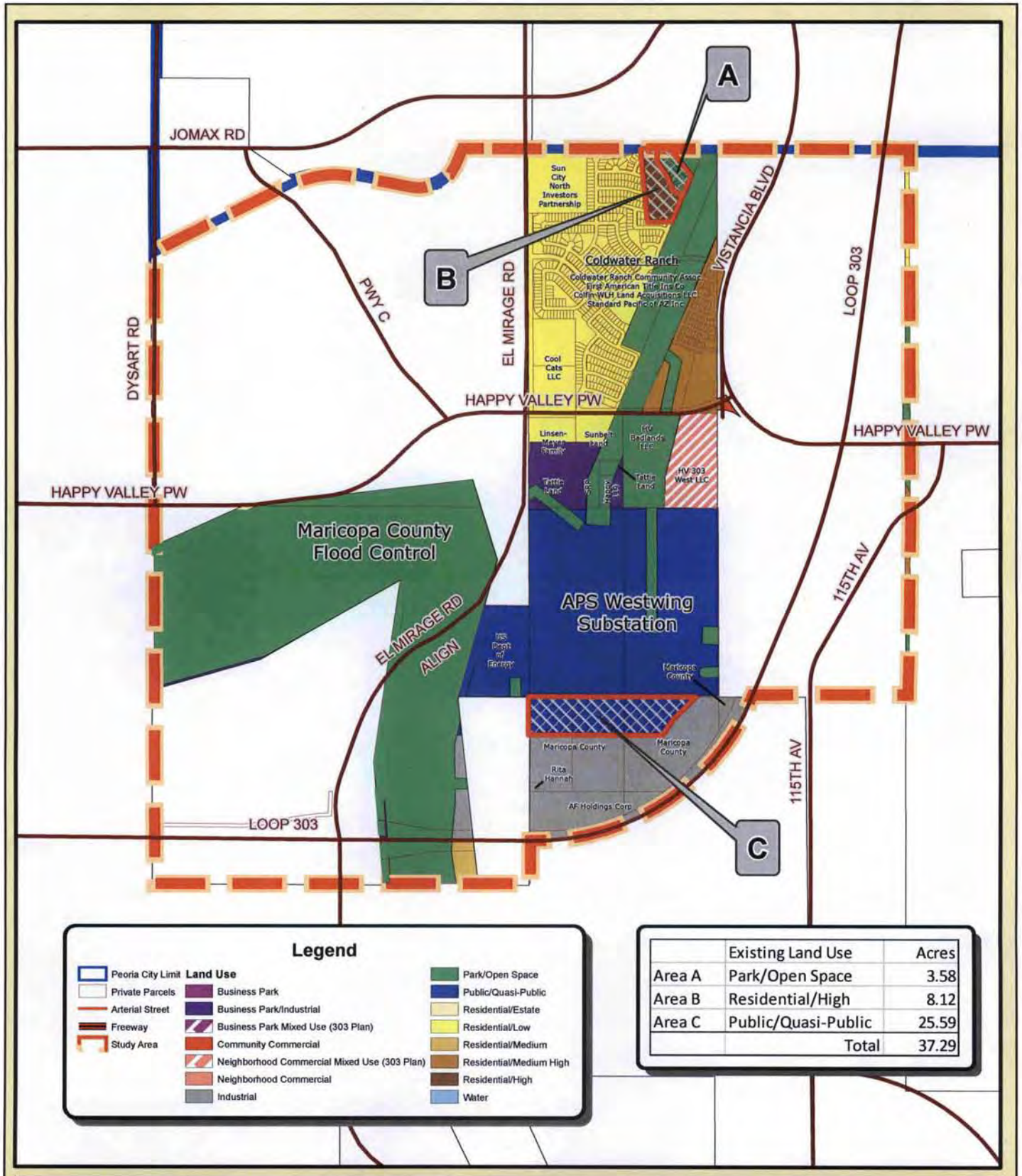
NOTE: This Map is based on numerous source data, subject to change and FOR GENERAL REFERENCE ONLY.

Reference Info:

Projection: AZ Central State Plane, NAD83, Int Ft

Map layout source:
J:\CommDevelopment\Development Review\GPA & Specific Plans\2011\GPA 11-0006 State Land_Loop 303 APS\GPA11-0006_15sept2011_proposed land use.mxd

Exhibit D.2



	Existing Land Use	Acres
Area A	Park/Open Space	3.58
Area B	Residential/High	8.12
Area C	Public/Quasi-Public	25.59
	Total	37.29

Planning & Community Development

Existing Land Use - Private Land -

GPA 11-0006

0 500 1,000 2,000 Feet

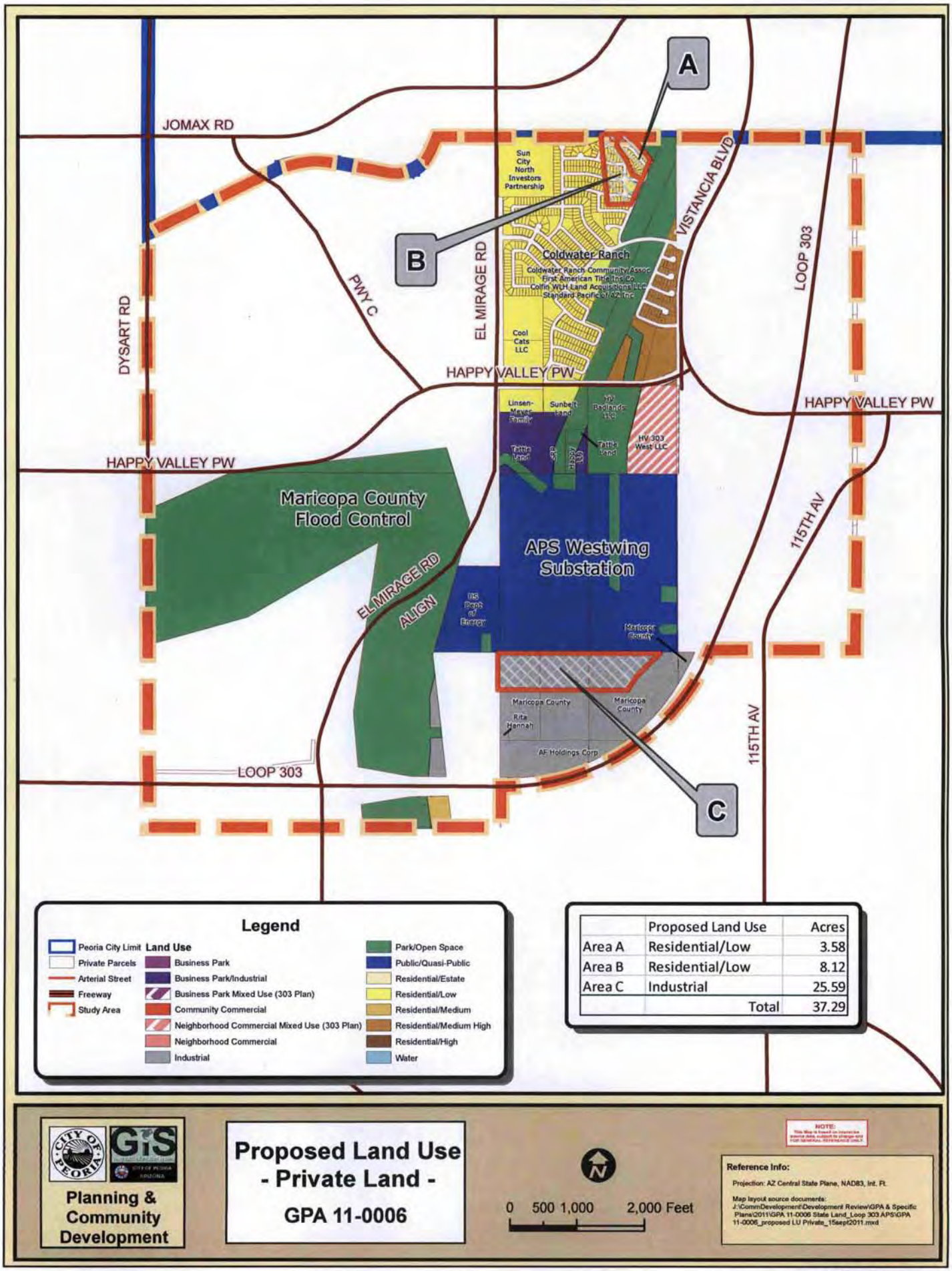
NOTE:

Reference Info:

Projection: AZ Central State Plane, NAD83, Int. Ft.

Map layout source document: J:\CommDevelopment\Development Review\GPA & Specific Plans\2011\GPA 11-0006 State Land_Loop 303 APS\GPA 11-0006_proposed LU Private_15sept2011.mxd

Exhibit E.1



Legend

Peoria City Limit	**Land Use**	Park/Open Space
Private Parcels	Business Park	Public/Quasi-Public
Arterial Street	Business Park/Industrial	Residential/Estate
Freeway	Business Park Mixed Use (303 Plan)	Residential/Low
Study Area	Community Commercial	Residential/Medium
	Neighborhood Commercial Mixed Use (303 Plan)	Residential/Medium High
	Neighborhood Commercial	Residential/High
	Industrial	Water

	Proposed Land Use	Acres
Area A	Residential/Low	3.58
Area B	Residential/Low	8.12
Area C	Industrial	25.59
	Total	37.29

Planning & Community Development

Proposed Land Use - Private Land -

GPA 11-0006

0 500 1,000 2,000 Feet

NOTE: This Map is based on imprecise source data, subject to change and FOR GENERAL REFERENCE ONLY

Reference Info:

Projection: AZ Central State Plane, NAD83, Int. Ft.

Map layout source documents: J:\CommDevelopment\Development Review\GPA & Specific Plans\2011\GPA 11-0006 State Land_Loop 303 APS\GPA 11-0006_proposed LU Private_15sept2011.mxd

Exhibit E.2

MAJOR GENERAL PLAN AMENDMENT
REPORT TO THE PLANNING AND ZONING COMMISSION

CASE NUMBER: GPA 11-0008

DATE: October 6, 2011

AGENDA ITEM: 9R

Applicant:	City of Peoria
Request:	Major Amendment to Chapter 14 Plan Administration of the City of Peoria General Plan including: a.) Notification distances b.) Notification methods c.) Clarification of the citizen participation process d.) Major amendment criteria thresholds e.) Implementation tasks
Location:	Citywide application.
Support / Opposition:	Staff has not received any written or verbal support or opposition on this amendment.
Recommendation:	Hold a Public Hearing on the proposal. **No action may be taken at this time.**

BACKGROUND

1. In 2010, the citizens of Peoria voted to approve the General Plan as amended the year prior in preparation for the State-mandated ten-year ratification. Each chapter (element) of the General Plan was amended to ensure conformance with the City Council's objectives and strategies.

2. Chapter 14 *Plan Administration* addresses topics such as amendment criteria, notification of amendments, and plan implementation. Included in this chapter is a comprehensive table of implementation tasks (Table 14.4) which establishes departmental responsibilities and approximate timeframes for those tasks as well as tables that identify the City's major plan amendment criteria (Table 14.2) and notification requirements (Table 14.1). These tables are the subject of this amendment.

DISCUSSION AND ANALYSIS

Notification Criteria

3. Table 14.1 (shown below) provides the notification radii for all General Plan Amendments involving specific property based on acreage. At the time this table was created, each notification radius was consistent with those found in Article 14-39 of the Zoning Ordinance for rezoning applications. In 2010, however, staff revisited the rezoning notification radii and subsequently processed a zoning text amendment which was approved by City Council thereby increasing the notification radii for rezoning requests. Because the text amendment was approved in 2010 during a City-initiated blackout period for General Plan Amendments, staff had to postpone processing this corresponding General Plan Amendment to align the General Plan with the Zoning Ordinance. The changes to the subject property size and notification distances now align with the Zoning Ordinance.

Table 14.1 -- Plan Amendment Notification Area

Size of Subject Property	Notification Distance/Area
< 40 acres	~~300 ft~~ 600 ft
~~From >~~ ≥ 40 acres ~~to < 320 acres~~	~~600 ft~~ 1320 ft
~~> 320 acres~~	~~900 ft~~

4. Additionally, staff is proposing a modification to the notification methods for City-initiated land use amendments. As outlined above, all land use amendments are required to provide notification of hearings to all property owners within the notification radii shown in Table 14.1. The challenge staff has encountered is that certain amendments, such as the Old Town Specific Area Plan, encompass very large land areas, four square miles or nearly 8,500 parcels / landowners in the Old Town SAP example, and as such the cost of notification becomes quite high despite the City's efforts to minimize this cost.

5. General Plan Amendments such as the Old Town Specific Area Plan and the creation of the Sports Complex Mixed-Use District are important City-initiated amendments requiring considerable public interest and inclusion. Such amendments are generally City-initiated and are often the result of months of stakeholder meetings and public outreach. To this end, staff is proposing that the City maintain a high-level of notification, but allow large City-initiated amendments to be notified using alternative methods that are not otherwise available to public. For example, all amendments would continue to be advertised in the City's official newspaper of general circulation and would received on-site posting, but instead of the City sending out first class mail notifications to each property owner, other options such as water bill inserts, presentations on Peoria Channel 11, and publication on the City's website may

be considered based on overall effectiveness and cost to the City. The amended language is provided below:

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 ~~by first class mail~~ to each owner of real property within the Notification Area, which consists of the subject property and the surrounding properties within the prescribed distance as shown below. 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.).*

6. Additionally, the language below has been amended to clarify the Citizen Participation Process for both Minor and Major General Plan Amendments. The reasoning behind portion of the amendment mimics that of the changes to the notification criterion described above.

Within thirty (30) days of filing ~~of~~ 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.

Major General Plan Amendment Criteria

7. The second part of this amendment is to revise the criteria for Major General Plan Amendments provided in Table 14.2 (shown below) of Chapter 14 of the General Plan. This portion of the amendment moves two stand-alone criteria, one pertaining to changes in Park / Open Space and one pertaining to Specific Area Plans, to the list of bullet points under the first criterion. Criterion #1 is

additive in that each of the bullet point items is predicated by an 80-acre threshold.

8. The justification for changing the Park / Open Space criterion is that currently, any change to areas designated Park / Open Space, regardless of size, would require a Major General Plan Amendment. The problem with this is that the Land Use Map, despite the City's efforts to maintain accuracy, is not precise and therefore staff interpretations must be made on a case-by-case basis to determine whether or not the Park / Open Space areas on the Land Use Map are intentionally placed and/or sized. Minor interpretations involving small areas or areas fitting the General Plan definition of Park / Open Space are seldom problematic; however as development continues north through the City, the amount of Park / Open Space area shown on the map increases significantly in a manner that may not necessarily align with the Park / Open Space definition. Therefore, staff is recommending this portion of this amendment allow Park / Open Space areas less than 80 acres in size to be amended through the minor General Plan Amendment process as would be the case with any other land use category. Larger areas would be processed as major amendments.

9. As anecdotal information, staff has begun work on a comprehensive update of the General Plan Land Use Map, including Park / Open Space, to establish greater accuracy in each of the designations shown on the map. This update will also capture existing land uses to ensure what exists on the ground is reflected on the map (e.g. commercially zoned or developed property will be shown as such on the map). It is anticipated that this update will be ready for processing during the 2012 Major General Plan Amendment cycle.

10. Staff's second proposal to this portion of the amendment is the relocation of the major amendment criteria for Specific Area Plans. Currently, any change to a Specific Area Plan that results in a 10% increase in the number of dwelling units or non-residential intensity is automatically considered a Major General Plan Amendment, regardless of acreage. Such an amendment outside of a Specific Area Plan, would be a minor amendment since a 10% increase in dwelling units would not be a two-step change in land use category. Staff recognizes that Specific Area Plan land use categories are not required to be identical to those found in the General Plan so a two-step change in land use designation becomes difficult (if not impossible) to determine. Therefore, staff seeks to allow the current 10% increase in dwelling units and non-residential intensity criteria to remain in place. The change that staff is proposing is that such an amendment to be a Major General Plan Amendment only if the area affected is greater than 80 acres.

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; or • 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; or • 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.~~	~~All Park/Open Space land use designation changes to land use designations other than Residential 0-2 dwelling units per acre or Public/Quasi-Public land use designations.~~
5.	Any proposal that in aggregate includes changes in land use designations exceeding 320 acres.
~~6.~~	~~Changes to Specific Plans or Area Plans that increase the total number of dwelling units or non-residential intensity (GFA or FAR) by more than 10%.~~
7.	Planning Area Boundary changes.
8.	Text changes to the General Plan that conflict with or alter the intent of any goal, objective or policy as determined by the Community Development Director or designee.

Implementation Tasks

11. Lastly, the following table is an excerpt from Table 14.4 of the General Plan which contains a comprehensive list of implementation tasks that 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. The complete list is provided in Exhibit A of this report. On-going tasks generally refer to items requiring routine maintenance such as the upkeep of lists or existing programs. As such, the proposed amendment to this table adds a related task to the annual General Plan evaluation which currently seeks to ensure the effectiveness of the Plan in the furthering of the City's economic development strategies. The new task requires an annual evaluation of the Plan to ensure conformance with changes to State Law, which in the coming year may require changes pursuant to SB 1598 on the topic of providing information on the City's Land Use Map regarding areas within the City that may be subject to mineral extraction.

TABLE 14.4 -- Implementation Tasks *(excerpt)*

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

PCD – Planning & Community Development Department
EDS – Economic Development Services Department

CIVIC ENGAGEMENT & NOTIFICATION

Neighborhood Meetings

12. During and after the 60-day review period, the Planning Division hosted two community open house meetings in an effort to provide information to the public about the General Plan and its role in government functions. Although attendance was light, these meetings provided the public with a forum to discuss concerns with the General Plan content and to present staff with any comments on the proposed amendments.

General Public Awareness

13. This amendment was notified in accordance with ARS § 9-461.06 and routed to adjacent governments and reviewing agencies for a 60-day review period. Since this is not an amendment involving specific property, no site posting or radius notification was required.

14. In addition to the 60-day routing, the neighborhood meetings and the published advertisement for the public hearings, additional information regarding each amendment, including the draft amendments and a summary document, was provided on the City's main website and again on the City's Planning Division website.

15. It should also be noted that all external routing materials were limited to a summary letter that outlined the proposed amendment and directed all reviewers to a website where each amendment could be reviewed and comments could be issued to staff entirely online.

Public Notification

16. Public notice was provided in the manner prescribed under Section 14-39-6. The posting was completed within the prescribed 15-days prior to the Public Hearing.

School District Notification

17. Peoria Unified, Nadaburg and Deer Valley School Districts received written notification of this amendment for the 60-day review period. As of this writing, no communication has been received from any of these school districts regarding this amendment.

Support / Opposition

18. As of this writing, the City has not received any written or verbal opposition pertaining to this amendment. Staff did receive a letter from the City of Phoenix stating "...no issues with the proposed amendments."

FINDINGS AND RECOMMENDATION

19. The proposed amendment supports the following finding:

- The amendment is consistent with the intent of the General Plan and the State of Arizona Growing Smarter Legislation by proposing updated language that furthers the City's desire to provide a healthy, safe community and to work toward the goal of creating a sustainable community.

It is recommended that the Planning and Zoning Commission take the following action:
Hold a Public Hearing on Case GPA 11-0008. No action may be taken at this time.

ATTACHMENTS

Exhibit A: Amended Chapter 14 Plan Administration in Legislative Format

Report prepared by:
Adam Pruett, AICP
Senior Planner

Exhibit A
Amended Chapter 14 Plan Administration

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 ~~by first-class mail~~ to each owner of real property within the Notification Area, which consists of the subject property and the surrounding properties within the prescribed distance as shown below. 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	~~300 ft~~ 600 ft
~~From >~~ ≥ 40 acres ~~to < 320 acres~~	~~600 ft~~ 1320 ft
~~> 320 acres~~	~~900 ft~~

14.E. PUBLIC PARTICIPATION PROCESS

For all Major and Minor Amendments to the General Plan, applicants shall provide a Citizen Participation Process report. The purpose of the Public Participation Process is to ensure that the community is informed of proposed changes to the General Plan and provide a forum for public involvement and resolution of concerns prior to the public hearing process. In accordance with State Statutes, the City must adopt written procedures to provide effective, early, and continuous public participation in the development and amendments of general plans. The Statutes call for the broad dissemination of information and an opportunity for public discussion and comment. Peoria's Public Participation Plan exceeds statutory requirements.

