

**STANDARDS AND GUIDELINES REPORT
FOR
CAMINO a LAGO
SOUTH**

**A
PLANNED AREA DEVELOPMENT**

Presented to the City of Peoria

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Revised: December 2, 2004

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| PLANNED AREA DEVELOPMENT APPROVAL | P/Z Commission Date <u>1-20-05</u> |
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| |  |
| | Planner |

Project No.: 04-0048-02

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 (Downloaded 9/27/04)

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1. INTRODUCTION

Camino a Lago South is a 359-acre Planned Area Development (PAD) which is located south of Deer Valley Road, north of Rose Garden Lane, west of 95th Avenue and approximately 700 feet east of 107th Avenue (See Exhibit A). D.R. Horton - Continental Series, purchased the property in May, 2004, through a State Land auction and, in conjunction with its sister company, D.R. Horton - Dietz Crane Series, intends on developing a single family residential community with an overall density of 4.3 dwelling units per acre.

A zone change to PAD is requested for this site in order to allow development at the densities prescribed by the Camino a Lago Specific Plan, while allowing the flexibility to adequately address site opportunities and constraints. Along with this PAD, a minor Specific Plan amendment is requested to allow more flexibility in the location of specific lot sizes within the community. The Specific Plan amendment proposes to combine three Specific Plan parcels into one, with no change in land use category for the areas. A separate, but concurrent, application was filed with the City of Peoria requesting the amendment to the Specific Plan. This request is scheduled for City Council Hearing and possible action on December 14, 2004. Following the zoning request, a preliminary plat for the subdividing of the site will be prepared and submitted for approval.

2. LEGAL DESCRIPTION

(See Exhibit B)

3. CONSISTENCY WITH GENERAL PLAN

The Camino a Lago Specific Plan (See Exhibit C) establishes the approved land uses for the subject site and represents a refinement of the General Plan for the area. The existing Specific Plan was approved in July of 1997 and amended in December of 2002. Camino a Lago South consists of parcels 16-22 of the approved plan. The Specific Plan designates parcels 16-19 and 22 as single family detached residential with a maximum density of 4.3 dwelling units per acre for a maximum of 1,433 dwelling units. Additionally, the Specific Plan includes a 15 acre school site and a 10 acre city park site, parcels 20 and 21, respectively. The proposed development plan for Camino a Lago South is consistent with the specific plan for this area, as proposed to be modified by the concurrent minor Specific Plan amendment application. (See Exhibit D)

A portion of the site also falls within the Lake Pleasant Parkway Corridor Specific Area Plan. This plan designates the impacted area as part of the Urban Corridor. The Lake Pleasant Parkway Corridor Specific Area Plan is a policy document and as applicable and possible considering site constraints, the developer will comply with the goals, policies, and objectives of this plan.

4. GENERAL SITE INFORMATION AND EXISTING SITE CONDITIONS

The 359 acre Camino a Lago South property (See Exhibit E) is vacant desert land with scrub vegetation. The site gently slopes to the south and southwest. Lake Pleasant Road, running north and south, divides the site in two. The north half of Deer Valley Road is currently under construction west of Lake Pleasant Road. Rose Garden Lane is improved on the south side, west of Lake Pleasant Road. 95th Avenue is improved on the east side between Deer Valley Road and Lake Pleasant Parkway. The western boundary of the site bisects a portion of a 60' wide El Paso Gas Easement.

5. SURROUNDING LAND USES AND CONDITIONS

The existing development surrounding Camino a Lago South is predominately made up of single family detached homes except for an apartment project (under construction) located at the southwest corner of Rose Garden Lane and Lake Pleasant Road (See Exhibit F).

North of Deer Valley Road and west of Lake Pleasant Road is a residential project currently under construction called Casa Del Ray. This project is made up of single family lots and a detached cluster home development.

North of Deer Valley Rd and east of Lake Pleasant Rd. is the remaining undeveloped area of Camino a Lago, known as Camino a Lago North. This site is planned to include a commercial parcel at the northeast corner of Lake Pleasant Rd. and Deer Valley Rd. Single family homes are planned to the east of that commercial parcel with a high school site located between 95th Ave. and 97th Ave.

Dove Valley Ranch is located east of 95th Avenue, between Deer Valley Road and Lake Pleasant Parkway. This development includes single family homes on two different lot sizes along 95th Avenue. 70'X120' lots are located within the north portion and 53'X113' lots are located at the southern end. A retention facility is located at the northeast corner of 95th Avenue and Rose Garden Lane.

The Parkridge development is located south of Camino a Lago South between Lake Pleasant Road and 95th Avenue. This project contains single family homes with two different lot sizes located adjacent to Camino a Lago South. 70'X110' lots are located on the eastern end and 60'X110' lots are located on the western end.

Highlands and North-Park at Ventana Lakes are located south of Rose Garden Lane between Lake Pleasant Road and 107th Avenue. These developments include single family homes built on lots that are 50'X110' and 53'X110'.

Rose Garden is a small single family residential development with lots sizes of 70'X110'. This development is located adjacent to the southwest corner of Camino a Lago South.

Desert Star is a single family residential development containing lot sizes of 58'X110' and is located adjacent to the western boundary of Camino a Lago South. The El Paso Gas easement separates the two developments.

A proposed 63.5 acre commercial site is bordered on three sides by Camino a Lago South. This parcel is located at the southeast corner of Deer Valley Road and the re-alignment of Lake Pleasant Parkway.

6. PRELIMINARY DEVELOPMENT PLAN

Land Use

The Preliminary Development Plan (See Exhibit G) for Camino a Lago South has been designed to be in harmony with the Specific Plan for Camino a Lago, as modified by the minor Specific Plan Amendment. This includes the development of single family detached residential units with a maximum of 4.3 dwelling units per acre, as well as reserving parcels for a 10 acre city park site and a 15 acre school site. These specific plan parcels and land uses are further divided into 16 PAD development parcels (see table below). The residential development parcels include 6 different lot sizes ranging from 70'X120' to detached cluster lots. The density range of the parcels is estimated at 2.55 and 6.86 dwelling units per acre with an average density of 4.3 dwelling units per acre. Table 1 summarizes the land use and densities of each parcel. The parcel identification numbers relate to the Specific Plan Amendment which will consolidated Specific Plan Areas 18, 19, and 22 into one area (18), and thus shifts the park and school parcel numbers. The parcel numbers do not refer to the existing state plats for the site.

**TABLE 1
PARCEL SUMMARY**

| PARCEL | GROSS ACREAGE | LOT SIZE | # of LOTS | DENSITY(DU/AC) |
|------------------|-------------------|------------|--------------|----------------|
| 16A | 18.23 AC | CLUSTER | 125 | 6.86 |
| 16B | 31.36 AC. | 50' X 115' | 132 | 4.21 |
| 16C | 26.64 AC. | 60' X 115' | 96 | 3.60 |
| 16D | 36.24 AC. | 55' X 115' | 141 | 3.89 |
| 16E | 22.69 AC. | 50' X 115' | 90 | 4.00 |
| 17 | 29.38 AC. | 45' X 115' | 127 | 4.30 |
| 18A | 14.56 AC. | 55' X 115' | 46 | 3.16 |
| 18B | 18.36 AC. | 45' X 115' | 90 | 4.90 |
| 18C | 16.64 AC. | 45' X 115' | 85 | 5.11 |
| 18D | 23.08 AC. | CLUSTER | 155 | 6.72 |
| 18E | 25.34 AC. | 45' X 115' | 114 | 4.50 |
| 18F | 16.60 AC. | 70' X 120' | 48 | 2.89 |
| 18G | 24.55 AC. | 55' X 115' | 107 | 4.36 |
| 18H | 30.26 AC. | 70' X 120' | 77 | 2.54 |
| SUB TOTAL | 333.69 AC. | | 1,433 | 4.30 |
| 19 | 15.0 AC. | SCHOOL | | |
| 20 | 10.0 AC. | PARK | | |
| TOTAL | 358.69 | | | |

A key design consideration for the project is to generally match the lot sizes along the perimeter of the property to those of adjacent development. This essentially pushes the smaller lot sizes toward Deer Valley Road, Lake Pleasant Parkway and the future commercial site, with larger lots adjacent the existing single-family development in the area. Open space buffers are also utilized to transition between existing and future development.

Circulation

A Preliminary Traffic Study has been prepared for this development, which included in its analysis, two alternative collector alignments in the eastern portion of the project. As a result of the study the preferred alternative, which included the extension of Adam Drive from 95th Avenue to Deer Valley Road, was implemented in the land use plan.

A major component to the circulation element (See Exhibit H) of Camino a Lago South is the future alignment of Lake Pleasant Parkway. D.R. Horton will be constructing Lake Pleasant Parkway through the site. This road will be constructed to the parkway standards with a 150' right of way. Lake Pleasant Road, a major arterial street, will be constructed to intersect with Lake Pleasant Parkway from the south and have a 130' right of way. The south half of Deer Valley Road will be constructed within a 55' right of way. Rose Garden Lane and 95th Avenue are half street major collector roadways and will be constructed within a 40' right of way.

Internal circulation will be provided by three minor collector roads with 60' right of ways. As noted above, Adam Drive will be extended through the site from 95th Avenue to Deer Valley Road. A 98th Avenue alignment collector will intersect with Adam Drive and connect to the south to Lake Pleasant Parkway. A minor collector road will also be constructed from Rose Garden Lane along an alignment of 103rd Lane to Deer Valley Road.