Within thirty (30) days of filing ~~of~~ a 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.
2.	A change in non-residential or mixed-use land use designation exceeding 80 acres.
3.	Any material alteration, deletion or change to the functional classification of any roadway identified on the Circulation Plan, except that amendments to the Circulation Plan resulting from an amended Specific Area Plan shall be deemed a minor amendment to the General Plan.
~~4.~~	~~All Park/Open Space land use designation changes to land use designations other than Residential 0-2 dwelling units per acre or Public/Quasi-Public land use designations.~~
5.	Any proposal that in aggregate includes changes in land use designations exceeding 320 acres.
~~6.~~	~~Changes to Specific Plans or Area Plans that increase the total number of dwelling units or non-residential intensity (GFA or FAR) by more than 10%.~~
7.	Planning Area Boundary changes.

8.	Text changes to the General Plan that conflict with or alter the intent of any goal, objective or policy as determined by the Community Development Director or designee.

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

MAJOR GENERAL PLAN AMENDMENT
REPORT TO THE PLANNING AND ZONING COMMISSION

CASE NUMBER: GPA 11-0009

DATE: October 6, 2011

AGENDA ITEM: 10R

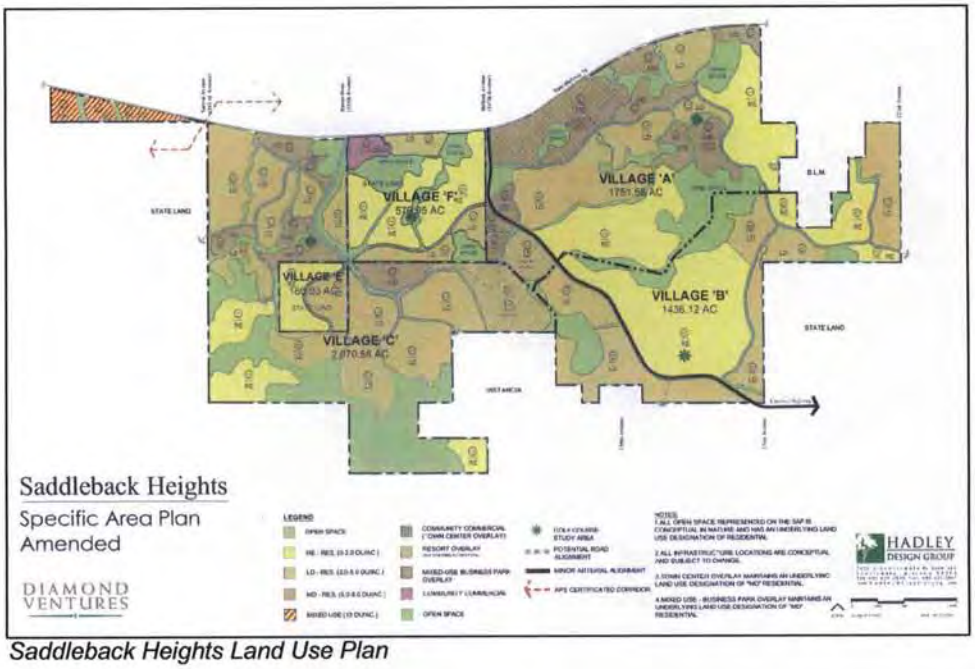
Applicant:	[redacted] on behalf of Diamond Ventures
Request:	Amendment to Saddleback Heights Specific Area Plan
Location:	South of SR 74 generally between 123rd Ave. and 163rd Ave.
Support / Opposition:	Staff has not received any written or verbal opposition to this amendment.
Recommendation:	Hold a Public Hearing on the proposal. **No action may be taken at this time.**

BACKGROUND

Specific Area Plans

1. A Specific Area Plan (SAP) is a planning tool used by the City in a manner similar to their zoning counterparts – the Planned Area Development and the Planned Community District. Like the Zoning Ordinance, the General Plan provides guidelines and definitions for each of the land use categories shown on the Land Use Map; however, when large or complicated proposals are made that may not fit perfectly within these categories, the City encourages the use of a Specific Area Plan to better define the land use categories and other characteristics that are unique to the proposal.

2. Typically, SAPs describe a project's overall density, but they also break the project down into smaller parcels which are then identified by use and/or product type. Such plans also address access and circulation, phasing, utilities, and overall project character. Included below is the land use plan from the Saddleback Heights SAP, which, while the residential land use categories do align with the City's General Plan naming convention, the proposal also provides several non-residential, mixed-use, and resort districts not found in the General Plan, thereby supporting the notion to propose an SAP. Further analysis of this plan is provided in the Discussion and Analysis section of this report.



Saddleback Heights Land Use Plan

Lake Pleasant Heights Specific Area Plan

3. In 1994, the City Council passed Resolution 94-31, adopting the Lake Pleasant Heights Specific Area Plan (SAP). This Plan provided a general land use and transportation framework encompassing approximately 9,000 acres (14 square miles) in the far north part of the City which included the subject project then known as Lake Pleasant Heights. The SAP was accompanied by an Annexation and Development Agreement that established a set of basic land use rights and entitlements for the area.

Split in Ownership

4. In 2001, the Lake Pleasant Heights SAP was split into two ownership groups. Diamond Ventures, Inc. retained most of the western two-thirds of the area (approx. 9.5 square miles) and continued their master planning efforts. On December 6, 2001, City Council approved Resolution 01-182 for GPA01-05 *Saddleback Heights Specific Area Plan* which established the framework for the forthcoming rezoning application. Approximately one year later, City Council approved the Saddleback Heights development agreement and rezoning (Planned Community District – "PCD") applications.

DISCUSSION AND ANALYSIS

Saddleback Heights Specific Area Plan

5. The original Saddleback Heights Specific Area Plan that was adopted in 2001

capped the residential density at 1.02 du/ac (5,409 units on 5,296 acres) and provided for a variety of housing types throughout the development. Included in the Saddleback Heights SAP was approximately 740 acres of State Land which was planned for Commercial, Estate Residential, and Low Density Residential uses. Amenities such as (up to) three golf courses, a resort option with up to 800 units, and a minimum of 600 acres of open space were identified in the Plan. The applicant also proposed a 24-acre Town Center where commercial and office uses would be located as well as a 70-acre mixed-use site, which was intended for integrated residential and employment uses.

Amended Saddleback Heights Specific Area Plan

6. The applicant is proposing a number of amendments to the current Specific Area Plan primarily for the purpose of repositioning the property for the foreseeable future market. Working closely with the City, the applicant has developed a revised Plan that would increase the number of residential units within the project above what is currently permitted, but would only allow the increase with a proportionate increase in dedicated public open space. Currently, Saddleback Heights is entitled for 5,409 units with 600 acres of open space. The applicant is requesting this amendment to allow up to 8,269 units with an open space offset of 5,000 square feet of open space per unit above 5,409 units. The 2,860-unit increase would result in approximately 328 acres of additional open space, or a total of 928 acres.

7. While some of the parcel land use designations have changed to allow the proposed increases in residential unit counts, the parcel layout remains largely unchanged due to the challenging the topography and extensive analysis done during the initial entitlement process. It should also be noted that neither the parcel layout nor the land use designations for the 740 acres of State Land have been amended as part of this application.

8. The applicant has reviewed each of the land use definitions contained within the SAP to clarify the character and types of uses to be expected within each category. While each definition is intended to be general, they are also supposed to be descriptive enough to serve as a guide for future zoning activity. It is anticipated that by the time this application completes the public hearing process, the applicant will have filed a Planned Community District (PCD) Amendment that will coincide with this application.

9. Additional changes to the SAP include the provision that allows neighborhood commercial uses to occupy sites no larger than 25 acres in areas designated Residential Medium Density. Staff supports this addition since the applicant has limited the square footage of any single user to 75,000 square feet (typical grocery store) and requires "...secured linkages between the neighborhood

[commercial] and the adjacent neighborhood." Although presumed to be the case, language was also added to ensure the location of neighborhood commercial uses to be at collector or arterial intersections.

10. The following table illustrates the proposed changes between the current SAP and the proposed amendment.

Saddleback Heights SAP Land Use Summary

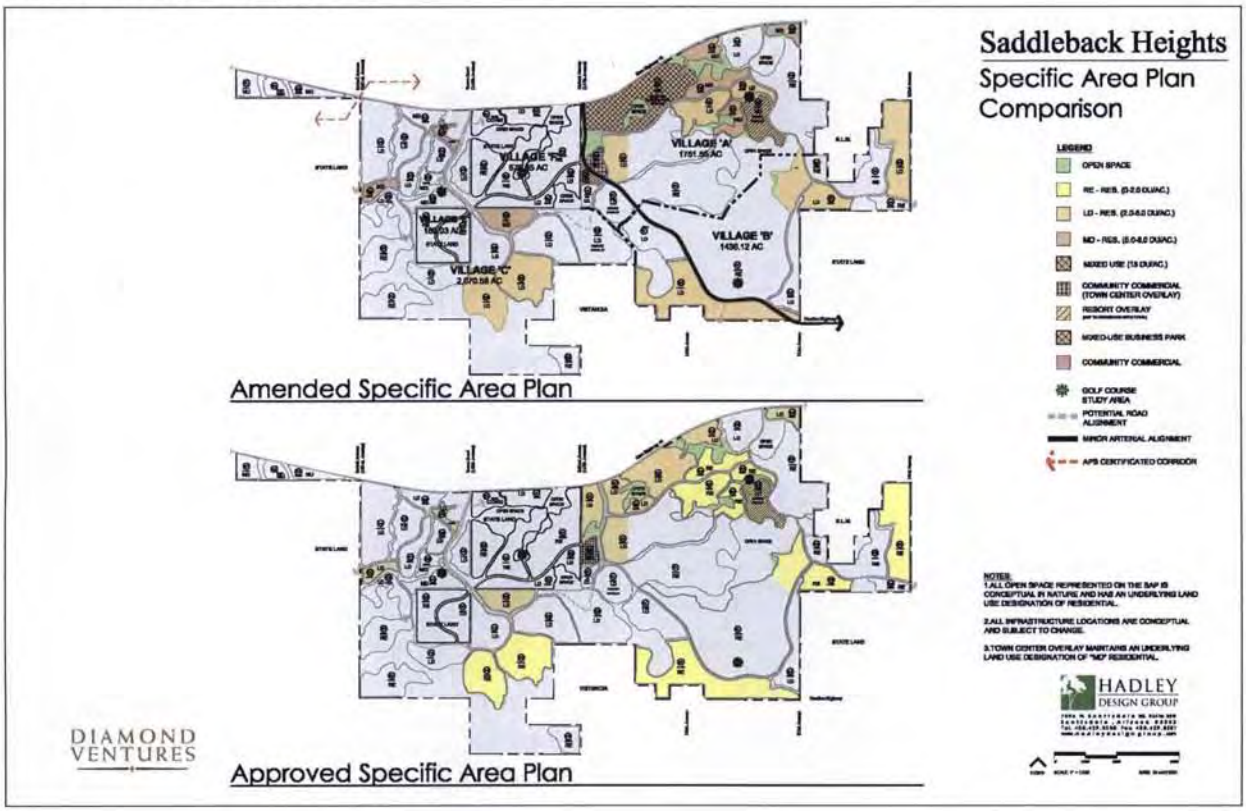
	Approved SAP	**Proposed SAP**
Acreage	5,296	5,296
Total Residential Units	5,409	8,269
Overall Density	1.02 du/ac	1.56 du/ac
Residential Land Use Categories		
Residential Estate	0-2 du/ac 1833.19 ac	0-2 du/ac; target 1 du/ac 1184.06 ac
Residential Low Density	2-5 du/ac 1638.79 ac	2-5 du/ac; target 3 du/ac 2002.59 ac
Residential Medium Density	5-8 du/ac 81.71 ac	5-8 du/ac; target 6 du/ac 298.74 ac*
Other Land Use Categories		
Resort	up to 800 units	up to 800 units
Open Space	600	600 acres (minimum); up to 928 acres if maximum residential units realized
Mixed-Use	70 acres; up to 125 residential units	70 acres; up to 1,051 residential units
Golf Course	up to 3 courses; approx. 506 acres	up to 3 courses; up to 506 acres
Town Center	24 acres	16 acres
Mixed-Use Business Park Overlay	N/A	220 acres*

*The underlying land use designation for the Mixed-Use Business Park Overlay is Residential Medium Density. Residential development in the parcel may occur in accordance with the Residential Medium Density criteria; therefore, the total acreage for the Residential Medium Density category may be adjusted up to 518.74 acres.

11. Also being processed with this amendment is the City-initiated General Plan Amendment (GPA11-0004) which amends the City's Circulation Map. Part of the City's amendment is to align the Circulation Map with the proposed changes to the Saddleback Heights SAP. In concept, the access to and circulation throughout Saddleback Heights is consistent with the original plan, though two notable changes are being proposed. First, the location of the access to SR 74 has shifted west and will be aligned for a future freeway interchange at the Bullard Avenue alignment. Second, while Bullard Avenue maintains its originally proposed alignment through the project, the applicant has worked with Vistancia to connect Bullard Avenue to the Carefree Highway alignment. The topography in this area is challenging, so it should be noted that the ultimate location of this road is not certain.

12. Below is an exhibit illustrating the proposed amendments to the Saddleback Heights Land Use Map in comparison to the currently approved Land Use Map.

Land Use Map Comparison



13. According to Chapter 14 of the Peoria General Plan, the City shall find that the proposed amendment substantially demonstrates or exhibits conformance with the following criteria:

i. The development pattern contained in the Land Use Plan inadequately provides appropriate optional sites for the use proposed in the amendment.

Finding: The existing Saddleback Heights Specific Area Plan limits the maximum density to 1.02 du/ac and while there are provisions for some commercial and office uses within the Plan, the current density allowance does encourage non-residential development. Therefore, this amendment increases the density to match that of surrounding developments such as Vistancia, but also increases the commercial, office, mixed-use, and employment opportunities.

ii. That the amendment constitutes an overall improvement to the City's General Plan and is not solely for the good or benefit of a particular landowner or owners at a particular point in time.

Finding: This amendment will reposition the property for viability in both a recovering and a future healthy economy. While this does benefit the landowner(s), it also provides a benefit to the City in the form of enhanced non-residential allowances and by increasing dedicated public open space in exchange for increases in overall unit count.

iii. That 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 systems than are needed to support the prevailing land uses and which, therefore, may impact development of other lands,
- 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.

Finding: Saddleback Heights is currently undeveloped as are the majority of the surrounding properties; therefore staff does not foresee any impacts on surrounding uses or property owners. The applicant has worked closely with the development team of the adjacent Vistancia community to coordinate circulation and land use compatibility. This amendment is also requesting the ability to increase the current entitlement from 5,409 residential units to 8,269 units, plus the addition of employment uses. As such, the applicant must demonstrate to

the City that their impact on the water and wastewater system is acceptable or may be accommodated through coordinated improvements before any additional residential or commercial development above the current entitlement would be approved.

iv. That the amendment is consistent with the overall intent of the Peoria General Plan.

Finding: The requested amendment maintains the desired vision for the plan area as expressed in the original Saddleback Height Specific Area Plan, but adds to it the benefit of a large employment area and a public open space offset for each residential unit above the current entitlement.

For major amendments, the City shall also 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.

Finding: This amendment to the Saddleback Heights SAP will increase the total allowable residential units on the property from 5,409 (1.02 du/ac) to 8,269 (1.56 du/acre), among other changes. Per the City existing Development Agreement with the property (LCON 12102), the original maximum projected water demand was 4,733 acre feet per year (AF/yr), of which 3,459 AF/yr was to come from the City's existing renewable water supplies. The developer will be required to acquire and dedicate to the city any additional water resources above what is already dedicated to the property to meet the proposed land use changes. The direct benefits of this General Plan change to the City will include:

- Increased direct economic benefits such as property and sales tax,
- Increased indirect economic befits such as sale tax generate by future employees,
- Construction taxes for new commercial and residential units,

While the increased commercial and residential density will require additional water supplies and increase the cost of providing general government services, this should be offset by the positive economic value of the new land uses. Staff is continuing to work to quantify the economic value per gallon of water due to the proposed land use change using the formula defined in the City's adopted Principals of Sound Water Management.

14. The proposed amendment also supports the following General Plan Goals, Objectives, and Policies:

Chapter 2: Land Use Element

Goal 1:
Provide a balance of land uses that will preserve and enhance neighborhoods, promote economic development and encourage redevelopment at appropriate locations.

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

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

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.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.

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.

Policy 1.Q.2:
Periodically re-evaluate land-use designations to ensure consistency and coordination between the land use and transportation elements.

Objective 1.Q:
Consider periodic amendments to the General Plan Land Use Map to ensure relevancy.

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.

CIVIC ENGAGEMENT & NOTIFICATION

Neighborhood Meetings

15. During and after the 60-day review period, the Planning Division hosted two community open house meetings in an effort to provide information to the public about the General Plan and its role in government functions. Although attendance was light, these meetings provided the public with a forum to discuss concerns with the General Plan content and to present staff with any comments on the proposed amendments.

General Public Awareness

16. This amendment was notified in accordance with ARS § 9-461.06 and routed to adjacent governments and reviewing agencies for a 60-day review period.

17. In addition to the 60-day routing, the City hosted two open house meetings and applicant hosted one neighborhood meeting. The application was published in the Peoria Times newspaper for the public hearings, surrounding property owners were notified of the hearings, and additional information regarding the amendment, including the draft amendment and a summary document, was provided on the City's main website and again on the City's Planning Division website.

18. It should also be noted that all external routing materials were limited to a summary letter that outlined the proposed amendment and directed all reviewers to a website where each amendment could be reviewed and comments could be issued to staff entirely online.

Public Notification

19. Public notice was provided in the manner prescribed under Section 14-39-6. The posting was completed within the prescribed 15-days prior to the Public Hearing.

School District Notification

20. Peoria Unified, Nadaburg and Deer Valley School Districts received written notification of this amendment for the 60-day review period. As of this writing, no communication has been received from any of these school districts regarding this amendment.

Support / Opposition

21. As of this writing, the City has not received any written or verbal opposition pertaining to this amendment. Staff did receive a letter from the City of Phoenix stating "...no issues with the proposed amendments."

FINDINGS AND RECOMMENDATION

22. The proposed amendment advances the function and purpose of the General Plan, and based on the following findings:
    - The amendment is consistent with the intent of the General Plan and furthers the vision and goals of the existing Saddleback Heights Specific Area Plan.
    - The amendment constitutes an overall improvement to the City's General Plan and is not solely for the good or benefit of a particular landowner or owners at a particular point in time; and
    - That the amendment will better reflect the development needs of the area while accounting for the existing built environment; and
    - The amendment is in conformance with the Goals, Objectives, and Policies of the Peoria General Plan; and
    - That the amendment will not adversely impact the community as a whole or a portion of the community by:
        i. Significantly altering acceptable existing land use patterns,
        ii. Requiring larger and more expensive improvements to roads, sewer or water systems than are needed to support the prevailing land uses and which, therefore, may impact development of other lands,
        iii. Adversely impacting existing uses because of increased traffic on existing systems, or
        iv. Affecting the livability of the area or the health and safety of the residents.

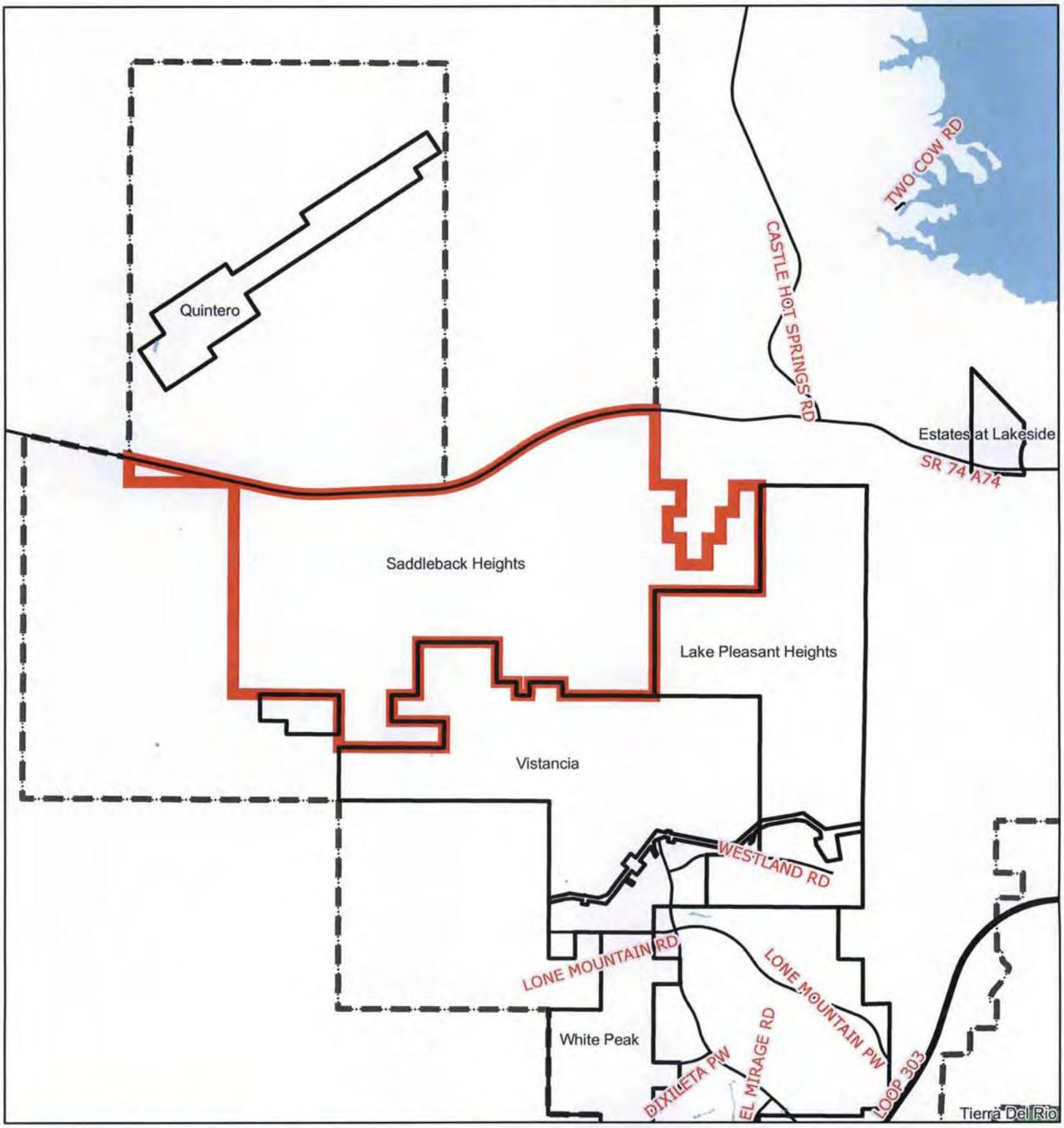
It is recommended that the Planning and Zoning Commission take the following action:
Hold a Public Hearing on Case GPA 11-0009. No action may be taken at this time.

ATTACHMENTS

Exhibit A: Location map
Exhibit B: Saddleback Heights Specific Area Plan

Report prepared by:
Adam Pruett, AICP
Senior Planner

GPA 11-0009 Location Map



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Not to Scale

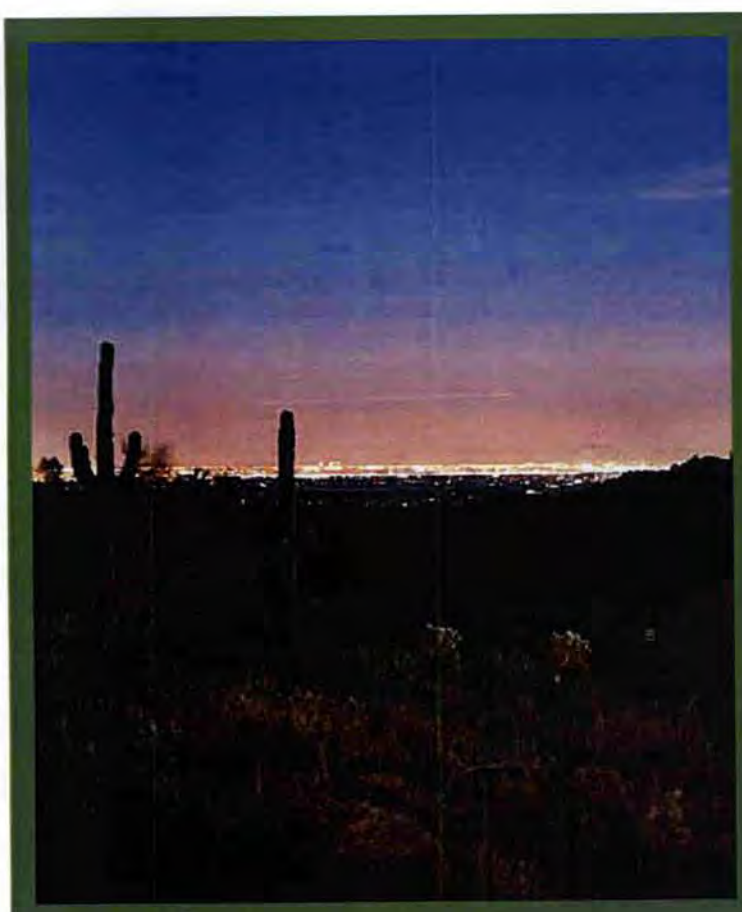
GPA 11-0009 Saddleback Heights
Specific Area Plan Amendment

South of SR 74 generally between 123rd Ave. and 163rd Ave.

Request to amend an existing Specific Area Plan on 5,296 acres

Exhibit A

Exhibit B
Saddleback Heights Specific Area Plan



Saddleback Heights Specific Area Plan Amendment

September 2011

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INTRODUCTION

This revised Saddleback Heights Specific Area Plan Amendment ("Saddleback Heights SAP") addresses approximately 5,296 acres of privately-owned land within what formerly was known as "Lake Pleasant Heights." In 2001, an amendment to the Lake Pleasant Heights Specific Area Plan was approved to create the Saddleback Heights Specific Area Plan for the 5,296 acres of privately-owned property and the 756 acres (approximately) of land owned by the Arizona State Land Department. This 2011 amendment will supersede the original 2001 Saddleback Heights SAP. No changes to any element of the 756-acre State Land property are proposed via this 2011 amendment.

This 2011 amendment is a result of a number of changes which have occurred in the area since the 2001 SAP. Specifically, since 2001 some of the changes in circumstances for the general area include:

1) The proposed widening of SR 74 from 2-10 lanes;

2) The incorporation of Bullard Avenue as a north/sound arterial, with a potential, future interchange at SR 74 within the Saddleback SAP. Bullard Avenue is planned to ultimately connect to El Mirage Road and the Loop 303;

3) The proposed provision of a 220 acre employment village within the Master Plan;

4) Since 2001, the Developer has conducted extensive engineering, planning and site analyses which provide a more complete view of the property and its potential; and

5) The Arizona Corporation Commission has approved a certificated power line route for a regional scale 500-kV overhead transmission line a portion of which will be located along the frontage of Saddleback Heights, north of SR 74. The transmission line may include steel monopole or lattice structures between 135 and 195 feet tall, visible from Saddleback Heights.

This revised Saddleback Heights SAP represents modifications to the 2001 Saddleback Heights SAP which, as noted earlier, results from several area-wide changes.

The Saddleback Heights SAP is a master development plan for a mixed-use project predominantly residential in nature. The plan area includes an approximately eight (8) square mile area in the northwest portion of the Phoenix Metropolitan area, two (2) miles west of Lake Pleasant and roughly seven (7) miles west of 1-17 on Highway 74. The plan area is located within the political jurisdiction of the City of Peoria. The plan area has regional access provided by Highway 74 and Lake Pleasant Road. The general boundaries of the plan area are Highway 74 to the north, the Carefree Highway and Dove Valley Road alignments to the south, and the 123rd Avenue alignment to the east. The western boundary of the plan area is near the proposed future alignment of 163rd (Sarival) Avenue. The ultimate alignments of these roads will be determined by the City and neighboring jurisdictions.

The Saddleback Heights property is a unique and distinctive Master Planned Community within the City of Peoria. The subject property is characterized as "high" Arizona desert with sufficient topographical relief to provide virtually every potential homesite with a dramatic view of desert

terrain, with one or more mountains of the Hieroglyphic range as a backdrop. Furthermore, given its proximity to Lake Pleasant, the potential for a quality lifestyle is superb. A variety of water based recreational activities along with the opportunity to enjoy the natural features through such activities as hiking and bicycling, in conjunction with amenities to be created through the development of golf and tennis facilities will create an atmosphere unique to the City of Peoria.

The primary purpose of the Saddleback Heights SAP is to define the character of the proposed development including land use, circulation, and certain urban design considerations. The Saddleback Heights SAP provides a basis for future amendments and development review actions by the City of Peoria.

An Annexation and Development Agreement that included this property was approved in 1994 and is recorded in the official records of Maricopa County Recorder's Office as document #94-0056067 (the **"Annexation and Development Agreement").** Subsequent to the 1994 Annexation and Development Agreement, the Saddleback Heights SAP was adopted by the City of Peoria in December 2001. On December 17, 2002 a Planned Community District ("PCD") zoning application and companion Development Agreement were approved by the City Council through adoption of Ordinance No. 02-98 on December 17, 2002. These regulatory actions grant the right to develop the property for the designated land uses including a maximum of 5,409 dwelling units.

This proposed 2011 SAP Amendment provides for the improvement and refinement of these 2002 entitlements and provides the basis for the City and the Developer to amend the PCD and/or the Development Agreement to the extent they deem it necessary to incorporate certain of the elements described herein.

LAND USE ELEMENT

LAND USE ELEMENT

The Land Use Element describes the location of existing and proposed land uses within the plan area. Currently, the subject property is vacant and undeveloped. Livestock grazing constitutes the only currently scheduled activity on the property. This activity is supported by the presence of two (2) water wells located on the northern and western regions of the plan area.

The topography within the planning area ranges from approximately 1600 to 2300 feet in elevation. However, the majority of the property ranges from about 1800 to 2000 feet. The western portion of the property is bounded on the south by a mountain range and slopes gradually northward, rising slightly in elevation as it approaches state Highway 74. Eastward, the property rises from 1850 to 2100 feet, consequently creating a "bowl" effect for the western 2000 acres.

The eastern portion of the property is more undulating with topographical relief typically varying from 1800 to 2000 feet in elevation. The majority of this portion of the planning area is characterized by gradually sloping ridges providing ideal locations for relatively low density residential development.

The topographical relief on the subject property is not only manageable from a development perspective; it in fact contributes to desirability of the property as a development project. An opportunity exists to incorporate development in conjunction with the natural features of the site, without unduly disrupting its present state. While staying within generally accepted standards, development sites will enjoy a view of such prominent features as Saddleback Mountain, the Hieroglyphic Mountains, Four Peaks, the West Valley, Central Phoenix, and Lake Pleasant.

The subject property is divided by natural terrain between the western portion referenced above and the eastern portion. The western 2000 acres drains through a clearly identifiable wash, westerly into the Paddelford Wash. The eastern and southeasterly portion of the property drains eastward into the Agua Fria River basin.

The most dominant vegetation feature of the property is the abundance of Saguaro cactus. In addition to the Saguaros, there are a variety of other forms of cacti such as Cholla. Other typical types of desert vegetation include Palo Verde trees and a limited number of Ironwood and Mesquite trees.

The land use plans for the area have taken into account the natural features of the property with sensitivity toward the appropriate preservation of existing vegetation. Areas slated for development with moderate slopes may be consolidated for purposes of grading in order to preserve the higher sloped areas and create connected open spaces and wildlife corridors. These development techniques will result in additional open space being provided within the SAP. To accomplish these results, the 2001 PCD Hillside regulations may be tailored to forward the Plan's conservation efforts.

Several significant changes have occurred since the 2001 SAP Amendment which necessitates updating the Land Use Plan. Several of the most significant changes in the area are as follows:

1) The nature and character of SR 74 has changed dramatically. In 2001, SR 74 was contemplated to be a four-lane road. ADOT has since that time radically changed the nature of the roadway and it is now planned to be a 10-lane highway of regional significance. Many of the land use changes proposed by this SAP Amendment respond

to the change in character and function of SR 74.

2) In consultation with the City Transportation Department, it has been decided to alter the circulation element of the Master Plan. The 2001 SAP contemplated, from a circulation standpoint, a "stand-alone" Master Plan which was deliberately isolated and not integrated into the circulation system of the region. This 2011 amendment, and the City's amendment of the General Plan, will incorporate Bullard Avenue as a north/sound arterial, with a potential, future interchange at SR 74 within the Saddleback Heights SAP. Bullard Avenue is planned to ultimately connect to El Mirage Road and the Loop 303. Land use changes have been made in this amendment in response to this circulation change.

3) A unique opportunity for an employment village in the land plan exists as a result of the change of SR 74 from 2-10 lanes and the proposed intersection of Bullard Avenue and SR 74. This amendment responds to these changes by providing 220 acres of employment-related land use at this strategic intersection.

4) In response to the changes above, including the need to transition higher density from the SR 74 and Bullard Avenue into the interior of the site, this amendment proposes a modest density increase from the 2001 approved 1 Du/Ac density to 1.56 Du/Ac. This density increase is consistent with other similarly situated and adjacent Master Plans.

5) Since 2001, the developer has conducted extensive engineering, planning and site analyses. These studies will provide the basis for a refinement and updating of the 2002 approved Saddleback Heights PCD.

The Land Use Element, including the Land Use Plan, is intended to provide general guidelines relating to the intended land uses, taking into account the unique nature of the subject property. These guidelines provide a basis from which the appropriate departments, commissions, and the City Council will review and implement the planning and development processes affecting the plan area. The approvals granted by the City Council should take into account any and all applicable Federal or State air quality and environmental conformity laws and regulations.

The Land Use Element identifies those land uses appropriate for the plan area. It also implies that the land use categories as proposed have taken into account the physical features of the subject property.

The planned land use mixture will create an attractive, functional development of the plan area.

LAND USE CLASSIFICATIONS

Residential-Estate Density

Residential-Estate Density (shown as RE on the land use map) denotes areas where very low-density residential development is desirable. Suitability is determined on the basis of location, access, and natural or man-made constraints. Residential densities shall range from 0-2 dwelling units per acre.

Lot sizes will depend on the physical characteristics of the portion of the plan area involved.

Residential Low Density

Residential Low Density denotes areas (shown as LD on the land use map) where residential densities of 2-5 units per acre is desirable. This land use category will be integrated with Residential-Estate areas in order to facilitate planning in those areas that are less impacted by topographical restraints.

Residential Medium Density

The density for Residential-Medium Density areas (shown as MD on the land use map) is 5-8 dwelling units per acre.

Uses permitted in this category include single family detached and attached housing. Areas particularly sensitive to erosion or other development restraints may be left in their natural state adjoining those portions of the subject property classified as Residential-Medium Density. Common areas may be designated and certain shared recreational amenities may be provided.

Certain areas within all three Residential Land Use categories may be appropriate for cluster housing or similar type of development. The intent of cluster housing is to provide a balance of housing types and to permit the opportunity, where physical restraints dictate, for the use of residential clusters, thereby allowing for increased preservation of the natural terrain, major water courses, and existing vegetation. Cluster housing may include a variety of housing types, such as attached and detached single family dwellings and casitas. In addition, uses permitted in all Residential Land Use Categories may include residential and limited commercial development where deemed appropriate. Commercial development should be restricted to those areas zoned accordingly.

Limited commercial will consist of limited, convenience-oriented establishments that serve the immediate neighborhood. Typical uses include supermarkets, bakeries, drugstores, video stores, and restaurants. Limited commercial should be restricted to areas that would not detrimentally affect the adjacent residential neighborhood, and it should not create a material increase in traffic beyond that existing by virtue of the residential development. These sites should not be larger than 25 acres nor have an anchor tenant of greater than 75,000 sq.ft. These sites should be located on at least an arterial and a collector intersection. Secured linkages between the neighborhood and the adjacent neighborhood should be provided to encourage access by pedestrians and via bicycles.

Overlays and Study Areas

The land use map depicts three overlays—Resort Development, Town Center, Mixed Use-Business Park and Golf Study areas. Each of these areas, together with the underlying land uses for each, is summarized below.

Resort Development Overlay Areas

The Resort Development Overlays denote areas that due to their natural features and scenic qualities may be developed for resort development. Resort developments should incorporate these natural features to the extent possible and provide a range of residential densities (including casitas, timeshare residential, and other housing types) in association with a resort hotel that includes recreational/leisure activities in addition to appropriate supporting commercial/service uses. The underlying land use designation for the Resort Development Overlays is either Residential-Low Density or Residential-Medium Density.

Town Center Overlay

The Town Center Overlay denotes an area where commercial, retail, office and residential uses may occur. The uses may vary in intensity, but are meant to serve the residents of the immediately adjacent community providing for community and neighborhood shopping needs, employment, as well as entertainment needs. The Town Center may include a restaurant(s), a theater, a grocery, light retail, and non-retail services such as office(s) and employment. The underlying land use designation is Residential-Medium Density.

Mixed Use – Business Park Overlay

This overlay denotes an area suitable for a variety of large and small employers and office parks due to the proximity to transportation corridors. The uses will generally consist of offices, research and development; light manufacturing supported by ancillary uses (to the larger business park area) that could include hotels, eating and retail establishments. The uses may vary in intensity. The underlying land use designation is Residential-Medium Density.

Golf Study Areas

Potential golf course sites are noted with an asterisk on the Land Use Map. Up to three golf courses may be developed. The underlying land use designations are a combination of Park/Open Space and Residential-Medium Density, but the actual locations of the golf courses may "spill" onto the adjacent Residential-Low Density, Residential-Estate Density, or Resort Development Overlay.

Community Commercial

Community Commercial denotes areas where the most intensive types of commercial employment development may take place. The commercial areas are intended to develop as the major commercial and service activity centers of the community.

Community Commercial areas should be located such that access will be provided by arterial roadways. Developments within these areas should be designed to be architecturally compatible with the residential components of the development. A full complement of services is contemplated within the Community Commercial areas, including but without limitation, grocery stores, drug stores, retail sales of apparel and accessories, sporting goods, theaters, bookstores, employment, etc.

Mixed Use

Mixed Use (shown on the land use plan as MU) denotes areas where developments combining a mix of land use types (residential, commercial, employment and business park) integrated with both active and passive open spaces may take place. Its purpose is to increase the types of spaces available for living and working and to encourage a mix of compatible uses in certain areas and to encourage the upgrading of certain areas with buildings designed to provide a high-quality pedestrian-oriented street environment.

Park/Open Space

Park/open space denotes areas that are to be precluded from development except for open space and passive recreational

facilities. Park/open space areas should be left in a relatively natural state (except for active park and recreational activity) for scenic purposes due to vegetation or topographical constraints or the desire to provide buffer areas between land uses. A standard for the protection of major natural washes will be developed at the time of zoning.

Certain areas within this land use category may be open to the general public while other areas may have restricted access available only to residents and guests within the proposed developments. The intent of these areas is to provide a means of conserving portions of the plan area in its natural state while in other areas allowing for active recreational areas. Consequently, activities accommodated in these areas may include, but not limited to, such things as hiking, bicycling, horse back riding, but should preclude motorized vehicles such as all terrain vehicles or motorbikes/motorcycles.

LAND USE INTENSITY

This section sets forth an approximation of the development intensity that is proposed for each of the land use classifications. The actual number of units per density classification enumerated below will be established at the time of platting and the listed target density does not mandate a minimum number of units per category.

The anticipated densities for residential uses in the privately held portion of Saddleback Heights (Villages A, B and C) is listed in Table I and includes, but is not limited to:

* A maximum of 8,269 residential sites shall be allowed within the subject property. The maximum number of units may be distributed among the following categories, but in no event shall the 8,269 units be exceeded:

1. A target density of 1 dwelling units per acre in the **Residential-Estate Density classification** (0-2 Du/Ac).

2. A target density of 3 dwelling units per acre in the **Residential-Low Density classification** (2-5 Du/Ac).

3. A target density of 6 dwelling units per acre in the **Residential-Medium Density classification** (5-8 Du/Ac).

4. A **maximum** of 800 resort units.

5. A Town Center Overlay that will contain up to 16 acres for Town Center development.

6. Approximately 70 acres of Mixed Use area west of the Sarival alignment (with approximately 1051 additional residential units).