Most of the individual development parcels will receive access by way of local, public streets to be constructed to city standards within a 50' right of way. Parcels 18F and 18H, containing the largest lots, may be developed with private streets and gated entrances. Parcels 16A and 18D, the cluster lot parcels, may also be constructed with private streets and gated.

Parks and Open Space

A 10 acre city park site (Parcel 20) is planned adjacent to a 15 acre school site to be located at the southeast corner of Adam Drive and 98th Avenue (See Exhibit I). This park may be increased in size in the future to include a city library site (See Exhibit G). Pedestrian access to the park will be provided along the collector roads and through adjacent residential parcels to the south and east.

Three neighborhood "mini" private parks will be located within the neighborhoods on the west side of Lake Pleasant Parkway. The mini-park indicated within Parcel 17 will be a minimum of a half acre in size and will essentially serve only this parcel due to its separation from the other residential areas. The other two mini parks will each be a minimum of an acre in size and serve the parcels located west of Lake Pleasant Road (16A – 16E). One of these mini parks is planned east of 103rd Avenue and will primarily serve parcels 16A, 16B and 16E, and one is planned to the west of this collector street, mostly serving parcels 16C and 16D. Each park will be centrally located within these areas, and may overlap parcels, thus potentially contributing open space in more than one parcel. Because these development parcels do not have direct access to the city park, these neighborhood "mini" parks are designed to be community gathering and recreational places within the neighborhoods, located within a ¼ mile walking distance for the majority of residents. The neighborhood "mini" parks will feature amenities such as playgrounds, picnic areas and shade shelters, and will be built by the developer and owned and maintained by the Camino a Lago South Homeowners Association. The two mini parks west of Lake Pleasant Road may also contain open play areas and/or sport amenities such as sand volleyball or half court basketball. Additional recreational amenities may be located within each cluster parcel, which will be for the private use of those individual parcels.

A major component of the open space system includes the numerous drainage channels throughout the project. A channel will be located adjacent to the west side of Lake Pleasant Parkway and Lake Pleasant Road from Deer Valley Road to Rose Garden Lane. From that point to the western property boundary an estimated 145'

wide channel will be constructed on the north side of Rose Garden Lane. An estimated 50' wide channel may be constructed along the north side of Lake Pleasant Parkway from 95th Avenue to convey off site drainage from the east. This channel may cross Lake Pleasant Parkway and run along the south side of Parcel 17, adjacent to the Parkridge development. These drainage channels will not only provide increased buffer to existing adjacent development, but will act as a buffer to the major roadway system to be constructed as part of Camino a Lago South. Additional drainage channels will likely be constructed adjacent to the commercial site and on the west side of 98th Avenue.

The northwestern boundary of the project overlaps an El Paso Gas easement. A portion of the easement lies within the project site and a portion is located within a tract of the Desert Star Community. The Camino a Lago South portion will be improved with landscaping and a decomposed granite trail, as permitted by El Paso Gas guidelines. The Desert Star Homeowner's Association has indicated some interest in improving its portion of the easement concurrent with the Camino a Lago improvements. The applicant will continue to work with Desert Star on this matter.

A multi use trail will be included as part of the cross section for Lake Pleasant Parkway. The exact location of this trail will be determined by the City of Peoria.

A 10' minimum landscaped area will be constructed between the development and Deer Valley Road and 95th Avenue right of ways. Additionally, the minor collector roads will include a 10' minimum landscape strip between the right of way and development parcels.

7. TABLE OF PERMITTED, CONDITIONAL AND ACCESSORY USES

The Camino a Lago South development will defer to those permitted, conditional and accessory uses in Article 14-5 of the Peoria Zoning Ordinance, except as may be modified within this Standards and Guidelines Report.

8. PROJECT PHASING AND DEVELOPMENT SCHEDULE

Camino a Lago South will likely be constructed in several phases. Specific phasing has not been determined at this time. Development of major infrastructure is scheduled to begin by the end of 2005. Home construction is anticipated to begin in late 2006 or early 2007, with build out estimated for 2010.

9. PROJECT DEVELOPMENT STANDARDS

In order to provide the greatest flexibility in the placement of homes within Camino a Lago South the following standards are proposed.

a. Lot Coverage

All lots, except for the cluster lots, within Camino a Lago South will be permitted a maximum lot coverage of 50% which includes

covered patios and covered entryways. The cluster lots shall be permitted a maximum lot coverage of 55%, which includes covered patios and covered entryways.

b. **Setbacks**

| | |
|-----------------------|--|
| Side yard (min/total) | 5'/10' |
| Rear yard | 15'; 7' for cluster (to covered patio), 15' to cluster living space |
| Corner side yard | 10' |
| Front yard | 10' to living space, side entry garage or covered porch (all non-garage elements); 5' For cluster to living space, side entry garage or covered porch; 18' from right of way to face of garage door for front-facing garages, except cluster shall be 18' from back of curb to face of garage door for front-facing garages and traditional lot products on private streets shall be 18' from back of sidewalk to face of garage door (or back of curb where no sidewalk exists) |

c. **Minimum Lot Sizes**

| | |
|-------------------|--|
| Minimum lot width | 45' |
| Minimum lot depth | 110', except 75' for cluster |
| Minimum lot area | 3,375 square feet for cluster; 4,950 square feet for all other lots |

d. **Building Heights**

Two stories and/or 30'

e. **Accessory Use Standards**

No change to the existing zoning standards

f. **Open Space Requirements**

Camino a Lago South will designate a minimum of 11% of the net residential project area as useable open space, per the PAD district requirement. This 11% requirement shall be applied per Specific Plan parcel, not per PAD parcel, as modified per the requested Specific Plan Amendment. Amenities located within the open space areas shall be set back a minimum of 10 feet from any adjacent residential lot property line.

g. **Lighting**

Exterior lighting for the site will comply with all applicable City ordinances and APS guidelines.

h. **Screening, Fencing and Walls**

Walls and are designed to blend with the adjacent existing subdivisions while providing a distinct project identity. Consistent use of materials and simple detailing will emphasize the community theme. Theme walls will be provided along arterial and collector streets and adjacent to open space and amenity areas in side yard conditions. View fences generally will be provided along open space areas as rear lot fencing except when adjacent to arterials or collectors. The fencing will be designed to meet all applicable pool codes. All screening, fencing and walls will comply with the applicable sections within Article 14-3 of the Peoria Zoning Ordinance, except as modified within this Standards and Guidelines Report.

i. **Roadway Standards**

All public streets will be designed and constructed to City of Peoria Standards, determined during the preliminary plat process. Private streets will be permitted and constructed to the City requirements current at the time of preliminary plat submittal.

j. **Parking**

Parking shall comply with Section 14-23-3B.1. of the Peoria Zoning Ordinance, except as modified within this Standards and Guidelines report.

k. **Enhanced Design Review Standards**

In an effort to create a high quality community with the needed flexibility to respond to project opportunities and constraints, the Camino a Lago South PAD includes several enhanced design review standards, as well as some modifications and/or deletions to the City of Peoria's existing Single-Family Detached Residential Design Review Guidelines.

Detached Single-Family Residential Design Review shall be in accordance with the approved manual downloaded from the City of Peoria website on September 27, 2004, with the following modifications and/or deletions. A copy of this manual is located within Appendix D.

Architectural Design - Requirements

A.1.c. Second story balconies shall be a minimum of fifteen (15) feet from any the rear property line and a minimum of five (5) feet from any side property line.

Architectural Design - Considerations

A.2.a. For the purpose of promoting architectural diversity, the requirements set forth in Table 12.1 should be followed.

| Proposed Number of Detached Single Family Units | | | | |
|--|---|---|---|---|
| | 20-49 | 50-99 | 100-199 | 200 or more |
| Number of Roof Colors Required | Minimum of 2 different roof colors. One color may be utilized in not more than 60 <u>75</u> % of all units. | Minimum of 3 different roof colors. One color may be utilized in not more than 40 <u>50</u> % of all units. | Minimum of 4 <u>3</u> different roof colors. One color may be utilized in not more than 30 <u>50</u> % of all units. | Minimum of 5 <u>3</u> different roof colors. One color may be utilized in not more than 25 <u>50</u> % of all units. |
| Number of Roof Materials Required | Minimum of 2 different roof material types. One type may be utilized in not more than 60 <u>75</u> % of all units. | Minimum of 2 different roof material types. One type may be utilized in not more than 60 <u>75</u> % of all units. | Minimum of 2 different roof material types. One type may be utilized in not more than 60 <u>75</u> % of all units. | Minimum of 3 <u>2</u> different roof material types. One type may be utilized in not more than 40 <u>75</u> % of all units. |
| Number of different elevation types <u>house plans</u> required per <u>subdivision</u> | Minimum of 2 different architectural elevations <u>house plans</u> . One elevation <u>plan</u> may be utilized in not more than 60 <u>75</u> % of all units. | Minimum of 3 different architectural elevations <u>house plans</u> . One elevation <u>plan</u> may be utilized in not more than 40 <u>50</u> % of all units. | Minimum of 4 different architectural elevations <u>house plans</u> . One elevation <u>plan</u> may be utilized in not more than 30 <u>40</u> % of all units. | Minimum of 5 different architectural elevations <u>house plans</u> . One elevation <u>plan</u> may be utilized in not more than 25 <u>40</u> % of all units. |

A.2.i. For the purpose of increasing open space on each lot, garage locations should be grouped adjacent to common property lines and ~~joint driveways should be utilized to the maximum extent possible.~~

Plat/Lot Design - Requirements

B.1.a. All local residential streets in excess of ~~900~~1000 feet in length shall be curvilinear in design with a minimum radius of 150 feet and a minimum curve length equal to one-half of the radius or shall utilize an approved traffic calming mechanism, such as a choker, split lanes or other measure.