7. A **minimum** of 600 acres of Park/Open Space were approved in the 2001 Saddleback Heights SAP. If the Saddleback Heights PCD is amended to allow up to 8,269 residential units, dedicated public open space will increase 5,000 sq. ft. for each additional developed unit exceeding 5,409 units, which could add as much as 325 acres of public dedicated open space.

8. A Mixed Use-Business Park Overlay that may contain up to 220 acres.

9. Up to three golf courses totaling approximately 506 acres, one or more of which may be located on State Trust Land within Saddleback Heights. Golf courses are noted with an asterisk on the land use map.

10. Public Facilities pursuant to the provisions of the **Annexation and Development Agreement**.

11. Minimum lot sizes in the Residential Land Use categories are established by the approved PCD zoning for the property. The developer will comply with the setback requirements contained in the Lake Pleasant Parkway Corridor Specific Area Plan.

Residential unit counts for the State Trust Land (Village D) are not established by this Saddleback Heights SAP.

* Included within the acreage projected for golf courses are related amenities such as clubhouses, practice facilities, driving ranges (non-lighted), cart storage, maintenance facilities, etc.

Each golf course, if developed, will be a minimum of 18 holes and should provide a full complement of services. The courses should provide a variety of "challenges" so as to create a broad-based appeal. At least one course should be of "championship" caliber both in terms of distance and degree of difficulty. However, other courses should be designed to be more "player friendly" while maintaining sufficient challenges so as to retain player interest.

The natural terrain should be utilized in the location of tees and greens in order to keep the grassed areas of the courses within current guidelines thereby assuring compliance with appropriate water conservation policies.

* Public service facilities will include land dedicated for neighborhood parks, school sites, fire and police stations, library, public works facilities, etc.

* Prior to approval of the first phase of development, a slope analysis and native plant survey for at least the parcels to be developed shall be provided by the developer in accordance with the City or Peoria's Hillside Ordinance.

PROPOSED PHASING OF DEVELOPMENT

The proposed development is scheduled to occur in several phases and incrementally within each of these phases. A phasing plan will be required as part of the zoning for the property.

TABLE I

Saddleback Heights
Target Density Conformance Analysis

SADDLEBACK HEIGHTS
SPECIFIC AREA PLAN - AMENDED - May 02, 2011
TARGET DENSITY CONFORMANCE ANALYSIS

SAP Amended	Parcel	Acreage	Approved SAP Land Use	Approved SAP Target Density	Approved SAP Units	Amended Land Use	Density Range		Projected Units Low	Projected Units High
Village "A"	A1 (*1)	56.79	LD	3	170	LD	2	5	114	283
	A2 (*1)	14.62	LD	3	43	MD	5	8	73	116
	A3 (*1)	12.77	MD	6	76	MD	5	8	64	102
	A4	212.08	RE	1	212	RE	1	2	212	424
	A5	220.09	LD	3	660	LD	2	5	440	1100
	A6	19.97	LD	3	59	MD	5	8	100	159
	A7	216.49	LD	3	649	MU-BP	3	8	649	1731
	A8	71.34	RE	1	71	LD	2	5	143	356
	A9	32.97	RE	1	32	RE	1	2	33	65
	A10 (*1)	59.24	LD	3	177	MD	5	8	296	473
	A11	25.22	RE	1	25	LD	2	5	50	126
	A12	49.75	RE	1	49	MD	5	8	249	398
	A13	36.19	LD	3	108	MD	5	8	181	289
	A14	66.77	LD	3	200	LD	2	5	134	333
	A15	24.08	LD	3	72	MD	5	8	120	192
	A16	181.11	RE	1	181	RE	1	2	181	362
Village "A" Sub-Total		**1299.48**			**2,784**				**3,039**	
RE									426	
LD									880	
MD									1,083	
Village "A" Unit Total									**2,390**	

	Parcel	Acreage	Approved SAP Land Use	Approved SAP Target Density	Approved SAP Units	Amended Land Use	Density Range		Projected Units Low	Projected Units High
Village "B"	B1	87.09	LD	3	261	LD	2	5	174	435
	B2	196.47	RE	1	196	LD	2	5	393	982
	B3	459.51	RE	1	459	RE	1	2	460	919
	B4	66.88	LD	3	200	LD	2	5	134	334
	B5	51.6				LD	2	5	103	258
	B6	25.4	RE	1	25	RE	1	2	25	50
	B7	23.18	RE	1	23	LD	2	5	46	115
	B8	76.23	RE	1	76	RE	1	2	76	152
	B9	20.4	RE	1	20	RE	1	2	20	40
	B10	102.09	RE	1	102	LD	2	5	204	510
Village "B" Sub-Total		**1108.85**			**1362**				**1,636**	
RE									582	
LD									1055	
MD									0	
Village "B" Unit Total									**1,636**	

SADDLEBACK HEIGHTS
SPECIFIC AREA PLAN - AMENDED - May 02, 2011
TARGET DENSITY CONFORMANCE ANALYSIS

	Parcel	Acreage	Approved SAP Land Use	Approved SAP Target Density	Approved SAP Units	Amended Land Use	Density Range		Projected Units Low	Projected Units High
Village "C"	C1	27.53	MU	15	412	MU	12	15	330	412
	C2	20.2	MU	15	303	MU	12	15	242	303
	C3	22.43	MU	15	336	MU	12	15	269	336
	C4	129.47	LD	3	388	LD	2	5	259	647
	C5	21.83	LD	3	65	LD	2	5	44	109
	C6	47.83	LD	3	143	LD	2	5	96	239
	C7	67.87	RE	1	67	RE	1	2	68	135
	C8	81.51	RE	1	81	RE	1	2	82	163
	C9	58.43	LD	3	175	LD	2	5	117	292
	C10	39.52	MD	6	237	MD	5	8	198	316
	C11	43.54	LD	3	130	LD	2	5	87	217
	C12	56.81	LD	3	170	LD	2	5	114	284
	C13	25.31	LD	3	75	LD	2	5	51	126
	C14	15.09	LD	3	45	LD	2	5	30	75
	C15	27.08	LD	3	81	LD	2	5	54	135
	C16	21.3	MD	6	127	MD	2	5	43	106
	C17	33.75	LD	3	101	LD	2	5	68	168
	C18	74.92	LD	3	224	LD	2	5	150	374
	C19	**90.12**	RE	1	90	**LD**	**2**	**5**	**180**	**450**
	C20	**113.29**	RE	1	113	**LD**	**2**	**5**	**227**	**566**
	C21	107.16	LD	3	321	LD	2	5	214	535
	C22	51.13	LD	3	153	LD	2	5	102	255
	C23	139.31	LD	3	417	LD	2	5	279	696
	C24	26.98	RE	1	26	RE	1	2	27	53
Village "C" Sub-Total		**1,342.41**			**4,280**				**3,329**	
RE									176	
LD									2,070	
MD									240	
MU									842	
Village "C" Unit Total									**3,329**	

Overall Total	Open Space	**600**	(*2)
Overall Total	Developable Acres	**4,521**	(*3)
Overall Total	Infrastructure Acres	**175**	
Overall Total	Total Acres	**5,296**	

RE	**1,184**	
LD	**4,005**	
MD	**1,323**	
MU	**842**	
TOTAL UNITS	**8,269**(6)	

(*1) Parcel contains a Resort Overlay, that if executed will result in resort keys being allocated to the site. A maximum number of 800 Resort Key are allocated for the entire project.

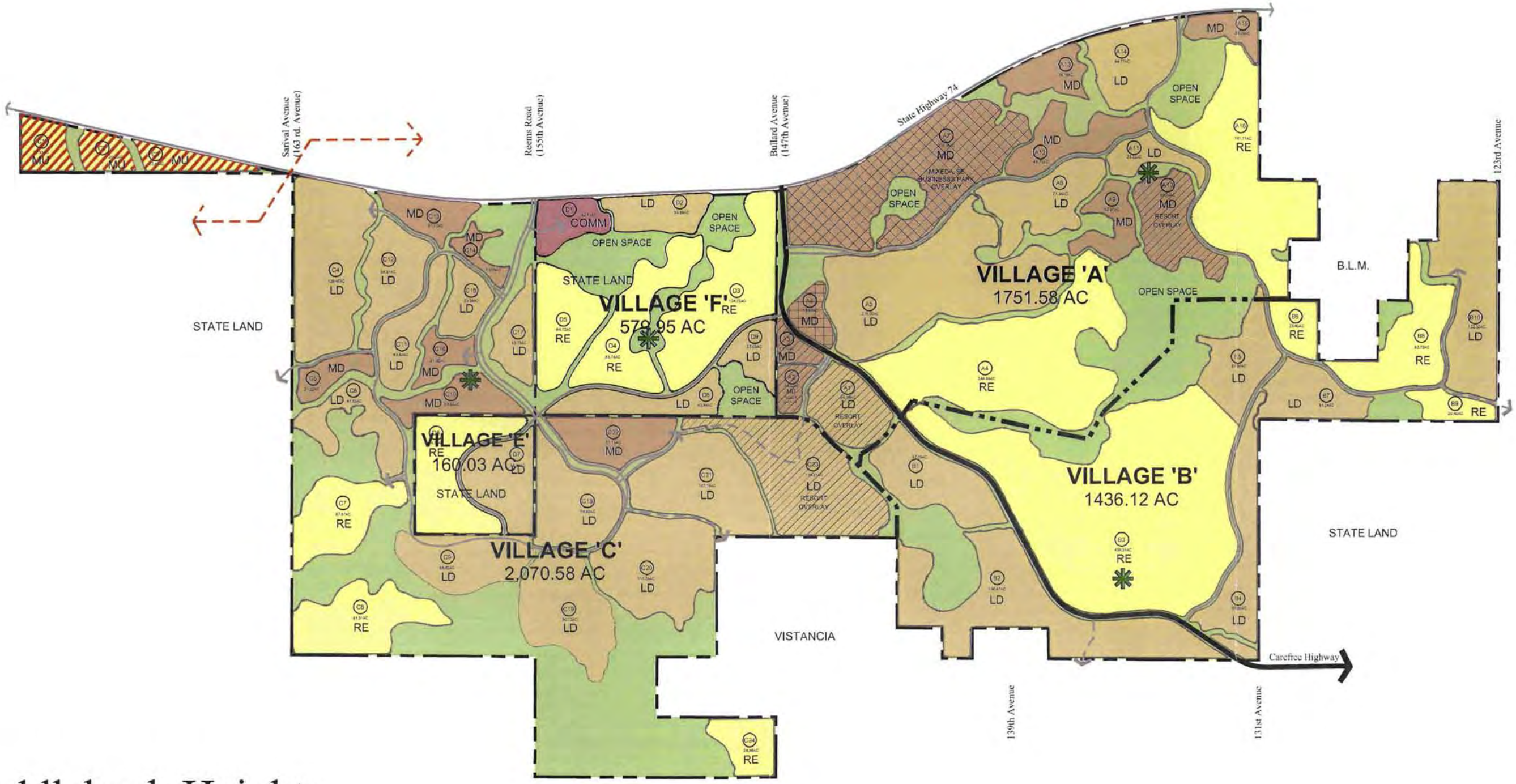
(*2) Open Space Acres to be a minimum of 600 acres. More acreage may be added as part of the zoning and platting process and/or finalization of the development agreement.
All Open Space location illustrated on the SAP are conceptual and subject to change.

(*3) Developable acres include potential golf course acres and may be adjusted based on detail study during the zoning and platting process. The above developable acres for each parcel may not total 4,521 due to acreage contained washes, natural features and golf that may not be included at this time.

(*4) All Infrastructure is conceptual and subject to change.

(*5) The Minimum Density Threshold has been set at 1.0 dwelling unit per acre based on the gross acreage.and will ultimately be governed by the zoning of the property.

(*6) Total units will not exceed 8,269 or approximately 1.56 dwelling units per gross acre.



Saddleback Heights

Specific Area Plan Amended

DIAMOND VENTURES

LEGEND

- OPEN SPACE
- RE - RES. (0-2.0 DU/AC.)
- LD - RES. (2.0-5.0 DU/AC.)
- MD - RES. (5.0-8.0 DU/AC.)
- MIXED USE (15 DU/AC.)
- COMMUNITY COMMERCIAL (TOWN CENTER OVERLAY)
- RESORT OVERLAY (NOT TO EXCEED 800 KEYS TOTAL)
- MIXED-USE BUSINESS PARK OVERLAY
- COMMUNITY COMMERCIAL
- OPEN SPACE
- GOLF COURSE STUDY AREA
- POTENTIAL ROAD ALIGNMENT
- MINOR ARTERIAL ALIGNMENT
- APS CERTIFICATED CORRIDOR

NOTES:

1. ALL OPEN SPACE REPRESENTED ON THE SAP IS CONCEPTUAL IN NATURE AND HAS AN UNDERLYING LAND USE DESIGNATION OF RESIDENTIAL.
2. ALL INFRASTRUCTURE LOCATIONS ARE CONCEPTUAL AND SUBJECT TO CHANGE.
3. TOWN CENTER OVERLAY MAINTAINS AN UNDERLYING LAND USE DESIGNATION OF "MD" RESIDENTIAL.
4. MIXED USE - BUSINESS PARK OVERLAY MAINTAINS AN UNDERLYING LAND USE DESIGNATION OF "MD" RESIDENTIAL.

HADLEY DESIGN GROUP
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NORTH

SCALE: 1" = 1000'

DATE: 04 MAY 2011

CIRCULATION ELEMENT

CIRCULATION ELEMENT

The Circulation Element describes the type and location of streets, trails, and bikeways/pedestrian ways intended to serve the plan area. Design of the various components of the Circulation Element will include specifications consistent with the City of Peoria's design guidelines. Prior to the commencement of construction of any facilities, a **Master Street Plan and Traffic Study** shall be prepared and submitted to and approved by the City as required by the Development Agreement for the property.

Planned circulation for the area includes an integrated system of public and private streets, urban freeways or parkways, equestrian trails, bikeways, and pedestrian ways. Private streets will be designed and constructed according to standards approved by the City. The street system should be designed to minimize the impact on existing residential neighborhoods. The proposed transportation network shall provide for regional access to the planning area and internal circulation between land uses within the development.

VEHICULAR CIRCULATION

Street System

Traffic movements that will be generated by land uses inside and outside the plan area will be accommodated by a series of arterial and collector streets. The arterial streets are designed to carry vehicular traffic to and from the planning area to locations outside the plan area. A series of collector streets, residential streets, and private streets are designed to provide vehicular movement and access between land uses within the plan area.

The functional street classifications include:

ARTERIAL –Arterials move large volumes of moderate-speed traffic to and from freeways and serve some metropolitan-wide trips. These arterials connect areas that are major traffic generators. There should be controlled access for commercial uses along major arterial and residential areas should primarily be served from side streets.

A north/south arterial system will be provided by El Mirage (Castle Hot Springs) Road, the proposed Bullard Avenue and 163rd (Sarival) Avenue to facilitate access from the plan area and areas to the south to existing and proposed major arterials and freeways. This north/south arterial system will provide access to the proposed Loop 303, existing Loop 101, and to extensions of 83rd Avenue, all as proposed within the City's General Plan.

COLLECTOR - A collector street allows neighborhood traffic to travel from local to arterial streets. Direct property access is a secondary concern to the movement of neighborhood traffic. Collectors serve internal neighborhood traffic movements, but not as connections for non-neighborhood through-traffic movements.

Provisions may be made within the southern portion of the plan area for a collector street to connect the proposed arterial with the Carefree Highway extension.

STATE HIGHWAY – Several significant changes have occurred since the approval of the 2001 SAP. Since the 2001 approval, ADOT has determined that SR 74 will be increased from a 2-lane Road to a 10-lane highway.

Primary access to and from the plan area will be provided through State Highway 74. Except as shown on the land use map, this Saddleback Heights SAP is consistent with the Lake Pleasant Parkway Corridor Specific Area Plan.

In addition to State Highway 74, access to and from the plan area and areas to the south will also be provided by El Mirage (Castle Hot Springs) Road, Bullard Avenue and the future 163rd (Sarival) Avenue.

El Mirage (Castle Hot Springs) Road will not only provide direct traffic flow but may also be integrated into the traffic pattern created by the construction of the proposed north/south arterial. Currently, 163rd Avenue is paved from Grand Avenue to Dove Valley Road, approximately two (2) miles south of Highway 74. It is anticipated that 163rd Avenue will be extended to connect with Highway 74 and will in all probability be up-graded to four lanes to accommodate local and regional traffic. A proposed arterial or collector street would provide access from the future 163rd Avenue alignment to the interior traffic circulation patterns within the plan area.

The primary vehicular circulation corridors are depicted on the land use map.

Rights-of-Way

The proposed right-of-way for the arterials and collector streets within the planning area shall be provided as required, based upon the City's General Plan, as it may be amended.

BICYCLE AND PEDESTRIAN CIRCULATION

An integrated system of pedestrian and bicycle ways should be designed and located in a manner that provides a variety of opportunities to enjoy the natural beauty of the plan area. Provisions should be made to accommodate those individuals who prefer leisurely recreational activities. In addition, utilization of the topographical relief afforded by the existing terrain should also lead to the creation of pedestrian and bicycle ways that provide more challenging experiences thereby meeting the expectations of those who prefer more vigorous physical activity.

The pedestrian ways and bicycle ways should be developed in a manner consistent with the City's design criteria.

Primary pedestrian and bicycle ways may be included along one (1) or more major washes. Due to the nature of low-density residential developments, sidewalks may not be an appropriate part of the pedestrian ways.

Public Transit

Provision of public transportation is not anticipated in the near term.

URBAN DESIGN ELEMENT

URBAN DESIGN ELEMENT

The Urban Design Element explains the design expectations and guidelines for the mixture of land uses. Site designs, site amenities, and architectural style combine to create the environment. The definition and maintenance of a unique design environment requires complementary applications of landscape, building design, materials, colors, and signage.

The Urban Design Element is intended to set the "tone" for the quality of development in the plan area. Guidelines will provide a basis for insuring consistency in quality and compatibility in design for development within the plan area. Prior to commencement of any development, appropriate approvals will be required from the applicable agencies of the City of Peoria.

LANDSCAPE

The objective of landscaping within the plan area should be that its design and location remain consistent with the desert environment. To the extent that is reasonable and feasible, the conservation of the natural vegetation and environment will be encouraged. Whenever appropriate and as required, selective forms of existing vegetation should be transplanted if development has necessitated their removal.

STREETSCAPE

The scale and function of the streets within the plan area may require different types of landscaping. The streetscape is defined through right-of-way landscape, landscape buffer/retention, and major landscape features.

The design of the various landscape treatments shall meet these policies:

* Use plant materials of appropriate species, size, and spacing so that the visual intent of the material, such as defining an edge or emphasizing an entrance, is perceivable upon installation.

* Use materials to minimize the requirement for irrigation, and, when possible, native plants should be selected. Non-native plant selections should be appropriate for and compatible with the environment of the area.

* Provide setbacks from the right-of-way line in the plan area in accordance with the design standards. The exact dimension of any specific setback condition should be determined for the specific functions and plant materials included therein. Where there is a major pedestrian circulation way in conjunction with a significant street edge, there must be adequate setback to accommodate the trees, plant material, and pedestrian ways.

* Design retention areas, to the extent that is reasonable and feasible, which will enhance the landscape character of the area.

* Preserve existing, or provide new landscaping for any part of development not used for building or parking in order to enhance the landscape character of the area.

* Design landscape medians to reinforce the established street edge landscape. The use of landscape medians is a major identity component of the landscape theme.

PARK/OPEN SPACE

Approximately 600 acres should be allocated for Park/Open Space. This area may be located along major washes and areas of higher elevation not suitable for development and may include pedestrian, hiking, and equestrian trails. If the Saddleback Heights PCD is amended to allow up to 8,269 residential units, dedicated public open space will increase 5,000 sq. ft. for each additional developed unit exceeding 5,409 units, which could add as much as 325 acres of public dedicated open space.

NEIGHBORHOOD PARKS/SCHOOLS

Neighborhood park sites and school sites will be provided by the developer. The size, location, and number of sites will be determined at the time the Property is zoned. The design of these areas should provide open space for a variety of recreational activities. Within these areas there should also be pedestrian and bicycle ways.

DESIGN GUIDELINES

The purpose of these guidelines is to provide and maintain quality in the various development projects within the plan area. The projects should maintain high quality standards as to the use of material, the relationships of buildings to the environment, and meeting the needs of the users. The availability of space, natural

aesthetics and variety of land uses provide opportunity for creative and original design approaches within the context of the project's overall development.

GENERAL GUIDELINES

Site Design

* Develop each parcel so that buildings, parking, open space, retention, and entrances are compatible with adjacent development. Maintain proper distances between structures to reduce the mass and impact of parking. Facilitate pedestrian circulation to open space features and promote safe vehicular movements.

* Building envelopes limiting the amount of natural terrain to be disturbed for construction will be utilized where appropriate. Proper building setbacks may be delineated within the proposed building envelope.

* On each site, both parking and building should be contained by continuous landscaped open space except where broken by access drives. This landscape perimeter should provide the appropriate edge to adjacent thoroughfares to reinforce the landscape design intent of that street.

* Screen all ancillary structures and equipment such as dumpsters, mechanical equipment, and electrical equipment from public view, especially from existing residences. These screens should be of appropriate materials so as to conform to or enhance the building and landscape.

Building Design

* Design buildings appropriate to the southwestern climate. Orient buildings to recognize cooling requirements and relationship to landscape materials. Colors and materials should reflect or appropriately contrast with the desert palette.

* Adapt retail operation designs to an appropriate regional treatment. These efforts should avoid thematic imagery and instead should draw upon the natural colors in the landscape, and the construction materials found historically in the region.

* Design roof lines, relative building heights, entrance orientation and other major architectural elements within the context of the overall project. Emphasis should be placed on conformity and enhancement of the surrounding area rather than contrasting or standing apart from the rest of the development.

* Screen service entries from view, both from surrounding streets and adjacent properties.

* Building materials should reflect or appropriately contrast with the desert palette. The building materials and colors should also be consistent with the regional building vernacular.

Colors should be used to create visual harmony within the land use classifications in the plan area. Appropriate colors should include, but are not limited to:

* Desert hues and other earth tones including light brown, cream, and tan
* Off-white, light grey
* Colors appearing in natural stone utilized in buildings
* Reds and oranges appearing in brick utilized in buildings or in roof tiles

Signage

Strengthen the identity of the plan area by appropriate signage, sculpture, repetitive graphic symbols and distinctive landscaping with hardscape features at entrances into the area and at key locations within. A master sign package should be provided during the development review process.

Parking

Parking areas should be contained within a parcel with controlled access from adjoining thoroughfares. They should be broken up in scale by landscaping treatments to provide screening, shade aesthetics, and to define access points.

Parking aisles should be oriented to facilitate pedestrian movement to the building served as well as to adjacent pedestrian paths of movement.

Lighting

Lighting represents another opportunity to unify the plan area and create an ambiance through the consistent use of similar types of fixtures for exterior lighting. Lighting should be designed and located so as to limit light dispersion onto any adjacent residential properties. Landscape and/or sidewalk lighting should be concealed or painted to blend into the landscape.

RESIDENTIAL GUIDELINES

Site Design

Each category of land residential category will have its own identity by virtue of the different levels of density. There is a need to maintain a sense of unity in the overall master plan through complementary standards and organizational principles. Architectural motifs may vary but principles of basic site organization, parking location and screening, landscape standards and setbacks, exterior lighting, unit access and parcel access should be consistent with other residential and commercial development within the masterplan area.

It is appropriate to locate project amenities, such as tennis courts, in view of major thoroughfares to create larger areas of open space along these edges of public exposure. Each multi-family project (including residential development in the Mixed Use category) should have its own entry and identity, accomplished by offsetting and staggering buildings and by combining one-and-two-story building forms to separate massing. Each single-family residence should have a private open space area separated from parking areas.

Orient internal drives to open areas and away from buildings, service areas and unit-- entries.

Pedestrian circulation should be accommodated with a network of sidewalks which should occur in defined, landscaped open spaces. This pedestrian network should be developed internally, allowing for movement throughout the site, while providing linkage to the plan area's overall pedestrian network.

Parking should be oriented away from street edges. Where fronting on streets, parking should be screened with either landscape or masonry screen walls. Parking lots should be broken down in scale and located conveniently to the units served.

All site-mounted equipment, trash containers, and other service facilities should be either treated architecturally as a part of the building or screened with either landscape material or a decorative masonry wall.

Building Design

Buildings should be designed to meet the general guidelines described earlier. They should also be designed with an emphasis on private and public open space. The units should maximize privacy within individual buildings.

There should be a mix of unit types and sizes to promote diversity within the housing alternatives provided by these developments while at the same time displaying a consistency with the quality and scale of other residential components within the plan area.

Roof-mounted equipment, including antennas, should not be visible from public streets or surrounding parcels.

Signage

Signage should be limited to regulatory, directional and monument or wall-mounted project identification signs.

Lighting

Lighting should be consistent with lighting principles outlined under "General Guidelines".

COMMERCIAL, EMPLOYMENT AND MIXED USE GUIDELINES

While these non-residential land uses comprise a relatively minor portion of development in the plan area, they by their nature will provide a wide variety of development forms, parcel sizes and configurations. Any development should be compatible in quality and design with the residential component of the masterplan area.

The commercial storefronts and building entrances should relate to both their immediate parking and the pedestrian ways whenever possible. Outdoor dining and seating should be encouraged where appropriate.

Pedestrian areas should be linked from parcel to parcel to facilitate pedestrian movement and reinforce the idea of unity within the plan area.

Service entrances and docks should be located so as to mitigate their impact and facilitate circulation of service vehicular traffic.

Building Design

Building materials and colors should remain compatible with those referenced herein under "General Guidelines".

All visible sides of buildings are to be treated with design features. Transitions between rears of structures and front doors of adjacent parcels should be recognized.

Freestanding buildings and accessory structures shall conform to the main building in color, material, scale, and architectural character.

Roof proportions and overhangs are encouraged as a response to energy and climate concerns.

Lighting

Parking lot light standards should be uniform throughout the plan area. Lighting should be integrated into the landscape design of the parking area. Lighting should match the scale of adjacent buildings and not cause an adverse impact on adjacent properties. Special consideration for lighting is necessary when adjacent to residential properties.

RESORT GUIDELINES

Proposed resort developments will prepare and submit to the developer and City, complete Site Plans and Architectural Drawings demonstrating that the proposed Resort Developments adhere to the General Guidelines referenced herein, and conform to the ambiance of the overall Saddleback Heights project.

UTILITIES ELEMENT

UTILITIES ELEMENT

The Utilities Element explains the proposed provisions for major elements of the water, wastewater, and storm water systems for the plan area.

Currently, the plan area is not served by utilities such as water or sewer systems, nor is there in place a specific storm water drainage system. These utility elements, along with telephone and electrical service, are to be provided by the developer of the subject property pursuant to the **Annexation and Development Agreement** (or as amended) entered into between the developer and the City of Peoria. Final design of any required water treatment plant, waste-water treatment plant, storm water drainage systems, along with the design of other utility services, will establish sufficient capacity and detail in order to service the plan area. All design specifications shall comply with current criteria of governmental agencies having appropriate jurisdiction over the plan area, including those of the City of Peoria. Prior to commencement of construction of any facilities of the Utilities Element, a Utilities Element Master Plan will be submitted to the City for approval. The subject **Master Plan** should include a **Master Drainage and Hydrology Plan**; a **Master Water Plan**; and a **Master Waste Water Plan**. Upon completion of construction of the utilities infrastructure, the management and operation of same will be turned over to the City in accordance with the provisions of the **Annexation and Development Agreement**.

WATER SYSTEM

Water services to the area may be provided through one of the following:

1. Groundwater from existing or later developed wells;

2. Through an arrangement with the City of Peoria and their CAP allocation;

3. Through the inclusion of the area into a Replenishment District;

4. Through the developer's acquisition of a CAP allocation;

5. Through other methods acceptable to the City and developer.

The developer may construct a facility for water treatment sufficient for the needs of the plan area on an as-needed basis.

This water treatment plant should be located at a site that takes into account the needs of the plan area as well as future City service objectives. The plant may be designed to accommodate future modular expansion by the City should it be deemed appropriate for the City to do so.

An appropriate integration of ground water and Central Arizona Project water should be developed in order to provide both primary and secondary sources of water supply.

Whenever possible, storage tanks providing gravity generated pressure systems should be utilized. Storage tanks should be located so as to minimize their visual impact. They should be designed so as to provide an appropriate blend with the natural surroundings. In cases where adequate water pressure cannot be generated by gravity, pressure pumps or booster pumps should be utilized.

SEWER SYSTEM

There are no existing sanitary sewer facilities in the plan area. The developer is responsible for the construction of the waste-water infrastructure necessary to service the property. Said infrastructure may be an on-site waste-water facility and/or utilization of the Jomax Waste-Water Treatment Facility, or a combination thereof. The first 2000 acre/feet of treated effluent (on an annual basis) will be dedicated to the irrigation requirements of the golf courses and certain landscaping in common areas within the plan area.

The location and design of the waste-water treatment plant should take into account the requirements of the plan area as well as future needs of the City. Design specifications should allow for modular expansion of the plant by the City if it deems appropriate to do so in the future.

Lift stations may be utilized throughout the plan area whenever the topography precludes a gravity fed system.

Notwithstanding the foregoing, changing technological developments with respect to waste-water collection and treatment should be explored. Phasing of development within the plan area may require the appropriate use of alternative, interim treatment facilities until such time as the economy of development warrants the construction of a more centralized treatment facility.

STORM WATER

The developer proposes to prepare a master drainage plan for the area to manage storm water. Existing major washes will be utilized as collectors of storm water to maintain current drainage to the extent that is reasonable and feasible.

All drainage plans shall be prepared so that the specifications outlined therein take into account at least the minimal drainage issues affecting adjoining properties. The drainage design shall not create new conditions that

would adversely affect water flows onto adjoining properties. Final design specifications shall meet all appropriate City and county flood control criteria with respect to drainage prior to commencement of development for the respective phases or sub-phases of the plan area.

ELECTRICAL/ TELECOMMUNICATION

All electrical and telecommunication services will be provided by public utility companies and all lines smaller than 69kv lines shall be placed underground.

SANITATION SERVICE

The City may elect to provide sanitation service itself or contract with one or more private parties to provide sanitation service (pursuant to City Code Section 22-20(C)).

FIRE/EMS/POLICE

The developer and the City will work together at the time of zoning to develop a cohesive plan for the provision of fire/emergency services and police services that results in the desired response times for the plan area. The plan may include the combined use of public and private services. On-site fire/emergency response and police facilities will be co-located if possible.

MAJOR GENERAL PLAN AMENDMENT
REPORT TO THE PLANNING AND ZONING COMMISSION

CASE NUMBER: GPA 11-0012

DATE: October 6, 2011

AGENDA ITEM: 11R

Applicant:	[redacted] for Carver Estates LLC
Request:	Amendment to the City of Peoria General Plan and the adoption of the Peoria Lake Specific Area Plan for approximately 160 acres of privately held property.
Location:	Approximately 1 mile west of Lake Pleasant Parkway at the Dixileta Drive alignment.
Support / Opposition:	Staff has not received any written or verbal comments specifically for this amendment. A general statement of "no issue" has been provided by the City of Phoenix.
Recommendation:	Hold a Public Hearing on the proposal. **No action may be taken at this time.**

BACKGROUND/PROJECT DESCRIPTION

1. The City of Peoria has received a request for a Specific Area Plan as a General Plan Amendment for the Peoria Lakes property, a 160-acre planned development. The plan contains provisions for varying densities of residential development, park and open space.
2. The Peoria Lakes Specific Area Plan Amendment describes a 160 acre privately held property located in the northern portion of the City of Peoria. The property is located on the east bank of the Agua Fria River. The property is located approximately one mile north of the developments of Pleasant Valley, Tierra del Rio and is west of West Wing Mountain Ranch
3. The property overlaps part of the Agua Fria floodplain and includes land area that the City of Peoria considers as significant for preservation and should not be developed.
4. Currently the property is accessed via a heavy duty non-paved road along the Dixileta Drive Alignment.

5. **Table 1:** Existing and Surrounding Land Use

	Land Use	Zoning	General Plan
Site	Vacant	AG, General Agriculture	OS Park Open Space
North	Vacant	AG, General Agriculture	Residential Low, 2-5 du/ac
East	Vacant	AG, General Agriculture	Business Park; Residential/Medium 5-8 du/ac
South	Vacant	AG, General Agriculture	Residential Low, 2-5 du/ac
West	Vacant	AG, General Agriculture	OS Park/Open Space

6. The project is surrounded by on all sides by public lands. The City has leased an adjacent parcel to the southwest for a future Community Park. A sand and gravel mining business has been recently operating on a majority of the property. The Peoria Lakes Specific Area Plan will begin to create the necessary entitlements to convert the current use to Residential Medium/High and Open Space.

7. The mining operation has a site set-up to mass produce materials. The working pad area is still functional and there is a lake that is a product of past mining extraction. The lake was created when the water level in the underground aquifer was raised through CAP discharge/recharge. The lake is approximately 51 acres in size and is an anomaly in a dry desert area.

8. The Peoria Lakes Specific Area Plan makes clear that if for any reason the water recharge/discharge are suspended, there is a high likelihood that the lake will recede back to a perennially dry river bed. If this happens, the former lake area will be retained and landscaped as an open space amenity.

9. The City of Peoria General Plan (Exhibit B) depicts the area to the east of the project with significant business park employment and residential environment. Open Space is shown on both sides of the Aqua Fria River. Residential Medium/High is designated for the west side of the river and the applicant is requesting similar land use designations for the 160 acre parcel.

10. The project proposes Residential Medium/High density with a density range of 8 to 15 units per acre and a target density of 12 units per acre.

11. Future neighboring land use will be a very large concentration of employment for the City of Peoria. Loop 303 was recently opened between US-60 (Grand Avenue) and I-17. Peoria Lakes will be a convenient residential community within walking distance to this future Business Park.

12. Due to the topography and considering the portion of the property that will be preserved and dedicated to the City for protection, open space will be plentiful. In addition, land within the project area will be allocated for the regional trail system.

DISCUSSION AND ANALYSIS

13. The property is relatively flat, sloping to the Agua Fria River. The western portion of the property contains a 51 acre lake which is a remnant of former aggregate mining activity on the site. With construction of the recharge facility downstream of the property at Happy Valley Road, and with the periodic release of CAP water for recharge the former mining pit has filled with water.

14. The current surface water feature may not be permanent or likely to last. The water table is high in the gravel pit only because of the proximity of the Agua Fria Managed Recharge Project. Water storage at this project is planned to stop within the next few years, after which water levels can be expected to decline. Eventually the declining water table will no longer intersect the old gravel pit, and the water amenity will disappear. If the water does dissipate, the owner has agreed to re-grade and re-vegetate the former lake site as an open space amenity.

15. The existing City water and wastewater service lines currently do not extend to the subject property. The property does fall within the City's water and wastewater service areas. Accordingly, both water and wastewater infrastructure will need to be constructed to service the property. The specific details of the infrastructure required will be worked out during the processing of the zoning entitlement application.

General Plan Amendment Evaluative Criteria

16. Chapter 14 of the Peoria General Plan directs the City to make a finding that the proposal substantially demonstrates or exhibits the following evaluative criteria:

    i. The development pattern contained in the Land Use Plan inadequately provides appropriate optional sites for the use or change proposed in the amendment.

    Finding: Considering the opening of Loop 303, the improvements to Lake Pleasant Parkway and the City's focus on developing a viable and dynamic business park to the northwest of the property, quality medium/high density will be needed to support the employment opportunities in the Business Park zone. The area was previously designated open space with knowledge of the unique cultural value of a

portion of the site. Protection of this resource in exchange for an allowed higher density is a reasonable trade that will benefit the City, it's citizens, and the future employment center.

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.

Finding: The proposed change is an improvement to the plan by providing an option to preserve areas of cultural significance for the City and its residents and does not solely benefit a particular owner.

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.

Finding: The proposed land uses are compatible with adjacent land uses and existing and future development.

iv. That the amendment is consistent with the overall intent of the General Plan and other adopted plans, codes and ordinances.

Finding: The proposed amendment is consistent with the intents, policies and goals of the General Plan.

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.

Finding: This proposed amendment will change the Land Use designation of 160 acres from Park/Open Space (1 du/acre) to Medium-High Density Residential (target of 12 du/acre). This new land use will promote the development of multifamily residential units directly adjacent to a future employment hub for the City. The direct benefits of this General Plan change to the City will include:

- Increased direct economic benefits such as property and sales tax,

- Increased indirect economic benefits such as sales tax generated by future employees,
- Construction taxes for new commercial and residential units.

While the increased residential density will require additional water supplies and increase the cost of providing general government services, this should be offset by the positive economic value of the new land uses. Staff is continuing to work to quantify the economic value per gallon of water due to the proposed land use change using the formula defined in the City's adopted Principals of Sound Water Management.

17. In its evaluation of the request and assessment of the weight towards advancement of the above mentioned criteria, staff considered a multiplicity of factors. The factors are discussed in the sections below.

Existing General Plan Land Use Designation

18. Adopted General Plan Land Use Maps dating back to at least 2006 show a land use designation on the subject parcel of OS – Park/Open Space.

19. The Medium High Density Residential Land Use is intended to provide opportunities for multifamily housing near future employment or service areas. It is also in response to the City's desire to obtain the aforementioned culturally significant land for preservation. Because the owner is willing to dedicate the significant portions of his property for preservation, staff agrees in principle with the transfer of density to other portions of his property.

Impact to existing infrastructure, service delivery and traffic systems

20. The area will need to construct adequate infrastructure connectivity to provide appropriate water, sewer, transportation, and public safety services. No negative impacts to infrastructure or services are expected with the development of this parcel. The recently completed and soon to be constructed improvements to Lake Pleasant Parkway and Loop 303 are able to accommodate any additional traffic generated by development of this parcel.

Relevant General Plan Goals and Objectives.

21. The proposed land use designation meets the following General Plan objectives and policies:

Chapter 2 Land Use Element

a. <u>Policy 1.M.1:</u> Accommodate an adequate supply and mix of developable

residential land to accommodate future housing needs.

b. 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.

c. Policy 1.N.3: Locate housing developments in areas that can be adequately served by police, fire and ambulance services.

d. Objective 1.O Support well designed high-quality multifamily residential development in appropriate areas which maintains compatibility between adjacent developments.

22. The project proposes Residential Medium/High density in order to offer a variety of choices for quality development. Buildings will be between one to four stories. Taller structures will be located and clustered near the western open space areas.

23. This land-use category is considered to have the density range of 8 to 15 units per acre with a target density of 12 units per acre. The target density and maximum proposed number of units is based on the 12 units per acre calculated over the 160 acres of property.

24. Certain areas within Peoria Lakes will have densities commonly found in two to four story multi-family residential thus easily accommodating areas for parks, trails, expansive buffers on the ridges. The associated architecture and the ambience created by the density will allow a "community" to evolve within the subject property.

Table 2. Target density conformance analysis.

Land Use	Approximate Acreage	Density Range		Projected Units		
		Low	High	Low	High	Maximum Stories
Open Space (Dedicated Park)	13.9	--	--	--	--	0
Open Space (Lake)	25.2	--	--	--	--	0
Open Space (Ridge)	28.5	--	--	--	--	0
Open Space (Wash)	8.7	--	--	--	--	0
1-story Residential Medium-High	11.1	1	1	10	10	1
2-story Residential Medium-High	19.2	12	20	230	384	2
3-story Residential Medium-High	37.8	18	26/30	674	1011	3
4-story Residential Medium-High	14.3	24	36	342	515	4
	160	--	--	1256	1920	

CIVIC ENGAGEMENT & NOTIFICATION

Neighborhood Meetings

25. During and after the 60-day review period, the Planning Division hosted two community open house meetings in an effort to provide information to the public about the General Plan and its role in government functions. Although attendance was light, these meetings provided the public with a forum to discuss concerns with existing General Plan content and to present staff. No comments for or against the proposed development have been received by staff.

General Public Awareness

26. This amendment was notified in accordance with ARS § 9-461.06 and routed to adjacent governments and reviewing agencies for a 60-day review period. A neighborhood meeting was held and although sparsely attended, there were no negative comments to the proposed uses.

27. In addition to the 60-day routing, the neighborhood meetings and the published advertisement for the public hearings, additional information regarding each amendment, including the draft amendments and a summary document, was provided on the City's main website and again on the City's Planning Division website.