~~B.1.c. Principal building placement on every other lot shall be staggered or off set a minimum of five (5) feet so that not more than two (2) consecutive homes on the same side of the street shall have their principal structures placed on the same building line.~~

~~B.1.d. To help implement this provision, upon the first building permit application, the developer shall provide a Setback Exhibit and the City shall approve or deny the exhibit.~~

~~B.1.e. To help accommodate a staggered building placement on lots less than eleven thousand (11,000) square feet in area, the City may allow required front and rear yard setbacks to be reduced by not more than ten (10) percent. The developer shall clearly delineate on a Setback Exhibit the exact lots on which this provision shall apply. The Setback Exhibit shall be approved, denied or approved with modifications by the City. Any appeal from this provision shall be done through the Board of Adjustment and the appeal process provided through such board.~~

B.1.i. When a cul-de-sac abuts a public or private right-of-way or a useable open space area, a landscaped access easement shall be provided. Said easement shall be a minimum of 20 feet wide of which a minimum of 40-5 feet shall be dedicated as a pedestrian path.

Plat/Lot Design - Considerations

B.2.c Retention areas and open space areas should be located adjacent to main entrance ways, schools and/or open space areas, where possible and appropriate based on site hydrology.

~~B.2.h. In subdivisions with lots less than 10,000 square feet in area, should consider the reservation of a common area for the purpose of parking/storing boats, trailers, motor homes and other recreational vehicles.~~

B.2.j. For the purpose of increasing open space on each lot, garage locations should be grouped adjacent to common property lines and ~~joint driveways should be utilized to the maximum extent possible.~~

~~B.2.l. Developer should consider use of alternative street lighting standards in project theme. Maintenance and upkeep of alternative light standards shall be provided for by an established Homeowners Association and shall be approved by the City Engineer.~~

Landscape/Perimeter Wall Design - Requirements

~~C.1.n. All utilities and mechanical equipment shall be screened from view.~~

C.1.q.iii. Where Perimeter walls are located adjacent to minor arterial or higher street classifications, they shall be a minimum of eight (8) feet in height with a horizontal and vertical undulating pattern. The specific wall height along Lake Pleasant Parkway shall be determined by the approved Sound Study for the corridor. Horizontal undulations shall occur once every 100 feet

~~or every other third lot line, whichever is less, and shall be a minimum of one lot in length and shall meet a minimum off-set of 3 feet. Vertical undulations shall also be incorporated. Horizontal undulations shall be reflected in the lot lines on preliminary plat and the final plat.~~

C.1.q.iv. Where Pperimeter walls are located adjacent to collectors, retention areas or open space, they shall be six (6) feet in height with a horizontal and vertical undulating pattern. Horizontal undulations shall occur once every 100 feet or every other third lot line, whichever is less, and shall be a minimum of one lot in length and shall meet a minimum off-set of 3-2 feet. Vertical undulations shall also be incorporated. Horizontal undulations shall be reflected in the lot lines on preliminary plat and the final plat.

C.1.t Cross sections for walkways/trails/paths shall have a minimum overall width of 20 feet with a minimum of 10 feet dedicated to pedestrian circulation, exclusive of any vehicle overhangs and/or landscaped areas, and 10 feet dedicated to landscaping directly adjacent to walkway/trail/path. This provision does not apply to sidewalks, both those located within rights-of-way and within tracts.

Landscape/Perimeter Wall Design - Considerations

C.2.d. Pedestrian and multi-use walkways, paths, and trails should provide shaded pedestrian refuge areas, where possible.

~~C.2.i. Usable open space areas should be combined with existing or planned park areas and vertical drops requiring protection.~~

In addition to complying with the approved Single-Family Detached Residential Design Review Guidelines, as modified by this PAD, the Camino a Lago South project will include enhanced design standards specific to the project. The following enhanced/additional standards, which are not required City standards, will be utilized for the project:

1. Decorative entry signage with enhanced landscaping will be located at project entries;
2. Ramadas will be located within mini parks;
3. A natural surface trail and landscaping will be placed within the Camino a Lago South portion of the El Paso Gas easement located along the western edge of the site;
4. Pedestrian walkways will be designed to link open space areas, where applicable;
5. Front yard landscaping will be either included with the home or offered as an option for all plans;
6. At least one side entry garage plan will be offered for most product lines (depending on lot width);

7. Covered main entries and/or porches will be included for every plan and elevation;
8. Architectural window detailing will continue from front façade to side and rear elevations for each plan and elevation; and
9. A minimum of three (3) different roof styles will be offered within the project as a whole.

As an additional note, there will be two different builders within Camino a Lago South (D.R. Horton-Continental Series and D.R. Horton-Dietz Crane Series). This will also contribute to a diverse housing product since both builders will have separate plans and elevations.

I. **Modifications to the Peoria Zoning Ordinance Provisions**

Development of the Camino a Lago South PAD shall conform to the provisions within the Peoria Zoning Ordinance with the following modifications and/or deletions:

Article 14-3 – General Provisions

14-3-2C.5.e. Sills, leaders, belt courses and similar ornamental features may project up to two(2) feet into any required yard provided that a minimum of ~~five (5)~~three (3) feet remains in the side yard setback dimension, as long as the minimum area allows for effective lot drainage.

14-3-4B.4. *Utilities.* All utility substations, wells, storage facilities or other utilities shall be screened from public view, as may be possible without interfering with access to such utilities. Such screening shall consist of a wall, fence or landscape screen of a height adequate to screen the facility, as determined by the Planning Manager during the Site Plan review process.

14-3-5A.4. *Measuring Fence and Wall Height.* The height of any fence or wall shall be calculated to the uppermost points as follows:

- a. In required yards abutting a street, the height of the fence shall be the height measured from the curb or finished grade on the street side of the fence or wall.
- b. On non-street property lines, the height may be measured from the highest finished grade on either side of the fence or wall. However, in no case shall the height of the fence exceed ~~eight (8)~~nine (9) feet in height within or abutting a residential district, or twelve (12) feet in the case of a non-residential district, except as required by Sound Study as approved by the City Engineer or his designee.

14-3-5A.5 *Undulating Wall Required.* All fences and walls along arterial and collector streets with a continuous length greater than two hundred (200) feet shall use an undulating pattern at ~~minimum intervals of one hundred~~

~~(100) feet or at every other third side lot line, whichever is less in distance, to provide variety and visual interest. The undulation depth from the street line shall be a minimum of three (3) feet for arterial streets and two (2) feet for collector streets.~~ Alternate patterns to the above requirements may be approved during the Preliminary Plat or Site Plan review process.

14-3-5B.1 *Height of fences and walls.* In all Residential Districts, no fence or wall within or bounding the front yard shall exceed a height of three (3) feet, and no fence or wall within or bounding a side or rear yard shall exceed a height of six (6) feet eight (8) inches, ~~except with the following exceptions~~
a. The combined height of a retaining and screen wall may not exceed a height of nine (9) feet ; and
b. as may be specified elsewhere within this Ordinance.

14-3-5B.7. *Noise Attenuation Walls Required.* Where adjacent to a transportation corridor a masonry noise attenuation wall a minimum of eight (8) feet in height constructed of a minimum of six (6) inch (thick) concrete block, or as otherwise approved by the City Engineer, shall be placed adjacent to the transportation corridor for any residential subdivisions recorded after the effective date of this ordinance. A transportation corridor shall be defined as all arterial streets, truck routes north of Union Hills Drive, Lake Pleasant Parkway, Loop 101, Loop 303, State Route 74, and the Santa Fe Railroad.

Article 14-23 – Parking and Loading Requirements

14-23-3B.1.a.2) The required off-street parking spaces for single-family, mobile homes, two family and three family residential occupancies shall not be located within the front yard, except that within single-family detached cluster development front yard driveway spaces shall count toward the required off-street parking. When enclosing a carport or garage for storage or living purposes, an Affidavit shall be required with parking spaces identified to meet this section. The required parking spaces for homes within subdivisions recorded prior to November 1, 1994 shall be exempt from this provision and shall be permitted to be located within the front yard, subject to the provisions of section 14-23-3.B.1.a.(5) below.

14-23-3B.1.a.3) All standard front-entry garage and carport entrances shall be setback a minimum of ~~twenty (20)~~eighteen (18) feet from the street right-of-way line unless otherwise permitted by the Design Review Ordinance. ~~In no case shall a standard front-entry garage or carport be located closer than eighteen (18) feet from the street right of way line.~~ On private streets, standard front-entry garages and carports shall be setback a minimum of twenty-five (25) eighteen (18) feet from the back of curb linesidewalk for traditional lot development (or eighteen (18) feet from back of curb if no

sidewalk), and eighteen (18) feet from the back of curb for cluster development.

14-23-3B.1.a.4) It shall be unlawful to park or store any vehicle within the front or side yard of a single-family residence use unless such parking or storage is on an improved, dustproof-parking surface such as concrete asphalt, "chip seal," or crushed rock or aggregate that is a minimum of three inches thick. All crushed rock or aggregate shall be contained by a permanent border. Parking within the front yard of a single residence use shall be on or contiguous to a legal driveway. Such parking shall not exceed a maximum of thirty-five percent (35%) of the front yard area, except on lots less than seven thousand (7,000) square feet in which case the excess vehicle and visitor parking may be located on up to fifty percent (50%) of the front yard and except for cluster lots in which case the excess vehicle and visitor parking may be located on up to sixty percent (60%) of the front yard.

Article 14-35 – Landscape Requirements

14-35-4B.9. *Landscape Screening.* All mechanical equipment, electrical meters and similar utility devices shall be screened from public view with appropriate plantings, where possible and permitted by the respective utility providers.

m. **Non-Residential Uses**

All non-residential uses within the Camino a Lago south PAD (school, park, and library, if applicable) shall be developed in accordance with the development standards of the C-1 convenience commercial district, noted in section 14-9-6.A of the Peoria Zoning Ordinance.

10. PROJECT SIGNAGE STANDARDS

Major entry monuments will be located at the intersections of Lake Pleasant Parkway and Deer Valley Road (southwest side), Lake Pleasant Parkway and 95th Avenue (northwest side), along with Lake Pleasant Road and Rose Garden Lane (northeast side). Secondary entry monuments will be located at Lake Pleasant Parkway and 98th Avenue, Deer Valley Road and 98th Avenue, Rose Garden Land and 103rd Drive, and Deer Valley Road and 103rd Drive.

Entry monumentation will be designed in conjunction with theme walls for the site. Major entry monuments are located along the arterial streets to create an overall identity for the project. The secondary entry features will be located to emphasize the community theme and provide a sense of arrival to the neighborhoods. Secondary monuments will be located on one side of each entry area and will use the same materials and decorative features as the major entry monuments.

Project signage will comply with Article 14-34 of the Peoria Zoning Ordinance, except as may be modified by this Standards and Guidelines report.

11. PROJECT LANDSCAPING STANDARDS

Camino a Lago South is located at the south end of the Lake Pleasant Parkway Scenic Corridor. This project will set the stage for the development of Sonoran Desert landscape character along Lake Pleasant Parkway and Lake Pleasant Road.

Landscaping plays a critical role in the look and feel of a community. For this reason, a cohesive landscape plan will be prepared to ensure a unified, attractive appearance throughout the community. Project landscaping will comply with Article 14-35 of the Peoria Zoning Ordinance, except as may be modified within this Standards and Guidelines report.

12. INFRASTRUCTURE / UTILITIES

a. Grading/Drainage/Retention

At the present time, off site drainage flows through the site and is a contributing factor to down stream flooding. As a condition of the purchase of the property through the state land auction, the developer is coordinating with the City of Peoria and the Maricopa County Flood Control District to design and construct a system of channels to route off site drainage through the site to a larger channel/basin at the southwest corner of the property, where the flows will be contained and routed off site to the west. The developer has the opportunity to explore different routing options through the site. One option includes capturing the off site drainage along the north side of Deer Valley Road and conveying it to flow down the west side of Lake Pleasant Parkway and Lake Pleasant Road to Rose Garden Lane. From there, it will flow to the west along the north side of Rose Garden Lane, where it will ultimately be conveyed to the Aqua Fria River. Another option includes splitting the flows north of Deer Valley Road, routing some of the flow along the west side of Lake Pleasant Parkway and sending some of the flow south along the commercial site west of Parcel 18 and along the west side of 98th Avenue.

Additionally, a drainage channel may be provided along the north side of Lake Pleasant Parkway, from 95th Avenue to the west end of Parcel 18, where flows will be conveyed under the parkway and flow along the south side of Parcel 17 and under Lake Pleasant Road. At that point the drainage will be directed to the channel along the north side of Rose Garden Lane.

Retention facilities will be constructed within the development parcels as necessary to handle the on site retention requirements. The larger size basins will include turf areas for recreational opportunities.

The site will be mass graded and any significant vegetation will be set aside for re-planting. Because the site is gently sloped, the use of retaining walls will be minimized.

b. Water/Wastewater

The City of Peoria and the Arizona State Land Department, seller of Camino a Lago South, have entered into an Intergovernment Agreement regarding water and wastewater facilities and service. This agreement also includes obligations by the developer and the city. The developer is working with the city on an agreement to construct a 30-inch transmission pipeline within Lake Pleasant Parkway along with a parallel 16-inch water line for local distribution. (See Exhibit J) The developer will be reimbursed for the 30-inch transmission line. A 15" sanitary sewer line will be constructed in Rose Garden Lane and the south side of Parcel 17, which will service the entire site. The developer will be responsible for the construction of the sanitary sewer lines to the development parcels.

c. Electric Power/Natural Gas/Telephone Service

Electric service will be provided by APS. Southwest Gas will provide natural gas and Qwest will provide telephone service.

APPENDIX

- a. Traffic Study
- b. A.L.T.A.
- c. Conceptual Drainage Study
- d. Detached Single-Family Residential Design Guidelines
(Downloaded 9/27/04)

Camino a Lago South VICINITY MAP



D-R-HORTON
America's Builder
Continental Series
Dietz-Crane Series

CVL
DATE: 9-22-04
EXHIBIT A

September 17, 2004

LEGAL DESCRIPTION FOR
CAMINO A LAGO
PAD ZONING

A portion of Tract 16 and Tract 17 together with all Tracts 18 through 22, as shown on State Plat No. 51, Camino A Lago South, recorded in Book 643 of Maps, Page 40, Maricopa County Records, Maricopa County, Arizona, situated in the North Half of Section 20 and the Northwest Quarter of Section 21, Township 4 North, Range 1 East, of the Gila and Salt River Meridian, Maricopa County, Arizona, more particularly described as follows:

Beginning at the 1/2" Iron Bar marking the North Quarter Corner of said Section 21;

Thence South 00°33'45" West, along the East line of the Northwest Quarter of said Section 21, a distance of 2,645.98 feet to the City of Peoria Brass Cap flush marking the Center of said Section 21;

Thence South 89°56'39" West, along the South line of the Northwest Quarter of said Section 21, a distance of 2,645.51 feet to the Brass Cap flush marking the East Quarter Corner of said Section 20;

Thence North 89°45'07" West, along the South line of the Northeast Quarter of said Section 20, a distance of 119.97 feet to a point on a 2,960.00 foot radius non-tangent curve, whose center bears North 14°32'54" East;

Thence Northwesterly, departing said South line, along said curve, through a central angle of 07°45'10", a distance of 400.52 feet;

Thence South 00°14'53" West, a distance of 124.84 feet to a point on the South line of the Northeast Quarter of said Section 20,

Thence North 89°45'07" West, along said South line, a distance of 2,156.22 feet to the City of Peoria Brass Cap flush marking the Center of said Section 20;

Thence North 89°44'56" West, along the South line of the Northwest Quarter of said Section 20, a distance of 1,960.65 feet to a point on the Westerly boundary line of said Tract 16;

Thence North 00°56'02" East, departing said South line, along the Westerly boundary line of said Tract 16, a distance of 65.60 feet to a point on the boundary of that certain Redundant Well Site, as recorded in Document #2002-0628449, Maricopa County Records;

Thence along the boundary of said Redundant Well Site the following courses:

Legal Description for
Camino A Lago
Pad Zoning
September 17, 2004

Thence North $50^{\circ}04'30''$ East, a distance of 185.09 feet;

Thence North $89^{\circ}44'56''$ West, a distance of 170.00 feet to a point on the Westerly boundary of said Tract 16;;

Thence along the Westerly boundary line of said Tract 16 the following courses:

Thence North $00^{\circ}56'02''$ East, a distance of 478.93 feet;

Thence North $89^{\circ}44'19''$ West, a distance of 333.41 feet;

Thence North $38^{\circ}31'13''$ East, a distance of 2,534.17 feet to a point on the North line of the Northwest Quarter of said Section 20;

Thence South $89^{\circ}40'21''$ East, along said North line, a distance of 775.62 feet to the 1/2" Iron Bar marking the North Quarter Corner of said Section 20;

Thence South $89^{\circ}38'07''$ East, along the North line of the Northeast Quarter of said Section 20, a distance of 381.63 feet to a point on the monument line of Lake Pleasant Parkway, as shown on said State Plat No. 51, said point being on a 2,865.00 foot radius non-tangent curve, whose center bears North $85^{\circ}54'49''$ East;

Thence Southeasterly, along the monument line of Lake Pleasant Parkway and along said curve, through a central angle of $61^{\circ}03'11''$, a distance of 3,052.88 feet to a point on the Westerly boundary line of said Tract 19;

Thence along the Westerly boundary line of Tract 19 the following courses:

Thence North $24^{\circ}51'38''$ East, departing said monument line, a distance of 604.18 feet to the beginning of a tangent curve of 360.00 foot radius, concave Westerly;

Thence Northerly, along said curve, through a central angle of $49^{\circ}49'56''$, a distance of 313.10 feet;

Thence North $24^{\circ}58'18''$ West, a distance of 1,340.23 feet;

Thence North $07^{\circ}38'07''$ West, a distance of 323.50 feet to a point on the North line of the Northeast Quarter of said Section 20;