28. It should also be noted that all external routing materials were limited to a summary letter that outlined the proposed amendment and directed all reviewers to a website where each amendment could be reviewed and comments could be issued to staff entirely online.

Public Notification

29. Public notice was provided in the manner prescribed under Section 14-39-6. The posting was completed within the prescribed 15-days prior to the Public Hearing.

School District Notification

30. Peoria Unified, Nadaburg and Deer Valley School Districts received written notification of this amendment for the 60-day review period. As of this writing, no communication has been received from any of these school districts regarding this amendment.

Support / Opposition

31. As of this writing, the City has not received any written or verbal opposition pertaining to this amendment. Staff did receive a letter from the City of Phoenix stating "...no issues with the proposed amendments."

FINDINGS AND RECOMMENDATION

32. The proposed amendment supports the following findings:
    - The proposal serves as a buffer and transitional land use from the Loop-303 and future Business Park uses to the north and east of the parcel;
    - The proposal advances the General Plan by providing opportunity for high-quality multifamily housing in close proximity to employment areas;
    - The proposal enhances the mix of housing types in the vicinity;
    - The proposal facilitates the preservation of culturally significant areas;
    - The amendment is consistent with the overall intent of the General Plan and other adopted plans, codes and ordinances.

It is recommended that the Planning and Zoning Commission take the following action:
Hold a Public Hearing on Case GPA 11-0012. No action may be taken at this time.

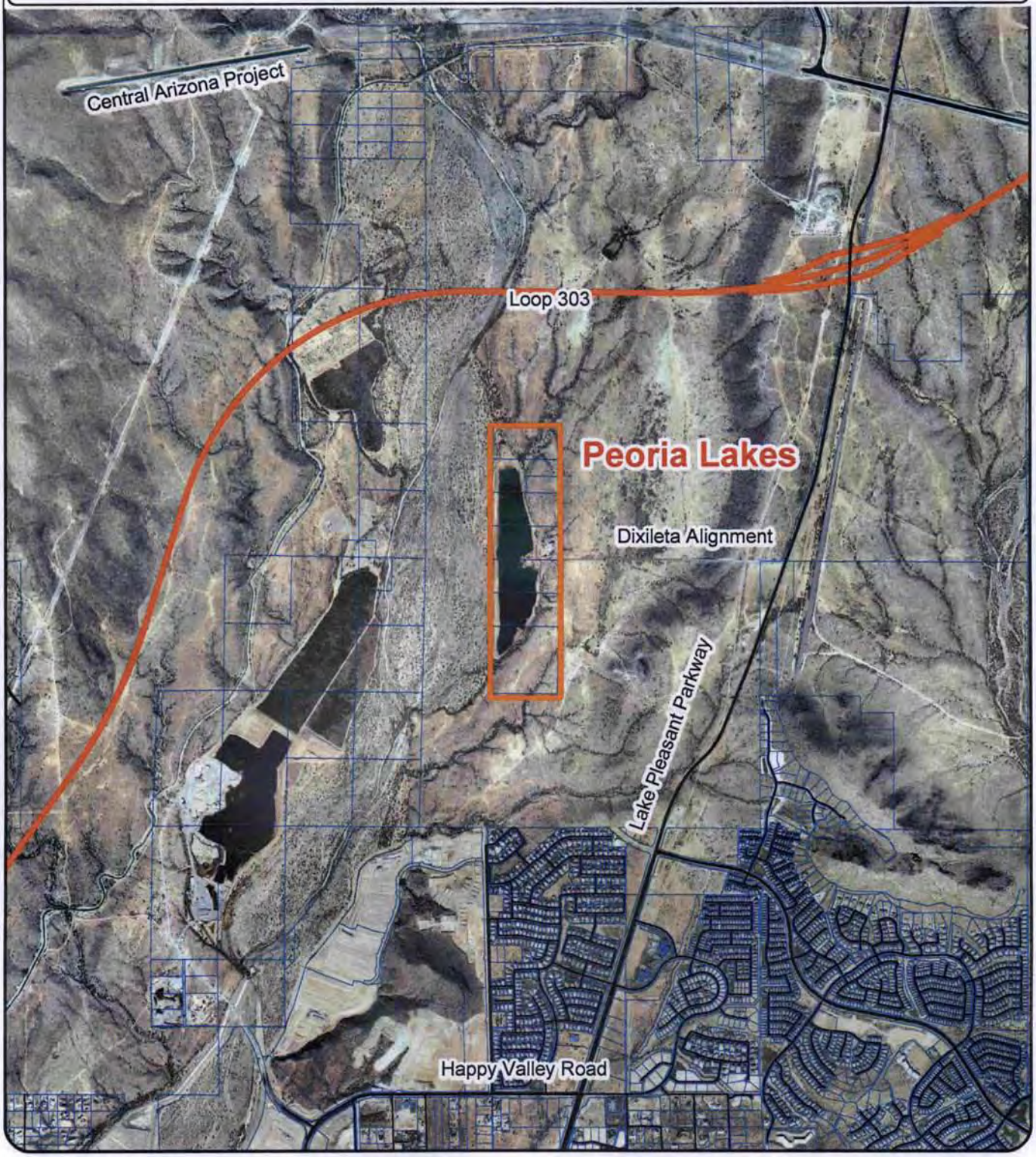
ATTACHMENTS

Exhibit A – Vicinity Map
Exhibit B – Existing Land Use Map
Exhibit C – Existing Zoning Map
Exhibit D – Specific Area Plan, Proposed Land Use Map
Exhibit E - Specific Area Plan (Document)

Prepared by:

Jeff Sargent, ASLA, RLA
Landscape Architect
Planning Division

Exhibit A. Vicinity Map



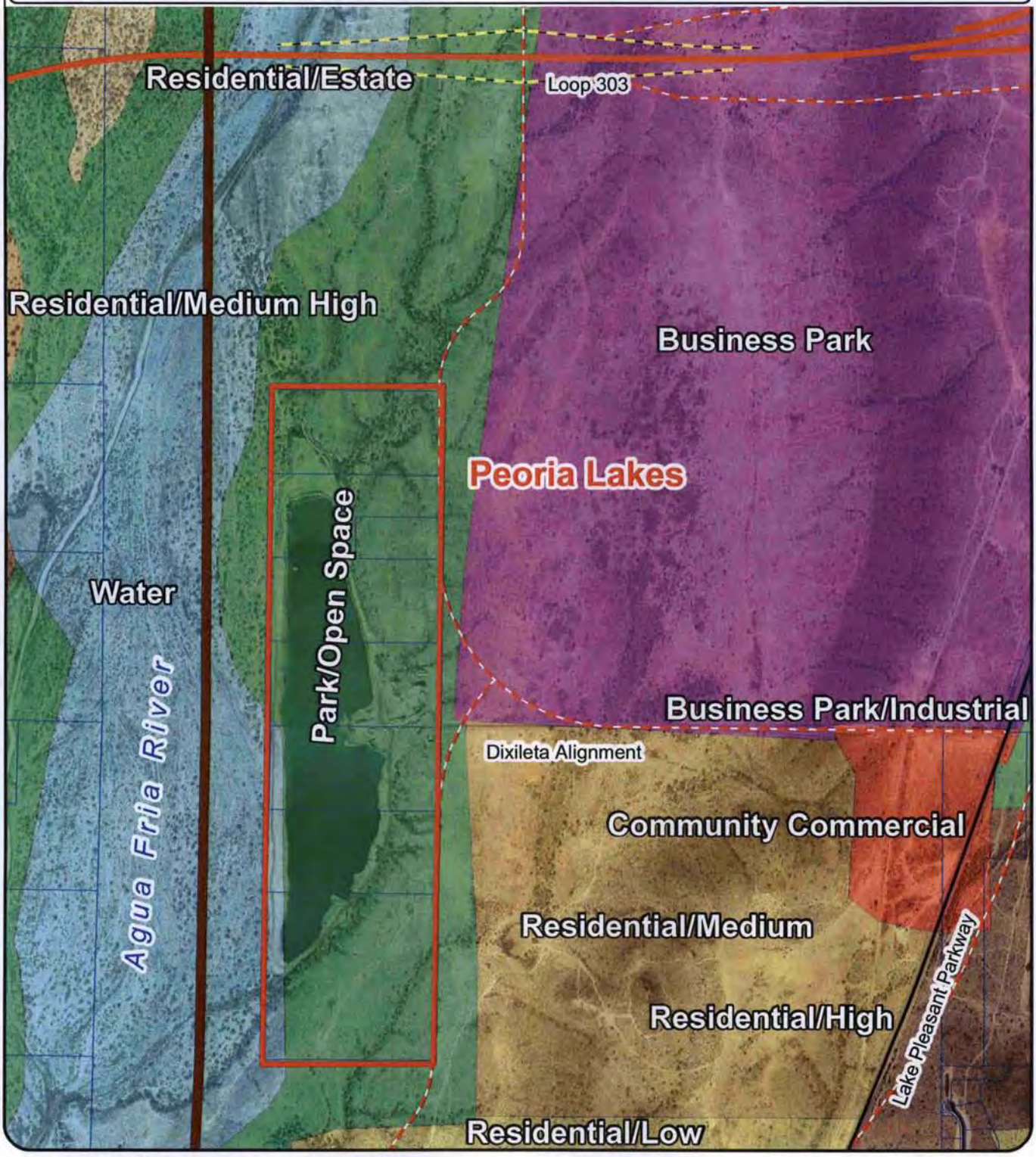
GPA11-0012 Peoria Lakes

West of Lake Pleasant Parkway, South of Loop 303, centered on the Dixeleta Alignment at the east bank of the Agua Fria River

N

Not to Scale

Exhibit B. Existing Land Use



GPA11-0012 Peoria Lakes

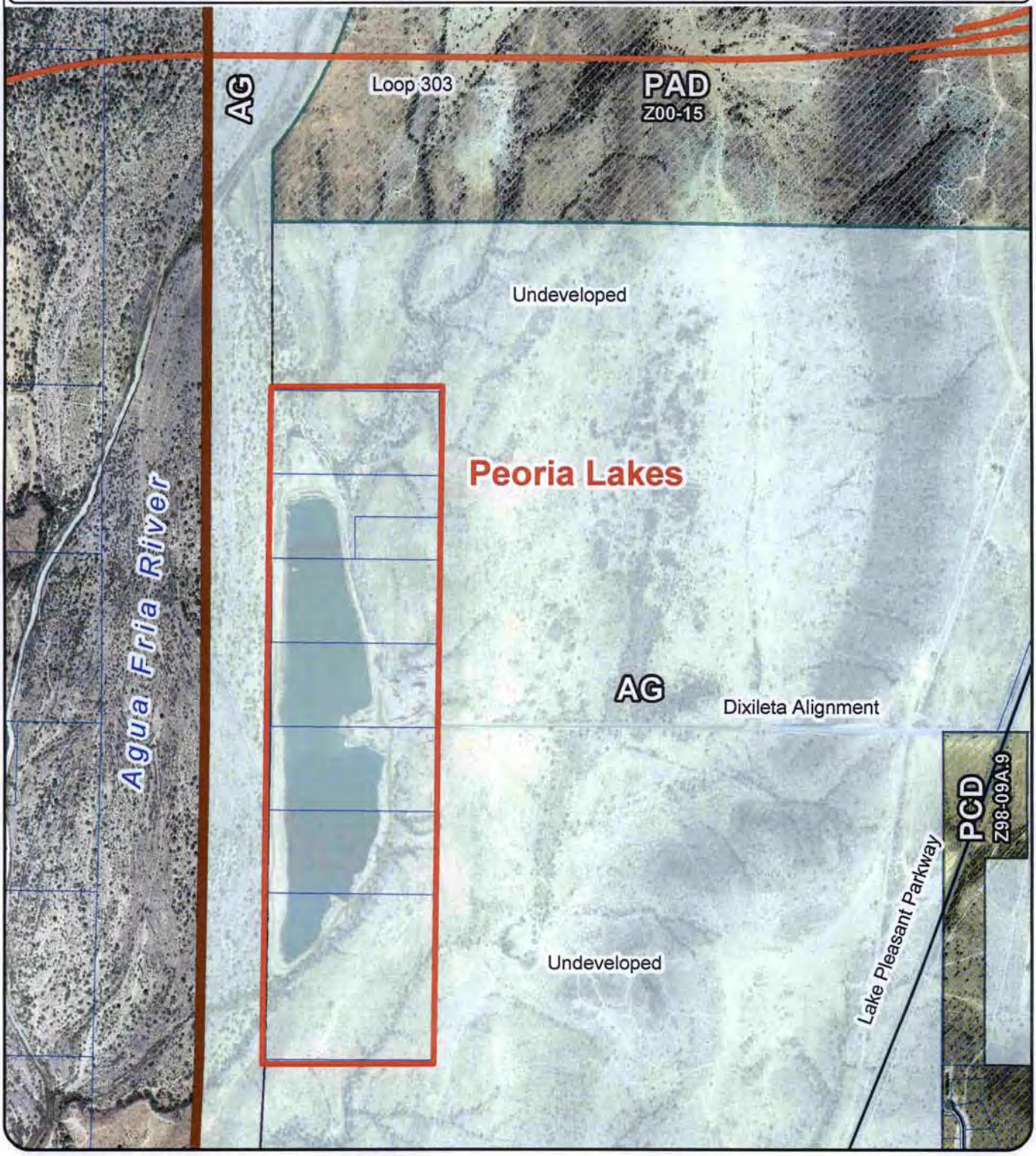
West of Lake Pleasant Parkway, South of Loop 303, centered on the Dixeleta Alignment at the east bank of the Agua Fria River

N

Not to Scale

CITY OF PEORIA

Exhibit C. Existing Zoning



GPA11-0012 Peoria Lakes

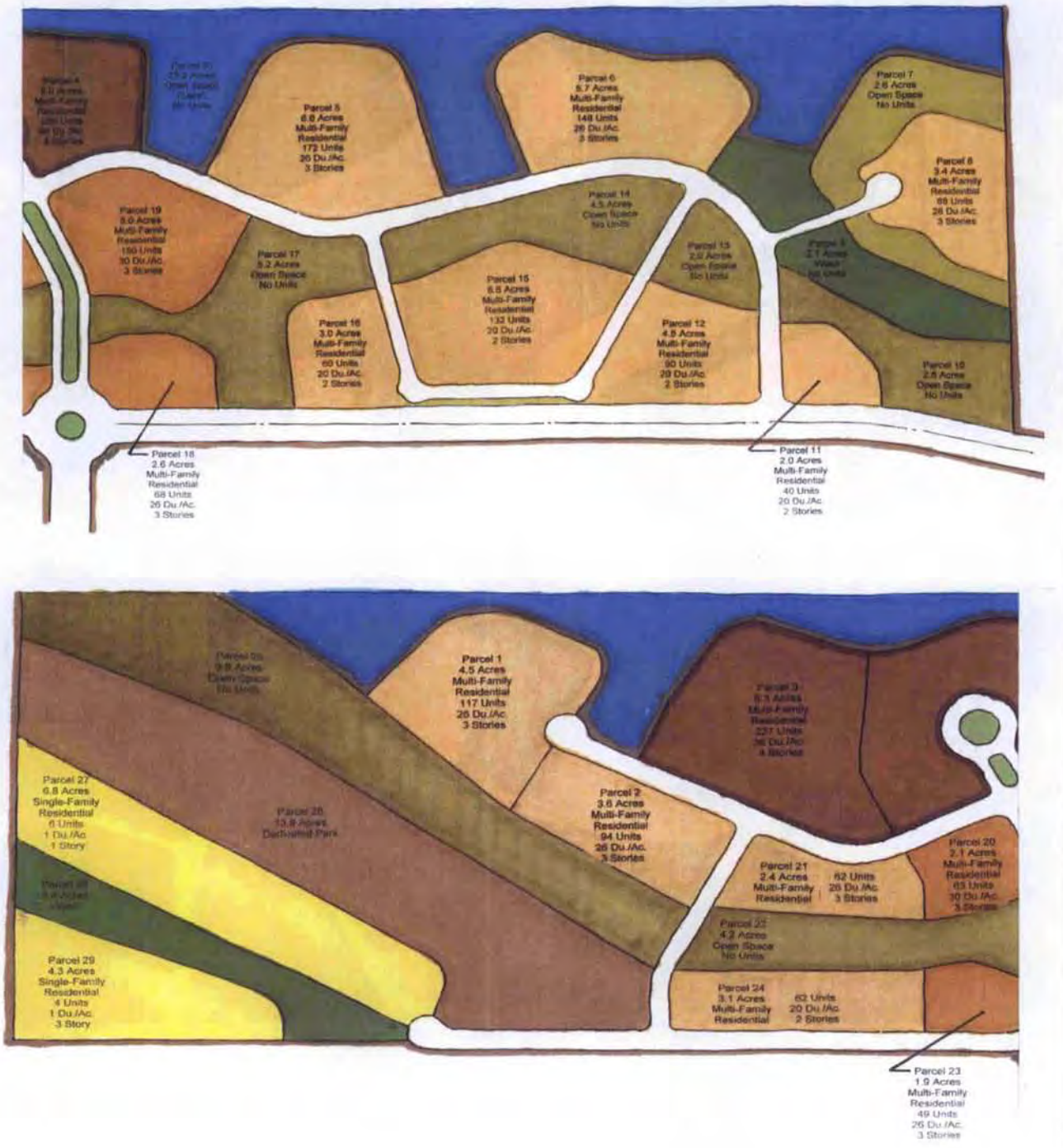
West of Lake Pleasant Parkway, South of Loop 303, centered on the Dixeleta Alignment at the east bank of the Agua Fria River

N

Not to Scale

CITY OF PEORIA

Exhibit D. Proposed Land Use



GPA11-0012 Peoria Lakes

West of Lake Pleasant Parkway, South of Loop 303, centered on the Dixeleta Alignment at the east bank of the Agua Fria River

N

Not to Scale

Exhibit E. Specific Area Plan

Peoria Lakes

Specific Area Plan Amendment

GPA 11-0012

Submitted: July 2011

Revised August 31, 2011

GPA11-0012 Peoria Lakes

West of Lake Pleasant Parkway, South of Loop 303, centered on the Dixeleta Alignment at the east bank of the Agua Fria River

N

Not to Scale

CITY OF PEORIA

Peoria Lakes

Specific Area Plan Amendment

Submitted: July 2011

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INTRODUCTION

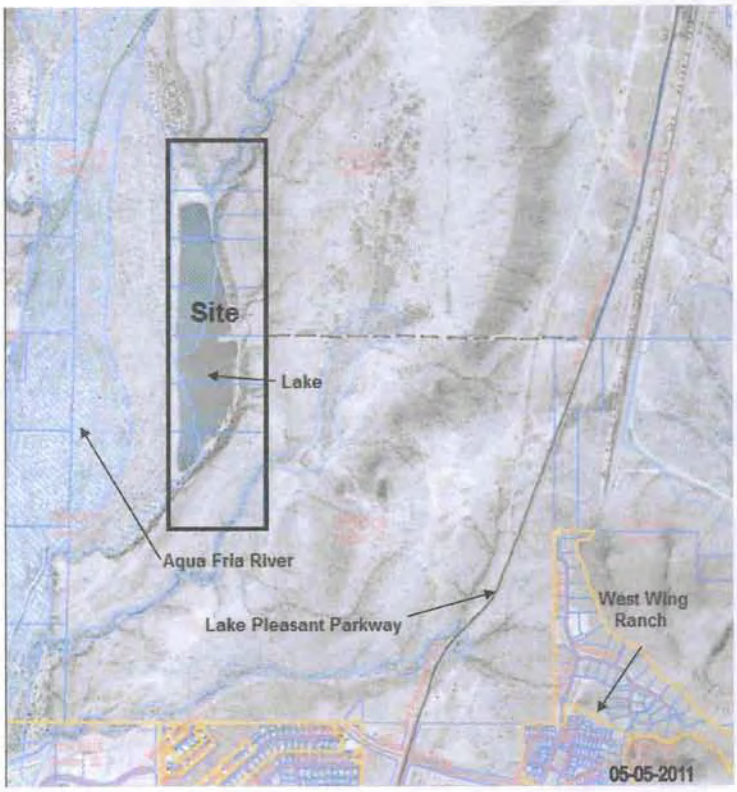
The Peoria Lakes Specific Area Plan Amendment ("Peoria Lakes SAP") will detail a 160 acre privately held property located in the City of Peoria. The property is surrounded by publically held parcels on all sides. A part of the surrounding properties are leased by the City of Peoria for future parks usage. The Peoria Lakes SAP will create the necessary entitlements to convert a sand and gravel mining business currently operating on a majority of the property to Residential Medium/High and Open Space. The plan and text will detail what general parameters will be set on the various parcels, land uses and circulation routes within the property. Peoria Lakes will be a benchmark for the area. The applicant's intention and goals are to create and demonstrate an assurance of quality.