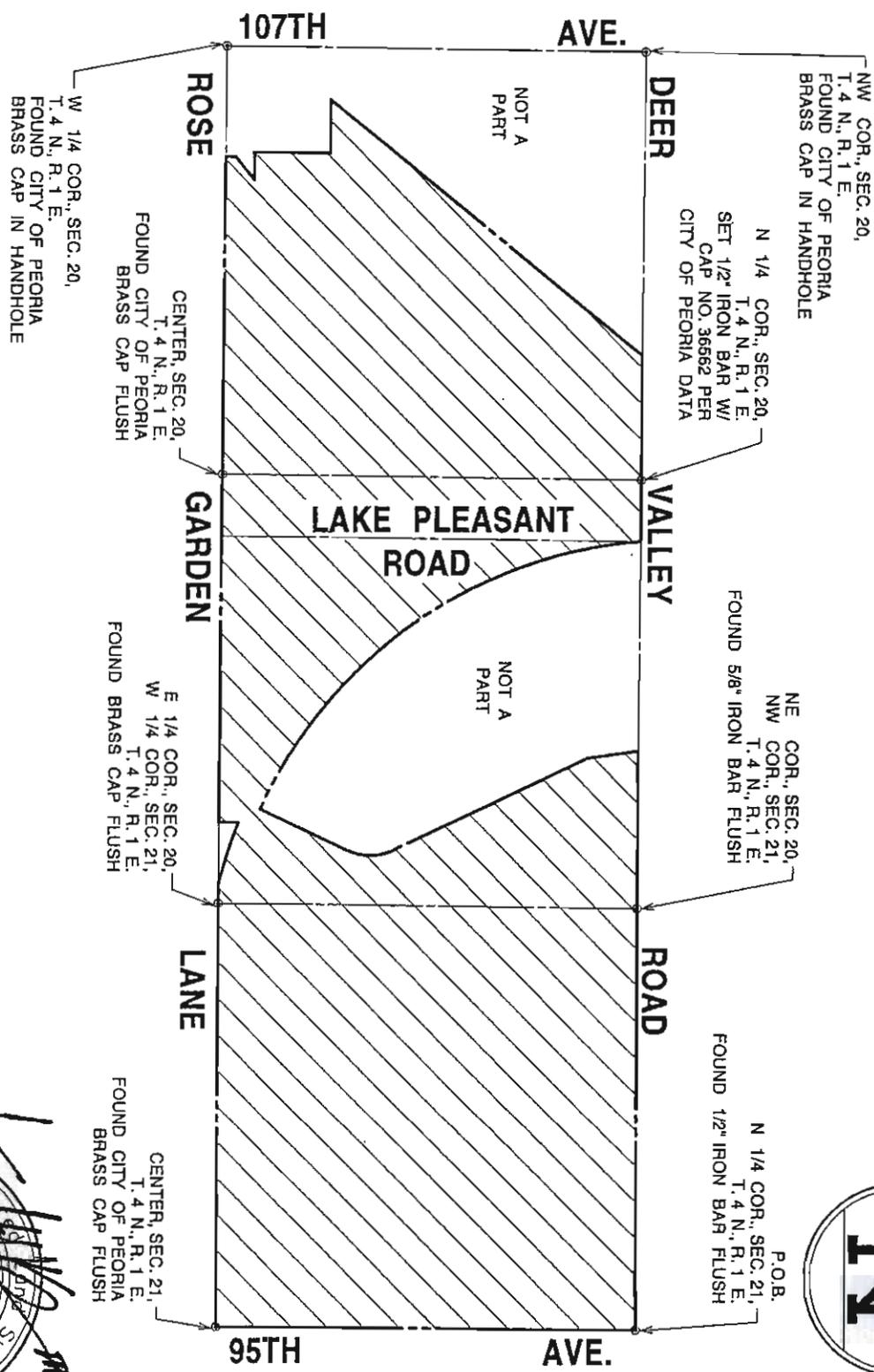
Thence South $89^{\circ}38'07''$ East, along said North line, a distance of 972.06 feet to the 5/8" Iron Bar marking the Northwest Corner of said Section 21;

Legal Description for
Camino A Lago
Pad Zoning
September 17, 2004

Thence North 89°58'08" East, along the North line of the Northwest Quarter of said Section 21, a distance of 2,635.42 feet to the Point of Beginning.

Containing 358.686 Acres, more or less.





Registered Professional Surveyor
 36562
 FRED W. KLEIN III
 Date Signed 9/17/04
 ARIZONA, U.S.A.

| | | |
|---------|--------------------------------------|--------|
| EXHIBIT | CAMINO A LAGO P.A.D. ZONING LEGAL | JOB NO |
| | | 040048 |
| CVL | Coe & Van Loo Consultants, Inc. | SHEET |
| | | 1 OF 1 |

| Parcel | Acres | Use | Density | # Units* |
|--------|--------|--------|---------|----------|
| 1 | 67.3 | SFR | 1.10 | 74 |
| 2 | 95.3 | SFR | 1.10 | 105 |
| 3 | 77.0 | SFR | 1.10 | 85 |
| 4 | 84.0 | SFR | 1.95 | 164 |
| 5 | 10.0 | PARK | --- | --- |
| 6 | 15.0 | SCHOOL | --- | --- |
| 7 | 72.0 | SFR | 1.10 | 79 |
| 8 | 47.8 | SFR | 1.95 | 93 |
| 9 | 71.0 | SFR | 3.50 | 245 |
| 10 | 57.0 | SFR | 3.50 | 197 |
| 11 | 58.9 | SFR | 4.30 | 251 |
| 12 | 93.8 | SFR | 4.30 | 403 |
| 13 | 52.0 | SFR | 4.30 | 223 |
| 14 | 51.0 | SFR | 4.30 | 223 |
| 15 | 51.9 | SFR | 4.30 | 223 |
| 16 | 135.8 | SFR | 4.30 | 584 |
| 17 | 29.4 | SFR | 4.30 | 127 |
| 18 | 60.1 | SFR | 4.30 | 258 |
| 19 | 45.7 | SFR | 4.30 | 196 |
| 20 | 13.0 | SCHOOL | --- | --- |
| 21 | 10.0 | PARK | --- | --- |
| 22 | 62.3 | SFR | 4.30 | 268 |
| TOTAL | 1264.3 | NA | NA | 3855 |

* Maximum number of units allowed for each individual parcel; actual units achieved may be less based on more specific site planning.

| Parcel | Acres | Use | Sq. Footage |
|--------|-------|------|-------------|
| A | 24.0 | COMM | 313,602 |
| B | 63.5 | COMM | 829,818 |
| TOTAL | 87.5 | --- | 1,143,450 |

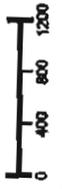


EXHIBIT C



ARIZONA STATE
LAND DEPARTMENT
DEVELOPMENT PLAN

camino à lago
APPROVED
peoria, arizona



Camino a Lago South

EXISTING SITE
CONDITIONS



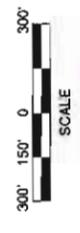
LEGEND

- 1270 CONTOUR ELEVATION
- DRAINAGE FLOW



Camino a Lago South

SURROUNDING LAND USE AND CONDITIONS



Camino a Lago South

PRELIMINARY DEVELOPMENT PLAN



PARCEL SUMMARY

| PARCEL | ACREAGE | LOT SIZE | # LOTS | DENSITY |
|-----------|-----------|------------|--------|---------|
| 16A | 18.23 AC | CLUSTER | 125 | 3.86 |
| 16B | 31.36 AC | 50' X 115' | 132 | 4.21 |
| 16C | 26.64 AC | 60' X 115' | 96 | 3.60 |
| 16D | 36.24 AC | 55' X 115' | 136 | 3.81 |
| 16E | 22.69 AC | 50' X 115' | 90 | 4.00 |
| 17 | 29.38 AC | 45' X 115' | 127 | 4.30 |
| 18A | 14.56 AC | 55' X 115' | 46 | 3.16 |
| 18B | 18.36 AC | 45' X 115' | 90 | 4.90 |
| 18C | 16.64 AC | 45' X 115' | 85 | 5.11 |
| 18D | 23.08 AC | CLUSTER | 158 | 9.38 |
| 18E | 25.34 AC | 45' X 115' | 114 | 4.50 |
| 18F | 15.60 AC | 70' X 120' | 48 | 2.89 |
| 18G | 24.55 AC | 55' X 115' | 107 | 4.36 |
| 18H | 30.26 AC | 70' X 120' | 77 | 2.54 |
| SUB TOTAL | 333.69 AC | | 1,433 | 4.30 |
| 19 | 15.00 AC | SCHOOL | | |
| 20 | 10.00 AC | PARK | | |

* POTENTIAL FUTURE 2.3 ACRE LIBRARY SITE



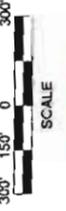
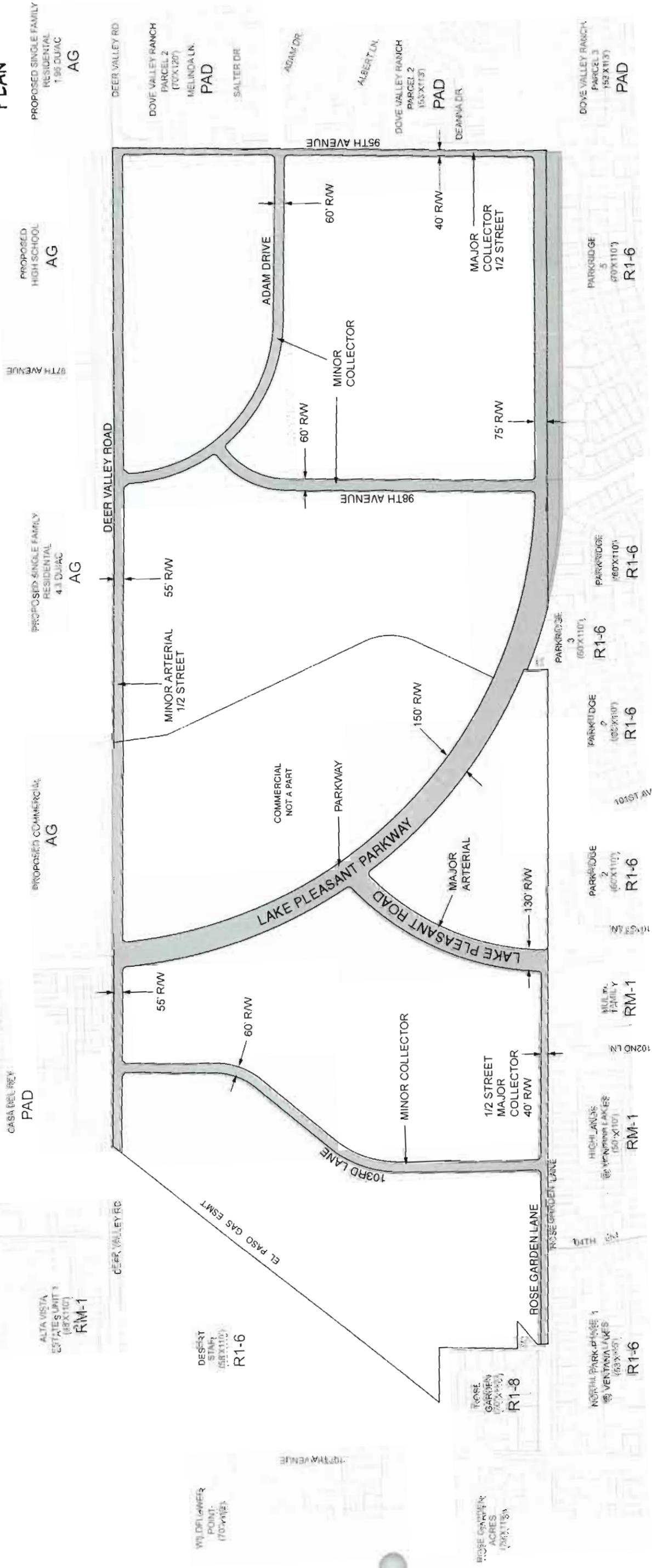
D.R. HORTON
America's Builder

Continental Series
Drelz-Crane Series

DATE: 9-22-04
REV: 12-02-04

EXHIBIT G

Camino a Lago South CIRCULATION PLAN



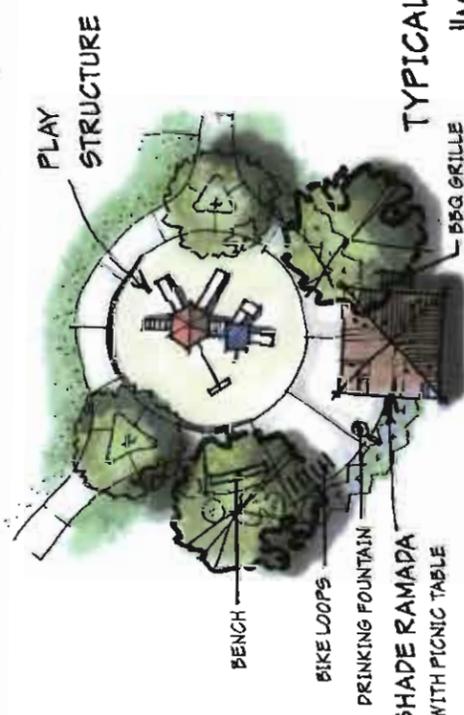
D.R. HORTON
America's Builder
Continental Series
Dialer-Drive & Co.



DATE: 9-22-04
EVLNIT

Camino a Lago South

PARK AND OPEN SPACE PLAN



LEGEND:

- NEIGHBORHOOD "MINI" PARK
- OPEN SPACE

NOTES:

1. LOCATION AND WIDTH OF CORRIDORS ARE CONCEPTUAL AND SUBJECT TO CHANGE AS DRAINAGE SOLUTIONS ARE CREATED.
2. ADDITIONAL OPEN SPACE WILL BE LOCATED INTERIOR TO THE DEVELOPMENT TO PROVIDE FOR A MINIMUM 11% OPEN SPACE.
3. THE DEVELOPER IS CURRENTLY DISCUSSING WITH THE COMMUNITY SERVICES DEPARTMENT THE POSSIBILITY OF THE CITY PURCHASING LAND FOR A FUTURE LIBRARY SOUTH OF THE PLANNED PARK SITE.



CYL
 DATE: 9-22-04
 REV: 12-02-04
EXHIBIT I

D.R. HORTON
 America's Builder
 Continental Series
 Dietz-Crane Series

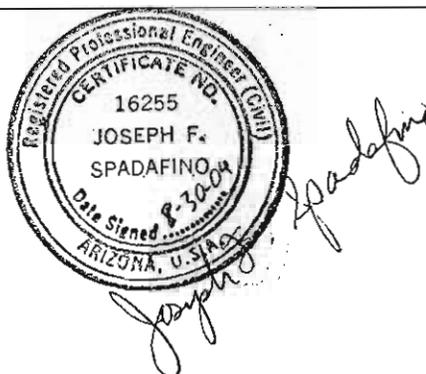
APPENDIX

APPENDIX A

TRAFFIC STUDY

August 30, 2004

Mr. Maher Hazine, PE, CFM
Assistant City Engineer
City of Peoria, Arizona
8401 West Monroe Street
Peoria, Arizona 85345



**Re: Camino a Lago South (Lake Pleasant Road at Deer Valley Road, Peoria
Preliminary Traffic Impact Study**

Dear Mr. Hazine:

This letter is intended to serve as a preliminary, or planning-level, traffic impact study for Camino a Lago South, a proposed residential community located on the south side of the Deer Valley Road alignment east and west of existing Lake Pleasant Road. The City of Peoria requested that this preliminary traffic impact study be submitted as part of an application package required from the developer, D.R. Horton Homes, before zoning of the subject land could be established.

Introduction

D.R. Horton Homes acquired at auction from the State of Arizona 365 acres (gross) of State Trust Lands, described as being generally located between Rose Garden Lane and the Deer Valley Road alignment and between 95th Avenue and 107th Avenue. The conceptual site plan dated July 7, 2004 shows a total of 1,433 single-family detached dwelling units in 14 separated parcels, with sites for a 15-acre elementary school and 10 acre City park reserved.

Other known and anticipated development in the area include a new Peoria Unified School District high school, planned for the northeast corner of the 97th Avenue alignment and the Deer Valley Road alignment, and a commercial parcel located on the southeast corner of Lake Pleasant Road and the Deer Valley Road alignment. KM completed a draft traffic impact study in February 2004 for the commercial parcel for a developer, not the eventual high-bidder, which was pursuing the commercial parcel. The draft *SEC Lake Pleasant Parkway & Deer Valley Retail Center Traffic Impact Analysis* was never submitted to the City of Peoria Engineering Department for approval.

Purpose

Typically, a traffic impact study that meets the intent of the City of Peoria's *Traffic Impact Study Criteria* (Rev. January 2002) addresses the impact of the traffic generated by proposed development during peak hours on existing and future roadways in the area surrounding the development. However, since the primary goal of the developer's request is to establish zoning, the City has requested that, instead of an analysis of each peak hour, this analysis look at daily traffic volumes over existing and planned roadways. Daily traffic volumes can be used to guide certain planning-level decisions. For example, daily traffic volumes can help



define the roadway classification, which usually establishes the number of lanes required of a roadway and the amount of right of way required for the roadway. Similarly, the likely need for a traffic signal can be determined from estimated daily traffic volumes. It is just this type of information that the City of Peoria has expressed interest in having for Lake Pleasant Road/Lake Pleasant Parkway, Deer Valley Road, 97th Avenue, and 95th Avenue and their intersections.

Roadways and Intersections

The only existing roadways in the vicinity of Camino a Lago South are Lake Pleasant Road, which is a two-lane roadway with paved shoulders that runs north-south along the approximate alignment of 102nd Avenue; Lake Pleasant Parkway (described in the next paragraph); Adam Avenue, a minor collector roadway that serves a residential development east of 95th Avenue; and Rose Garden Lane and 95th Avenue, which are minor collectors for which half street improvements have been made by developers. Rose Garden Lane runs westerly from Lake Pleasant Road to 119th Avenue and 95th Avenue runs north-south along the eastern boundary of Camino a Lago South from Deer Valley Road south to Beardsley Road, where it terminates.

Lake Pleasant Parkway is a major roadway with a limited-access parkway section (six lane roadway with raised median) that begins as the north leg of the intersection of 83rd Avenue and Beardsley Road and extends westerly to 95th Avenue. The City of Peoria is currently overseeing the design of a major construction project that will extend Lake Pleasant Parkway westerly and northerly from 95th Avenue into existing Lake Pleasant Road. The Camino a Lago South developer will construct this new section of Lake Pleasant Parkway, realign and reconstruct existing Lake Pleasant Road from Rose Garden Lane to its intersection with Lake Pleasant Parkway.

Proposed Development

As noted above, Camino a Lago South is a planned residential community with a maximum of 1,433 single-family detached dwelling units. A conceptual site plan and a vicinity map can be seen in attached Figure 1. This site plan shows 584 homes located west of the Lake Pleasant Road/Lake Pleasant Parkway intersection, 127 homes south of same intersection, and 722 homes between 95th Avenue and the commercial parcel. None of the residential parcels directly access Lake Pleasant Parkway.

In addition to the existing roadways described above and improvements to Lake Pleasant Road and Lake Pleasant Parkway, the developer will construct half-street improvements to Deer Valley Road, Rose Garden Lane, and 95th Avenue along the site frontage, and an internal roadway network that includes 97th Avenue, 104th Way and an extension of Adam Avenue westerly from 95th Avenue.

The analysis below considers two alternative alignments for 97th Avenue and Adam Avenue within Camino a Lago South. In the first alternative, as illustrated in Figure 2, 97th Avenue would extend north from Lake Pleasant Parkway to Deer Valley Road and Adam Avenue would "tee" at 97th Avenue.