Peoria Lakes' site configuration is a quarter mile east-west by one mile north-south. The property is approximately mile west of Lake Pleasant Parkway at Dixileta Drive, and approximately one mile north of the developments of Pleasant Valley, Tierra del Rio and west of West Wing Mountain Ranch. The property overlaps part of the Agua Fria floodplain and an ancient ruin. As stated above there is a mining operation on the property which is accessed via a heavy duty non-paved dirt road along the Dixileta Drive Alignment. The mining operation has a site set-up to mass produce materials. The working pad area is still functional and there is a lake that is a product of past mining extraction. The water level in the lake was a product of a water recharge facility downstream that has raised the water level in the underground aquifer. The aquifer is just below the ground surface and when any surface material is removed a lake will be formed. The lake is over +/-51 acres in size and is an anomaly in a dry desert area.

Peoria Lakes is in an area enhanced by a City of Peoria General Plan. The General Plan (GP) depicts the region in the future with an employment and residential set in an intense environment. The GP shows open space in and on both sides of the Aqua Fria River. To the west side of the river the General Plan depicts a buffer strip of Residential Medium/High; the General Plan depicts the Peoria Lakes as Park/Open Space. The applicant requests a similar land use pattern having Residential Medium/High just east of the regional open space. Open space will still prevail similarly with more than enough space for the river to flow when needed. There will also be the space for the regional trails. See an enlarged potion of the Peoria General Plan on Page 13.

Peoria Lakes' proposed neighboring land uses will be the largest concentration of employment in the City of Peoria and there is a freeway that just opened (Loop 303) to support the proposed density. Peoria Lakes will be a convenient residential community within walking distance to this future Business Park core, see plan on Page 13.

Land Use Element



LAND USE ELEMENT

The Land Use Element describes the location of existing characteristics of the site and vicinity. It also presents the existing and proposed land uses within the Peoria Lakes. A plan was crafted taking in account existing features of the site, surrounding vicinity factors, and regional goals. This particular area of the City of Peoria is very active in infrastructure planning, General Planning and construction projects. The area although appearing quiet and desert-like will be a major portion of the virtual heart of Peoria in the future. The planned intensity of the General Plan was the reason the applicant is proposing high-quality multi-faceted development using the Residential Medium/High density and Open Space land use.

The terrain, the existing non-natural lake, the longitudinal sloping ridges, washes, mountain views and archaeological sites were all used in the design of the proposed plan, see aerial on Page 4. The 160-acres property was parceled into many divisions that will be described in detail within this submittal. The Land Use Element and Target Density sections will illustrate the suggested density ranges, height requirements, shapes, adjacent roadways and sizes of parcels.

Currently the Subject Property is partially vacant, and partially disturbed with different land uses. A majority of the site is used as a mining operation that draws materials from what is now a lake. The lake is the product of uncovering the Agua Fria River aquifer. The minor land use on Peoria Lakes is hundreds of years old and is in the form of ruins that have been studied according to the record at least 24 times since 1964, see Page 6 for an aerial view of the ruins, and Page 9 for a horizontal view.

Topography within Peoria Lakes is just over 1300 foot elevation to approximately 1365 feet above sea level. The site as depicted on a provided graphic shows a ridge line that extends longitudinally through the property. The ridge will be useful in the design and function of Peoria Lakes; it will be used as a buffer and a method to separate the various parcels within the site. Although called a ridge it has a manageable slope for trails, buffer landscaping, and is high enough to allow for enhanced views of the valley, future riparian area, and Peoria Lakes' activities. The higher elevations are to be used to enhance view sheds, sound separation and value within the development.

The 97th Avenue alignment on the eastern boundary will be a buffer for Peoria Lakes and adjacent sites. Uses will be generally less intense along the roadway and more intense to the west below the ridge. The intense areas will be mostly concentrated near the open spaces and less intense near the most visible portion of the site on the east.

Several things that make Peoria Lakes unique,

Lake

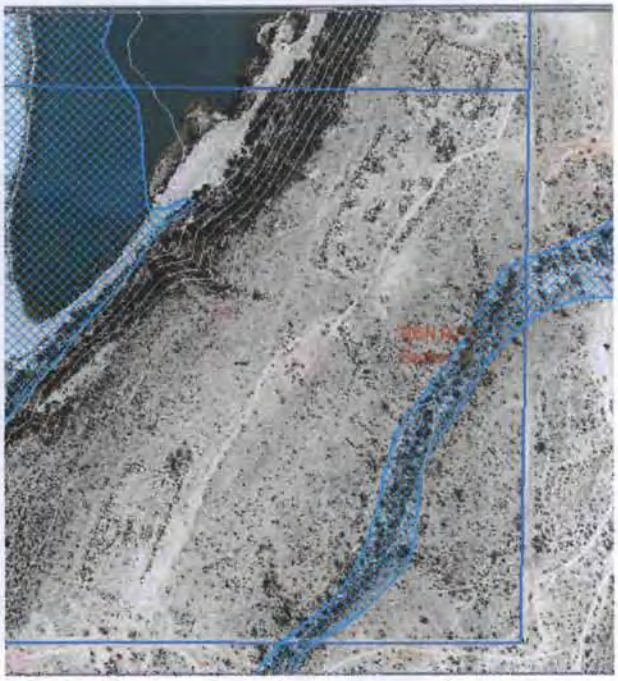
The lake/open space and Agua Fria River makes this particular site unique. Water will be most likely in the lake until 2020; then depending on many factors the water that feeds the

aquifer will be diverted. At that time if the water does become too tenuous or expensive to keep in the lake the land will be redesigned to be a large open space area. This open space area will front the more intensive area of the property and will be contiguous to a regional open space corridor. The open space area will follow the historical Agua Fria River flow channel. It has been the experience once an area is a riparian environment it is often required to be maintained as a riparian area. In either case the land on the western side of the property will be open space of one kind or another.

Ridges

The site is unique not only for the lake, but also for the ridges and the longitudinal property configuration which allows the property to be more structured in the planning and development of a trail and open space system.

There are two sets of ridges in the region, one off the property to the east and another on the property; both have similar 50+ foot elevation differences between the top and bottom of each of the ridges. The ridges create good separations for land use purposes and are reasonable areas for trails through the region. Hillside standards are not to be a concern due to most slopes will be only being minimally developed.



Ruins

The ruins are partially diagonal between the lake and a delineated wash. The site has been studied numerous times. This site of the ruins will be set aside in Open Space as part of the Peoria Lakes proposal.
Note the contour lines on the aerial photo showing the proximity of the ridge to the adjacent lake.

An Historical Site

There is a known historical site that overlaps the Peoria Lakes' property, see aerial above. There is easy-to-see evidence the ruins exists. The site as well as the vicinity has been studied 24 times of record with the University of Arizona. The property can be developed, but to alleviate entitlement tensions and possible loss of a known historical resource the applicant has proposed to set aside the immediate ruins site for a park to be dedicated to the City of Peoria.

Quality Area

The general region has been very high quality to this time. West Wing Mountain Ranch, Pleasant Valley, Tierra del Rio and many other developments have been a dramatic improvement over the older residential the past 12 years. The commercial, the services and other infrastructure is in place and will be available to support the Peoria Lakes development.

The area has been set-up with a high volume circulation element. Lake Pleasant Parkway has always been a road of regional significance. There were times in the past when Loop 303 was to be located on the Lake Pleasant Parkway alignment; instead the Lake Pleasant Parkway was retained to handle large volumes of local traffic. Loop 303 has just recently opened providing a link to the metropolitan and interstate freeway system. Peoria Lakes is now within 15 minutes on the highly evolving northern Metropolitan Phoenix.

Washes and Vegetation

Washes further create buffers and barriers that assist in making decisions where to create parcel separations. In two places on the site the washes may qualify for a Waters of the United States and therefore be best to be left minimally disturbed. The submittal plan reflects use of washes and ridges as buffers on site.

The washes and vegetation will be untouched until development is eminent. Vegetation on site will either be retained or moved to create added ambience. City of Peoria's vegetation and grading standards and stipulations will be followed in the development of the property. Washes will be left natural as much as possible during and after development.

The final portion that makes Peoria Lakes a reasonable choice to develop before other sites is that the subject property has the support from Peoria from future planning efforts,

General Planning

The City of Peoria General Plan has delineated a vast commerce area adjacent to Peoria Lakes. This area is now tied to the metropolitan area and has the size amenities to be able to attract many thousands new employees to the area. The large area of Business Park as

depicted on the plan will make the area more feasible for out of state investors looking at the region as a place to locate their corporate businesses. Peoria Lakes is planned for two eventual user types, the first that want the area for the beauty, the water, the hiking and the general quality of the area; and secondly as growth expands for the same reason as the first, but the new user will be within walking distance of a high-end employment.

Parks

Parks development just south of and on Peoria Lakes are being planned in conjunction with the Agua Fria River corridor. There will be large areas for preservation, recreation and natural beauty enjoyment. There will be several types of parks from very active to preservation areas; each will follow the City of Peoria's recommendations.

Infrastructure

Water, sewer and other infrastructure will be put in place. Currently the City of Peoria is expanding the water and sewer infrastructure very close to Peoria Lakes. There will regionally sized utility lines that will offer reasonable access to water and sewer within 2 years.

Land Use Classifications

Peoria Lakes is separated between residential and open space areas.

Residential Medium-High Density

The residential is to be Residential Medium/High density residential offering a variety of choices for quality development. Buildings will be allowed to be generally between one to four floors. Taller structures will be clustered nearer to the western open space areas. This residential will be consistent with other residential within Peoria Lakes, but as density increases more detail to amenities and services will be provided to off-set the added intensity .

This land-use category is considered to have the density range of 8 to 15 units per acre with a target density of 12 units per acre. The applicant is proposing the category to be overlaid over the property with carve outs for recreation, parks, and trails. The target density and maximum proposed number of units is based on the 12 units per acre calculated over the 160 acres of property.

Certain areas within Peoria Lakes will have densities commonly found in two to four story multi-family residential thus easily accommodating areas for parks, trails, expansive buffers on the ridges. The associated architecture and the ambience created by the density will allow a "community" to evolve within the subject property. The variation, the design standards and the watchful eye of the design review committee will assure a safe, well designed development as Peoria Lakes adds buildings and residents.

Open Space

The open space will be in several forms, some used to preservation of archaeological items of interest, some for preservation of hillsides, some for buffering and some for on-site ambience. In each case Peoria Lakes will create open area off-sets for more intense development.

- A dedicated park to the City of Peoria that will be used to preserve the land with the ruins.
- Lake or common open space in the lake area after water may retreat.
- Ridge/Wash buffer areas

Land Use Intensity

As stated above the overall intensity of Peoria Lakes is targeted at 12 units per acre. The development is divided into several parcels that will have different densities and maximum unit counts assigned to them. The parcels are depicted on a provided graphic that reserves different parcels with either higher or lower numbers of units, floors and size. The central area will be reserved with the highest densities with density dropping near the eastern edges. The thought is the lake/open space is an open space that buffers future residents far on the other side of the regional Agua Fria River corridor and Peoria Lakes will self buffer to the east by limiting higher densities to the west side of the residential areas, having lower densities to the eastern side. The dedication of 97th Avenue right-of-way will also create a separation from lands to the east.

The applicant is asking for a similar situation that currently exists on the City of Peoria General Plan. The same condition exists on the west side of the Agua Fria River. The same or even more intense commerce related uses, buffered or supported by Residential Medium/High Density, then open space and then the river corridor. In both cases the residences inside the multi-family residential will have the shopping and employment with a walking distance and the same is true that both will be adjacent to a regional trail and open space corridor, see illustration on Page 13.

Proposed Phasing of Development

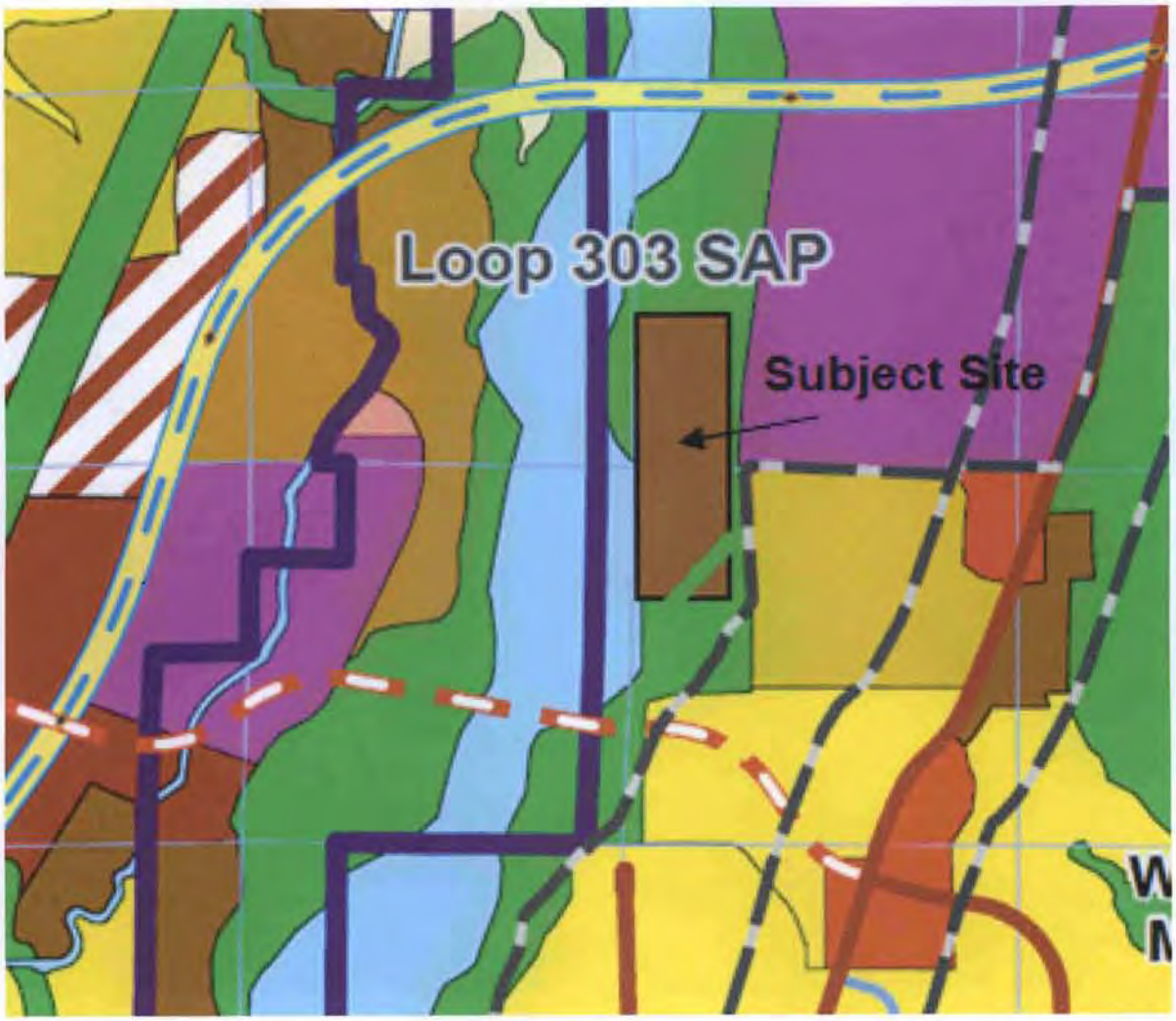
Peoria Lakes will first reserve the western mid-center area for the most premium users, but the areas adjacent to the central area will develop first. This area currently has a road to it, it has been disturbed by the on-going mining activities and this area will be the most natural to begin activities. As time progresses and depending on what users are attracted to the next phases will help dictate where the next phases will be. It would be the intention that all development would be fairly contiguous and not scattered on the property. In the event development occurs the owners of the remaining properties would notify future residents of the potential presence of artifacts and that open areas will be designated for use and other areas to remain untouched. All individual development on the site will first be reviewed for potential artifacts and items of archaeological interest before grading begins.

The probable direction of phasing would be south along what will be an easier sewer solution, but if the appropriate user can be attracted to be located to the north then that is what will be proposed for entitlement. In every case the City of Peoria and the general public will be in review of the proposals and the provisions for the development.

Target Densities

TARGET DENSITY CONFORMANCE ANALYSIS

Parcel	Land Use	Approximate Acreage	Density Range		Projected Units		
			Low	High	Low	High	Maximum Units and Stories
1	Residential Medium-High	4.5	18	26	80	117	117 /3
2	Residential Medium-High	3.6	18	26	64	94	94 /3
3	Residential Medium-High	6.3	24	36	150	227	227 / 4
4	Residential Medium-High	8.0	24	36	192	288	288 / 4
5	Residential Medium-High	6.6	18	26	120	172	172 / 3
6	Residential Medium-High	5.7	18	26	102	148	148 / 3
7	Open Space (Wash)	2.6					0
8	Residential Medium-High	3.4	18	26	60	88	88 / 3
9	Residential Medium-High	2.7					0
10	Open Space (Ridge)	2.8					0
11	Residential Medium-High	2.0	12	20	24	40	40 / 2
12	Residential Medium-High	4.5	12	20	54	90	90 / 2
13	Open Space (Ridge)	2.0					0
14	Open Space (Ridge)	4.5					0
15	Residential Medium-High	6.6	12	20	80	132	132 / 2
16	Residential Medium-High	3.0	12	20	36	60	60 / 2
17	Open Space (Ridge)	5.2					0
18	Residential Medium-High	2.6	18	26	46	68	68 /3
19	Residential Medium-High	5.0	18	30	90	150	150 /3
20	Residential Medium-High	2.1	18	30	36	63	63 / 3
21	Residential Medium-High	2.4	18	26	42	26	26 / 3
22	Open Space (Ridge)	4.2					0
23	Residential Medium-High	1.9	18	26	34	49	49 / 3
24	Residential Medium-High	3.1	12	20	36	62	62 /2
25	Open Space (Ridge)	9.8					0
26	Residential Medium-High	13.9					0
27	Open Space (Dedicated Park)	6.8	1	1	6	6	6 /1
28	Open Space (Wash)	3.4					0
29	Residential Medium-High	4.3	1	1	4	4	4 / 1
30	Open Space (Lake)	25.2					0
Total		160.0			1256	1920	1920 / NA



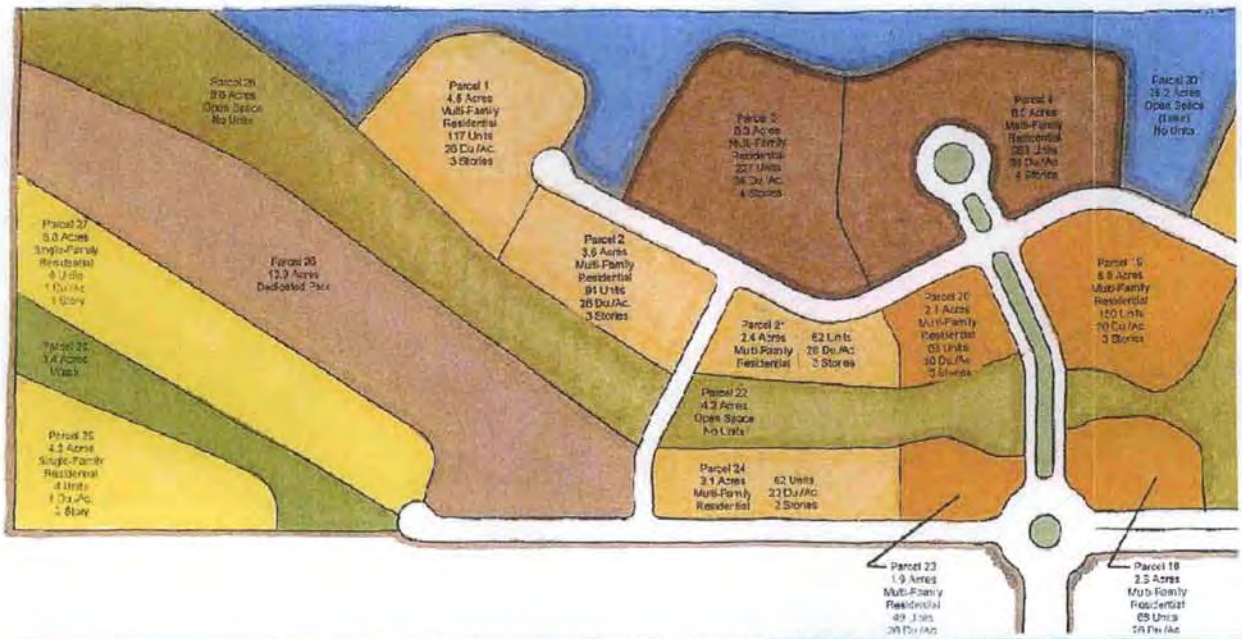
Vicinity Map with Peoria Lakes MGPA Depicted (Subject Site)