In the second alternative, as illustrated in Figure 2A, Adam Avenue would be extended westerly and northerly to Deer Valley Road, intersecting Deer Valley Road at approximately the 98th Avenue alignment. In this alternative, 97th Avenue would still begin at Lake Pleasant Parkway, but would end at a "tee" at Adam Avenue. Results of this analysis may be used to determine which alignment is ultimately constructed.

In addition to the residential development, the Peoria Unified School District is planning a 1,200-student elementary (K-8) school on a 15-acre site reserved by the developer for this purpose and a 1,800-student high school north of Camino a Lago South. A 10-acre public park site is also reserved. The City is also exploring the possibility of a 2- to 3-acre library site adjacent to the park. Each of these uses will contribute to trips on the study roadways.

Existing Conditions

The area of study for this analysis include the following roadways and their intersections: Lake Pleasant Road, Lake Pleasant Parkway, Deer Valley Road, 104th Way, 97th Avenue, 95th Avenue, and Adam Avenue.

KM obtained existing traffic volumes for the study roadways from the City of Peoria's Annual Daily Traffic Flow Maps, 2001 to 2003, and not-yet-published 2004 volumes from City of Peoria staff. (KM was not required to record traffic counts for this analysis.) These volumes are shown on Figure 1. In 2004, Lake Pleasant Parkway (east of 95th Avenue) carried approximately 1,300 vehicles per day (vpd) and nearly 7,300 vpd east of 91st Avenue. There were approximately 2,500 vpd on 95th Avenue south of Deer Valley Road, 1,880 vpd on Rose Garden Lane west of Lake Pleasant Road, and 575 vpd on Deer Valley Road west of Lake Pleasant Road.

As noted, KM completed a draft TIA for a proposed development on the parcel reserved for commercial uses. In mid-November 2003, a KM subconsultant recorded bi-directional traffic volumes on Lake Pleasant Road. At that time, nearly 7,900 vehicles per day were recorded on Lake Pleasant Road. The official Peoria 2004 daily traffic flow map will show 7,989 vpd. These data are also shown on Figure 1.

Projected Traffic

Site Traffic. A generally accepted method of calculating trip generation rates for a proposed development is to use regression equations and/or average rates developed by the Institute of Transportation Engineers (ITE) through the compilation of the field data collected at sites throughout the United States. The trip generation potential of the residential land use proposed for the Camino a Lago South development was calculated based on the trip rates presented in the 7th edition of ITE's *Trip Generation* manual and the total was apportioned to each of the three areas of residential development described above. The results of the trip generation calculations for the proposed Camino a Lago South residential development are summarized in the upper portion of Table 1.



Other Anticipated Traffic Volumes. The lower portion presents a summary of the trips generated by the commercial development (as they were presented in the aforementioned draft TIA for the commercial parcel), and trip generations for the planned high school, elementary school¹, and park, all of which will contribute traffic to the study roadways and are expected to be open and operating at full capacity by the build-out year, 2010.

Table 1. Trip Generation

| Land Use | ITE Land Use Code | ITE Land Use | Units | No. Units | Trips Generated | | | | | | |
|--|-------------------|---|-----------|-----------|-----------------|----------------|-----|-------|----------------|-------|-------|
| | | | | | Daily | A.M. Peak Hour | | | P.M. Peak Hour | | |
| | | | | | | In | Out | Total | In | Out | Total |
| Camino a Lago South | | | | | | | | | | | |
| Homes (Total) | 210 | Single-Family Detached Housing | D.U. | 1,433 | 12,042 | 253 | 760 | 1,013 | 742 | 436 | 1,178 |
| Homes (Between 95th Avenue and Commercial Parcel) | | | | 722 | 6,067 | 128 | 383 | 511 | 374 | 220 | 594 |
| Homes (West of Lake Pleasant Rd/Lake Pleasant Pkwy) | | | | 584 | 4,907 | 103 | 310 | 413 | 302 | 178 | 480 |
| Homes (South of Lake Pleasant Rd/Lake Pleasant Pkwy) | | | | 127 | 1,067 | 23 | 67 | 90 | 66 | 39 | 105 |
| Other Anticipated Uses | | | | | | | | | | | |
| Commercial Parcel (Total) | | Shopping Center & Fast Food Restaurant with Drive-Through | 1,000 S.F | 538.1 | 25,360 | 547 | 441 | 988 | 1,138 | 1,201 | 2,339 |
| Less Commercial Parcel Pass-by Trips | | | | | 6,686 | 192 | 168 | 360 | 324 | 355 | 650 |
| Net ("New") Trips Generated by Commercial Parcel | | | | | 18,674 | 355 | 247 | 629 | 814 | 866 | 1,680 |
| Elementary School | 520 | Elementary School | Students | 1,200 | 1,084 | 179 | 146 | 325 | 100 | 122 | 222 |
| Park | 411 | City Park | Acres | 10 | 16 | 1 | 1 | 2 | 2 | 2 | 4 |
| High School | 530 | High School | Students | 1,800 | 2,783 | 442 | 199 | 641 | 118 | 134 | 252 |

Source: Trip Generation Manual, 7th Edition, Institute of Transportation Engineers, 2003.
 Trip Generation Manual, Update to 5th Edition, Institute of Transportation Engineers, 1995.

Site Traffic Distribution. As Camino a Lago South is a residential development, site traffic was distributed to adjacent roadways considering two primary factors: that the majority of the trips generated by this development are expected to be employment-based, that is, made by persons residing in Camino a Lago South to employment opportunities within average commuting distance of the site (currently nearly twelve miles in the Phoenix metropolitan area), and the relative efficiencies of the various travel routes available to and from the site. Employment projections published by the Maricopa Association of Governments (MAG) were used to approximate the directional distribution of arriving and departing site traffic. Trips to and from the commercial parcel, the two schools, and the park are expected to be home-based, that is, made by persons originating at and destined to their homes. The draft TIA for the commercial parcel distributed trips to the adjacent roadway based on MAG population

¹ An estimated 30% of Elementary School trips will be generated from within the Camino a Lago South neighborhood in which it is located. The trips generated by the Elementary School was reduced to account for "dual-purpose" trips, i.e., parents dropping off and picking up students on the way to and from their employment and those students that reside within walking distance of the school. (Every other home is estimated to house an elementary school student—0.5 students per home—and every fifth home is estimated to have a high school student, or 0.2 students per home.)



projection data. Table 2 summarizes the directional distribution of site traffic and non-site traffic for the build-out year on Camino a Lago South.

Table 2 Trip Distribution Percentages

| Direction (To/From) | To/From Residential | To/From Non-Residential |
|---------------------|---------------------|-------------------------|
| North | 4% | 2% |
| South | 39% | 48% |
| East | 44% | 32% |
| West | 13% | 18% |

Assignment of Site Traffic and Other Anticipated Traffic Volumes. Using the trip generation rates discussed in the previous section and the trip distribution assumptions described above, Camino a Lago South traffic and traffic (and pass-by traffic) from other anticipated development were assigned to the adjacent roadway network as it could be expected to travel on its way to and from the proposed development each day. Results of these efforts are presented in Figure 2.

Figure 2A presents the trip assignments for the alternative alignment of 97th Avenue and Adam Avenue requested by the developer.

Background Traffic Volumes. Build-out of the Camino a Lago South development is expected to be reached by 2010. In the course of preparing other projects, KM obtained MAG traffic volume projections for years 2025 and 2030. The approximate average daily traffic volumes on Lake Pleasant Parkway through Camino a Lago South are estimated to be nearly 51,000 vpd by 2025.² The future year background (non-site) traffic volumes presented in Figure 3 were estimated in the following manner:

1. Background traffic volumes for Lake Pleasant Parkway south of Deer Valley Road for the build-out year 2010 were estimated by growing 2004 traffic volumes by a 20% per year average growth rate on existing through streets, a rate somewhat greater than that experienced on Lake Pleasant Road between 2001 and 2004.
2. Using the 2010 projected traffic volumes, the average growth rate between 2010 and 2025 was calculated to be approximately 5% per year.³
3. Year 2010 volumes on Lake Pleasant Road, Rose Garden Lane, and Deer Valley Road were interpolated back from the 2025 MAG projections assuming a uniform the same 5% per year growth rate.⁴

² Projected year 2030 volumes through Camino a Lago South were not provided and were estimated.)

³ The 5% per year rate is reasonable if one assumes that this area is growing very quickly now (and will continue to do so for several years in the foreseeable future) and that, as it builds out, the year-to-year rate of growth (not traffic volumes, but the *rate of growth* of traffic volumes) will decrease.

⁴ Calculating average growth rates between 2004 and 2010 using the estimated 2010 volumes yields average growth rates of 22%, 50%, and 58% per year, respectively, on Lake Pleasant Road, Rose Garden Lane, and Deer Valley Road, growth rates that would not be considered unusually high for streets that are not now through streets, but will become through streets as Camino a Lago South is developed.



4. Year 2010 traffic volumes for 95th Avenue were projected from 2004 volumes obtained from the City of Peoria applying a 25% per year growth rate.⁵

Total Traffic Volumes. For daily traffic volumes, site-generated and other anticipated traffic volumes were added to build-out year (2010) projected traffic volumes to estimate build-out year total traffic. Figure 4 presents the results of this effort.