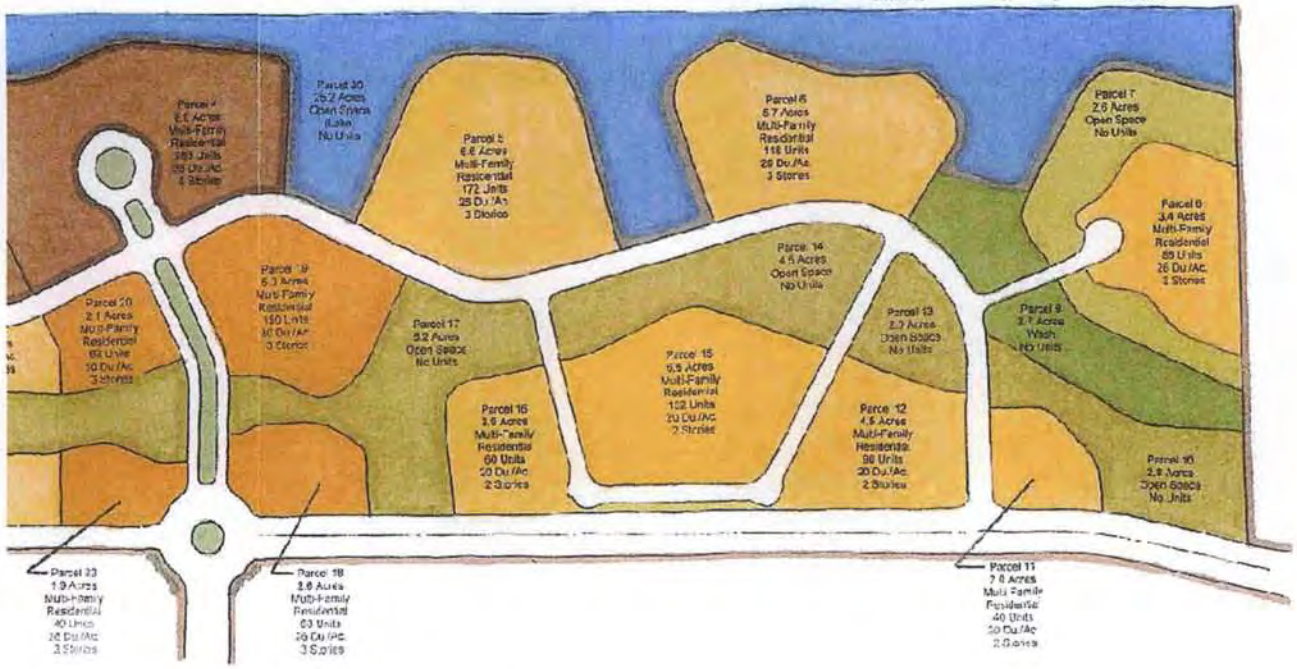
Note the Subject Site has Residential Medium-High (darker brown) for the majority of the site. Note the area of the future dedicated park (green) where the ruins are located.

Note the future roadways wrapping within a short distance of the Subject Site (Loop 303 is the yellow framed in blue line, and West Wing Mountain Blvd is the red and white dashed line), and Lake Pleasant Parkway is the north-south dark red line)

Note the similar use west of the Agua Fria River (medium brown and green). The river (blue) is dry most or all of the year. There are other methods to re-direct storm water flows. The river does have an active aquifer.

Note the short distance to the Business Park (purple color)





Enlarged Conceptual Site Plan

North is to the right

The Top Plan is the Combined Plan
The South Half is the Middle Plan
The North Half is the Lower Plan

Circulation Element

CIRCULATION ELEMENT

The Circulation Element describes the type and locations of streets, trails and bike/pedestrian ways intended to serve Peoria Lakes. Design of various components of the Circulation element will include specifications consistent with the City of Peoria's design guidelines. Prior to commencement of construction of any facilities, a Master Street and Traffic Study shall be prepared and submitted to and approved by the City as required.

VEHICULAR CIRCULATION

Street System

Peoria Lakes as well as any development needs to be connected to a street system that allows safe and convenient access to all development. There is a viable network developed at this time around the property. The applicant has reviewed the infrastructure and has suggested alternatives or amendments to the existing Circulation Element that is proposed herein.

Loop 303 was just recently opened and is very convenient to the property at two or more points. The most advantageous is the future off-ramp at 96th Avenue. There is a provision for the off-ramp, it is not completed and there are no connecting roadways at this time. Typically on the west side of Metropolitan Phoenix major roads are on odd numbered streets, 99th Avenue is the section line, but a street would have been built in the river. Most commonly ownership will fall on sectional or fractional section lines, Peoria Lakes, one of the few private ownerships in the area falls between 97th and 99th Avenue. The applicant proposes to work with the 96th Avenue off-ramp and to ask that the street curve along an existing wash and then to be aligned on 97th Avenue. The applicant will then dedicate half the next mile of right-of-way to the south. This arrangement would be a benefit to the city and to the applicant. The current Circulation Element proposing 660 feet of separation between the property and the alignment. This would not be as much of advantage for either the city or the applicant.

The city has suggested the 96th Avenue extend south to a point that it would make a sweeping curve to the east and then placed on the Dixileta Drive alignment. The applicant owns an easement on the Dixileta Drive alignment and has agreed to be of assistance in dedicating or assisting in enlarging and making the Dixileta alignment part of the Cities transportation system.

The following describes the different classifications streets within Peoria Lakes,

Major Arterial

In conversations with the Peoria street engineers it has been stated that 97th Avenue alignment is reasonable and should be classed as a Major Arterial requiring a 110 foot Right-of-Way. The applicant will dedicate at an appropriate time the land necessary for half of the Right-of-Way in the future. The applicant would work with the city to "calm" the traffic at Dixileta Drive. Dixileta and 97th Avenue is proposed to be the primary entrance for Peoria Lakes.

The major arterial has been depicted as the entire eastern boundary or partially. The design will resolved through the later entitlement phases and the applicant has agreed to be flexible in negotiation of necessary dedicated properties.

The advantage of continuing the major arterial to the south is that it will work as a link between the future West Wing Mountain Road and Loop 303 on the east side of the Agua Fria River. This will provide more exposure for Peoria Lakes and more public access to the future parks in the area.

Collector

A collector street allows neighborhood traffic to travel from local to arterial streets. Direct access from individual units will not be allowed to collector streets, but minimally visible linked connections are allowed. The collector street loops through the development, it is curvilinear to create different visual focal points and to slow traffic. The collector will be built to City of Peoria standards, the applicant will work with engineering to create the best section for this development.

Local

Peoria Lakes will have very few local streets in comparison to most developments, this is characteristic of multi-family developments. Local streets will be used in less intense traffic situations and when individual driveway access is needed.

Rights-of-Way

The proposed rights-of-way for the arterials and other streets within Peoria Lakes shall be provided as required, based upon the City's General Plan, as it may be amended.

BICYCLE AND PEDESTRIAN CIRCULATION

An integrated system of pedestrian and bicycle ways should be designed and located in a manner that provided a variety of opportunities to enjoy the natural beauty of Peoria Lakes. Provisions should be made to accommodate those individuals who prefer leisurely recreational activities. In addition, utilization of the topographical relief afforded by the existing terrain should also lead to the creation of pedestrian and bicycle ways that provide more challenging experiences thereby meeting the expectations of those who prefer more vigorous physical activity.

The pedestrian and bicycle ways should be developed in a manner consistent with City's design criteria.

Primary pedestrian and bicycle ways may be included along ridges, major washes or the lake/open space. In areas along the Agua Fria River the area may be more rural in appearance and sidewalks may not be an appropriate part of the pedestrian ways. Trails will be available, but in a rural character material and appearance.

Public Transit

Provision of public transportation is not anticipated in the near term.

Urban Design Element

URBAN DESIGN ELEMENT

The Urban Design Element explains the design expectations and guidelines for the proposed land uses. Site design, site amenities, and architectural styles combine to create the environment. The definition and maintenance of a unique design environment requires complementary applications of landscape, building design, colors and signage.

The Urban Design Element is intended to set a "tone" for the quality of development in Peoria Lakes. Guidelines will provide a basis for creating consistency in quality and compatibility in design for the development. Prior to starting any development within Peoria Lakes the architectural and landscaping designs, wall designs, site fixtures, signage color pallets, and texture samples will need to be approved by the Peoria Lakes Design Review Committee and the City of Peoria.

Landscape

Landscaping design should be consistent with the desert environment. Much of the native and natural vegetation will be conserved and used to create a desert, not tropical environment. Water conservation as well as theme designs accented with various plants that bloom at various times of the year will be a priority. Boulders, and near-natural surfaces will be used to accent or open pallet, as well as make maintenance easier whether in or out of dedicated areas.

Streetscape

The streetscapes within Peoria Lakes will blend with adjacent development. It will be part of the Design Review team to regulate the blending of landscape and walls between streets and buildings. All will strive to create a coordinated appearance, not a series of walled enclaves and allies, but rather variations of architecture, landscape, different height walls, dark sky lighting and signage coordinated into a cohesive design.

Washes, retention basins and channels will be enhanced to be accents, not engineering solutions. Vegetation will be used to screen; walls will be used to guide rather than restrict, and channels will take on natural appearances. All these design alternatives need to be analyzed to blend with the architecture that will be strictly reviewed for consistency to a quality theme approved early on during the course of the development.

Park/Open Space

Parks and Open Space is the overall framework of Peoria Lakes. A portion of the property found to have intensive archaeological remains is planned to be dedicated to the City of Peoria as a park. The City will use the area as a park with their regulations as far as access and use. The developer will take other natural features of the remaining area within the 160 acres to create connectivity for trails and to allow pedestrian or cycling through the subject site. The ridges will primarily be used for these trails and buffering for parcels within the development.

The key element of Peoria Lakes is the area on the western boundary of the site. Peoria Lakes' namesake was created by the Aqua Fria aquifer. The water is essentially fed by flows just below the

surface that were exposed via sand and gravel mining on the site. The area on the western side of the property is located in a FEMA floodplain. It has been stated water after 2020 will be diverted causing the lake to dry up. In creating the final design alternative designs will portray the areas to the west of the property in both wet and dry conditions. In both cases the areas will be used as open space and buffering.

A CLMR will be processed in the future for the final development of the site whether water will be

Neighborhood Schools

The applicant will work with the school district when the potential generation of students is anticipated. The various types of potential residential will generate different student numbers. As the types of residential users are defined the applicant will support the school districts needs.

Design Guidelines

The purpose of these guidelines is to provide and maintain quality in the various development parcels that comprise Peoria Lakes. The parcels should maintain high quality standards as to the use of material, the relationships of the buildings to the environment, and meeting the needs of the users. The availability of space, natural aesthetics and variety of land uses provide opportunity for creative and original design approaches within the context of the project's overall development.

GENERAL GUIDELINES

Site Design

Parcels will be developed so that buildings, parking, open space, retention, and entrances are compatible with the adjacent development. Proper distances will be maintained between structures to reduce the mass and impact of parking. Circulation will facilitate pedestrian access to open space features and will also promote safe vehicular movements.

Building envelopes will be utilized to limit the amount disturbance of natural terrain to be during for construction where appropriate. Proper building setbacks may be delineated within the proposed building envelope.

On each site, both parking and building shall be contained by continuous landscaped open space except where broken by access drives. The landscape perimeter should provide the appropriate edge to adjacent thoroughfares to reinforce the landscape design intent of that street.

Screening will be required at all ancillary structures and equipment such as dumpsters, mechanical equipment from public view, especially from existing residences. These screens should be of appropriate materials so as to conform to or enhance the building and landscape.

Building Design

The design buildings will be appropriate to the southwestern climate. Orient buildings to recognize cooling requirements and relationship to landscape materials. Colors and materials should reflect or appropriately contrast with the desert palette.

Retail operation designs will be adapted to an appropriate regional treatment. These efforts should avoid thematic imagery and instead should draw upon the natural colors in the landscape, and the construction materials found historically in the region.

Design roof lines, relative building heights, entrance orientation and other architectural elements within the context of the overall project. Emphasis should be placed on conformity and enhancement of the surrounding area rather than contrasting or standing apart from the rest of the development.

Service entries are to be screened from view, both from surrounding streets and adjacent properties.

Building materials should reflect or appropriately contrast with the desert palette. The building materials and colors should be consistent with the regional building vernacular. Colors should be used to create visual harmony within the land use classifications in Peoria Lakes. Appropriate colors should include, but not limited to;

Desert hues and other earth tones including light brown, cream, and tan

Off-white

Colors appearing in natural stone utilized in buildings

Reds and oranges appearing in brick utilized in buildings or in roof tiles

Signage

Strengthen the identity of the plan by appropriate signage, sculpture, repetitive graphic symbols and distinctive landscaping with hard cape features at entrances into the area and at key locations within. A master signage package should be provided during the development review process.

Parking

Parking areas should be contained within a parcel with controlled access from adjoining thoroughfares. Parking areas should be broken up in a scale by landscaping treatments such as screening, shade aesthetics, and to define access points.

Parking aisles should be oriented to facilitate pedestrian movement to the building served as well as the adjacent pedestrian paths of movement.

Lighting

Lighting is another opportunity to unify design characteristics and to create an ambience through the consistent use of similar types of light quality and fixture types through exterior spaces. Lighting should be designed and located so as to limit light dispersion onto adjacent properties and to the sky. Lighting should be used to accent walls, paths, vegetation groupings for both ambience and safety reasons. Light, not the fixtures should be seen, if fixtures are seen then they should be colored to be the least obtrusive.

RESIDENTIAL MEDIUN-HIGH DENSITY GUIDELINES

Site Design

There is an overall designation of Residential Medium High Density overlaying most of the property. Two areas are separated by natural buffers/barriers, but still will have all the same parameters. The Specific Area Plan will dictate the general use and quality of the Peoria Lakes development; a later submittal will be definitive on the maximum density ranges for each parcel in the future. The parcels will generally be more intense near the central part of the property and tapering to lower densities at the north and south ends of the property. There is a provided graphic that delineates the proposed density, stories and maximum units per potential future parcels.

Generally the circulation routes, washes and ridges will create the shapes of the parcels in the future. Future detailed studies will detail the limits of the elements that dictate the parcel shapes.

The overall gross density of the 160-acre property will not exceed 12 units per acre. Individual parcels will exceed the overall density based on added density as a factor of exchanging density from future dedicated areas to the residential areas. The maximum unit count will not exceed 1920 units. Individual parcels will exceed 12 units per acre, but they also will be given a maximum unit count per parcel. In addition each parcel will be given height standards, never exceeding 2, 3 or 4 stories depending on what parcel is being delineated. The 4 story standards will mirror the buildings found on West Wing Mountain Ranch.

Architectural motifs may vary but principles of basic organization, parking location and screening, landscape standards and setbacks, exterior lighting, unit access and parcel access should be consistent within this land use. Each medium density parcel should be bound by a continuous border of landscaped open space, broken only by access drives. These points of access should be kept to a minimum to avoid conflicts with pedestrian and bicycle movements.

It is appropriate to locate project amenities, such as tennis courts, in view of thoroughfares to create larger areas of open space along these edges of public exposure. Each multi-family project should have its own entry and identity, accomplished by offsetting and staggering buildings and by combining different height buildings to separate massing.

The developer will orient internal drives to open areas and away from buildings, service areas and unit entries.

Pedestrian circulation within the parcels should be accommodated with a network of sidewalks which should occur in defined, landscaped open spaces. The pedestrian network should be developed internally, allowing for movement throughout the site, while providing linkage to the plan area's overall pedestrian network.

Parking should be oriented away from street edges. Where parking is fronting on streets, parking should be screened with either landscape or masonry screen walls. Parking lots should be broken down in scale and located conveniently to the units served.

All site-mounted equipment, trash containers, and other service facilities should be treated architecturally as part of the building or screened with either landscape material or a decorative masonry wall. Assume dumpsters screening doors will be left open. A design should orient trash to be screened without doors if possible.

Building Design

Buildings should be designed to meet the general guidelines described earlier. They should also be designed with an emphasis on private and public open space. The units should maximize privacy within the individual buildings.

There should be a mix of unit types and sizes to promote diversity within the alternatives provided by these developments while at the same time displaying a consistency with the quality and scale of other residential components within Peoria Lakes.

Roof-mounted equipment, including antennas, should not be visible from the public streets and surrounding parcels.

Signage

Signage should be limited to regulatory, directional and monument or wall-mounted project identification signs.

Lighting

Lighting should be consistent with lighting principles outlined in the "General Guidelines".

Utilities Element

UTILITIES ELEMENT

The Utilities Element explains the proposed provision for major elements of the water, wastewater, and storm sewer system for Peoria Lakes.

Peoria Lakes is not currently served by city and utility company services, but services are planned for the immediate region. Water, sewer systems or storm sewers as well as utility company services such as cable, higher capacity electrical, and telephone will be extended when development occurs. The developer will work with the various departments and utility providers as needed to provide the required capacities for the eventual users. All services will be constructed to city and utility company standards. The developer will submit master plans for water, wastewater, and storm sewer as part of the platting and construction document phase of the development process. Upon completion of the construction of the utilities those customary to be dedicated to the city will be turned over to the responsible departments.

Water System

Peoria Lakes is approximately a half-mile north of the intersection of 99th Avenue and West Wing Mountain Road (Dynamite Road) where there is an extension of the water system. A 12 inch water line has been extended north to that point. There is also a 36 inch water line extended north on Lake Pleasant Parkway to West Wing Mountain Road (Dynamite Road). Within the next two years there will be the extension of the larger line to Loop 303. The new water line will be 21 inches between Dynamite (West Wing Mountain Parkway) and Dixileta Drive and 18 inches between Dixileta and Loop 303. Water pressure is all within the same pressure zone.

Water for emergency services will be adequate into the future.

At the appropriate time the developer will coordinate with the necessary potable water infrastructure necessary to service Peoria Lakes. The developer will construct all facilities to City of Peoria standards and will dedicate the facilities to the city.

Sewer System

The 21 inch sewer extends north from Dynamite and Lake Pleasant Parkway, to Dixileta Drive. There is a sewer line extension planned to be extended up 99th Avenue. This street will be aligned to eventually meet to 97th Avenue. There are many sewer alternatives and option currently, there are lift stations being planned, and a definite plan has not been decided at this time.

At the appropriate time the developer will coordinate the city for the necessary waste-water infrastructure to service Peoria Lakes. There may be interim facilities provided until there are enough flows to be able to operate a functioning system. The developer will construct all facilities to City of Peoria standards and will dedicate facilities to the city.

Storm Sewer

The developer will prepare a Drainage Master Plan for Peoria Lakes to manage storm water at the appropriate time. Existing major washes will be utilized as collectors of storm water to maintain current drainage to the extent that is reasonable and feasible.

All drainage plans shall be prepared so that the specifications outlined therein take into account historical flows to adjoining properties. The drainage design shall not create new conditions that would adversely affect water flows onto adjoining properties. Final design specifications shall meet all appropriate City and County flood control criteria with respect to drainage prior to commencement of development for the respective phases of Peoria Lakes.

Electrical/Telecommunication

All electrical and telecommunication services will be provided by public utility companies and all electrical lines smaller than 69kv lines shall be placed underground.

Sanitation Service

The City may elect to provide sanitation service itself or contract with one or more private companies to provide sanitation service (pursuant to City Code Section 22-20 (C))

Fire/Emergency medical Services/Police

The developer and the City will work together at the time of zoning to develop a cohesive plan for the provision or fire/emergency/police services that results in the desired response times for Peoria Lakes. The plan may include the combined use of the public and private providers.