Traffic Analysis

Roadway Capacity/Level of Service. The developer is expected to dedicate right of way for internal and adjacent roadways. Of the eight study roadways, roadway classifications and, hence, roadway cross-sections and right of way requirements, have been established for five: Lake Pleasant Road, Lake Pleasant Parkway, Deer Valley Road, 104th Way, and Adam Avenue. While the roadway classifications for 97th Avenue and 95th Avenue have not been established, due to the fact that traffic from the future high school should be considered in making the determination, it should be noted that 40 feet of right of way along the east side of 95th Avenue was dedicated as part of the Dove Valley Ranch development in anticipation of a future 80-foot full cross-section, which is typical of the City of Peoria’s major collector and major secondary collector cross-sections, Peoria’s Standard Details 294 and 295, respectively.

Table 3 Segment Capacity and Level of Service Standards

| Facility Type/ Functional Classification | Daily Volume Thresholds and Level of Service (vehicles per day – vpd) | | | | |
|---|--|--------|---------|---------|---------|
| | A | B | C | D | E |
| Freeway (8-lane) | 41,100 | 70,500 | 105,900 | 134,000 | 169,200 |
| Freeway (6-lane) | 33,100 | 52,900 | 79,400 | 100,600 | 126,900 |
| Freeway (4-lane) | 22,000 | 35,200 | 52,900 | 67,000 | 80,800 |
| Principal Arterial (6-lane) | 30,000 | 35,000 | 40,000 | 45,000 | 50,000 |
| Minor Arterial (4-lane) | 16,500 | 19,000 | 22,000 | 25,000 | 27,500 |
| Major Collector (4-lane) | 14,700 | 17,100 | 19,600 | 22,000 | 24,400 |
| Minor Collector (2-lane) | 4,300 | 5,000 | 5,700 | 6,400 | 7,100 |
| Rural Highway (2-lane) | -- | -- | 6,600 | 11,200 | 19,000 |

Source: Table 2.1, *Southwest Valley Transportation Study*, by BRW, Inc. for MCDOT. Based on MCDOT *Roadway Design Manual*, 1994 *Highway Capacity Manual*, Florida Department of Transportation 1995 *LOS Manual*, and BRW, 1996.

Table 3 shows the levels of service that could be expected for given daily traffic volumes on a particular classification of roadway. Briefly, KM’s analysis indicated that the projected volumes could be accommodated within the planned roadway cross-section for Lake Pleasant Parkway, Lake Pleasant Road, and Deer Valley Road.

The analysis also revealed that projected daily traffic volumes of approximately 6,900-7,000 vpd on 95th Avenue in 2010 would approach the level of service (LOS) “E” threshold volume per Table 3. However, an expected two-way left turn lane in each of these roadways, per

⁵ The completion of Deer Valley Road to the west of 95th Avenue with development of Camino a Lago South is likely to attract through vehicles not now able to use 95th Avenue; hence, the growth rate used is of a similar magnitude to those calculated 2004-2010 average growth rates noted in the previous footnote 4.



City of Peoria Standard Detail 297, Minor Collector Roadways, would add capacity not accounted for in the volumes shown in Table 3. (For example, the City of Scottsdale estimates the capacity of a minor collector to be from 5,000 vpd to 15,000 vpd.) The analysis revealed that future 97th Avenue traffic volumes of less than 3,000 vpd would be accommodated with 97th Avenue as a 3-lane minor collector roadway.

The developer requested KM analyze the difference in the two alternatives described above, where 97th Avenue extends south from Deer Valley Road to Lake Pleasant Parkway (see Figure 2) and where Adam Avenue is extended westerly and then north to Deer Valley, with 97th Avenue terminating at Adam Avenue (see Figure 2A). The Adam Avenue extension resulted in slightly higher traffic volumes (7,000 vpd v. 6,900 vpd) on 95th Avenue, as this alternative would not provide a direct route to the south from the future high school.

While not having a major effect on 95th Avenue traffic volumes, the alternative offers other advantages. By not providing a direct route between Deer Valley Road and Lake Pleasant Parkway, it should reduce through traffic volumes on the streets adjacent to the proposed elementary school. Also, due to existing development, 97th Avenue is not able to be extended south of Lake Pleasant Parkway: were 97th Avenue not to be continuous, volumes may not grow to levels to where a traffic signal is required at Lake Pleasant Parkway (although as will be demonstrated below, preliminary indications are that, on a daily—not hourly--basis, traffic volumes may warrant a signal).

Traffic Signal Needs Assessment. An effort was made to determine, based on projected traffic volume data, the likelihood that a traffic signal would be needed at several of the study intersections upon build-out of the development or by the horizon year.⁶ While typically traffic signal warrant analysis is conducted with hourly traffic count data, in the absence of such data, ITE's *Manual of Traffic Signal Design* provides a methodology to do such an assessment of intersections based on daily traffic volumes. Figure 2-10 of the manual, a copy of which is attached, provides the minimum warranting criteria in terms of estimated average daily traffic volumes in vehicles per day (vpd).

The two warrants in Figure 2-10 are daily versions of Condition A and B of Warrant 1 as found in the *Manual on Uniform Traffic Control Devices, 2000 Edition*, (MUTCD). Generally speaking, traffic signalization should be limited to high volume intersections. Warrant 1, the Eight Hour Vehicular Volume warrant, is volume-based.

Condition A of the Eight Hour Vehicular Volume warrant, the Minimum Vehicular Volume warrant, applies where a large volume of intersecting traffic is the main reason for considering a traffic signal. Condition B of this warrant, Interruption of Continuous Traffic

⁶ A review of the construction plans for Lake Pleasant Parkway, Phase II, designed by Entranco Engineers for the City of Peoria, revealed that complete traffic signals are planned for the intersection of Lake Pleasant Parkway at Lake Pleasant Road and at Lake Pleasant Parkway at 95th Avenue and that underground conduits for future traffic signals will be installed at the intersection of Lake Pleasant Parkway at future Deer Valley Road. The two intersections for which signals will be installed are not included in this analysis.



warrant, applies where the traffic volumes on the major street are so heavy that traffic on the minor street experiences significant delays or a hazardous situation when entering or crossing the major street. As found in the MUTCD, on an hourly basis, these warrants are met when, for any eight (8) hours of a typical weekday, the traffic volumes approaching the intersection exceed certain minimum volumes.

On a daily basis, Figure 2-10 provides minimum major street volumes (total of two approaches) and minor street volumes (higher volume approach) for urban and rural situations. (As with the MUTCD hourly warrants, the rural criteria are approximately 70% of the urban criteria.) The warrants are met when the major street and minor street volumes exceed those found in Figure 2-10 (for the rural situation) and reproduced in Table 4.

Table 4 Daily Traffic Signal Warrants –Urban Situation

| Number of Lanes On Each Approach ¹ | | Warrant Satisfying Traffic Volume | |
|--|-----------|--|--|
| | | Major Approach (Total of 2 Approaches) | Minor Approach (Higher Volume Approach) ² |
| Minimum Vehicular Volumes | | | |
| 1 | 1 | 8,000 | 8,000 |
| 2 or more | 1 | 9,600 | 9,600 |
| 2 or more | 2 or more | 9,600 | 9,600 |
| 1 | 2 or more | 8,000 | 8,000 |
| Interruption of Continuous Traffic | | | |
| 1 | 1 | 12,000 | 1,200 |
| 2 or more | 1 | 14,400 | 1,200 |
| 2 or more | 2 or more | 14,400 | 1,600 |
| 1 | 2 or more | 12,000 | 1,600 |

The results of this analysis for the build-out year, 2010, are summarized in Table 5, where the expected daily major and minor approach volumes for each intersection are compared to the appropriate values from Figure 2-10 for an urban situation. Note that the traffic volumes in Table 5 include volumes generated by Camino a Lago South, projected background volumes, and volumes attributable to the future elementary and high schools and future commercial development. (Since all major roadways have two or more lanes and the minor approaches are all expected to have left turn lanes, the warrant criteria used are for the situation where all approaches have two or more legs.)

The results in Table 5 indicate that no intersection meets both warrants in 2010. The intersections of Lake Pleasant Parkway at Deer Valley Road, Lake Pleasant Parkway at 97th Avenue, and Deer Valley Road at 95th Avenue would satisfy the 24-hour Interruption of Continuous Traffic Warrant since the major road volumes are projected to be very great. As the minor street approach volumes are expected to be much less, the Minimum Vehicular Volumes Warrant is not satisfied by any of the intersections.



Table 5 Daily Traffic Signal Warrants – 2010 Summary

| Intersection | Warrant Satisfying Traffic Volume | | Is Warrant Met? |
|--|---|--|-----------------|
| | Major Approach (Total of 2 Approaches) | Minor Approach (Higher Volume Approach) | |
| Minimum Vehicular Volumes | | | |
| Warrant Values (Major: 2+, Minor: 2+ lanes) | 9,600 | 9,600 | |
| Lake Pleasant Parkway at Deer Valley Road | 28,168 | 6,935 | NO |
| Lake Pleasant Parkway at 97 th Avenue | 28,160 | 2,073 | NO |
| Deer Valley Road at 95 th Avenue | 20,057 | 4,281 | NO |
| Deer Valley Road at 97 th Avenue | 17,197 | 1,092 | NO |
| Interruption of Continuous Traffic | | | |
| Warrant Values (Major: 2+, Minor: 2+ lanes) | 14,400 | 1,600 | |
| Lake Pleasant Parkway at Deer Valley Road | 28,168 | 6,935 | YES |
| Lake Pleasant Parkway at 97 th Avenue | 28,160 | 2,073 | YES |
| Deer Valley Road at 95 th Avenue | 20,057 | 4,281 | YES |
| Deer Valley Road at 97 th Avenue | 17,197 | 1,092 | NO |

Notes: Where there is expected to be separate right and left turn lanes on the minor approach, half of the minor street right turn traffic has been subtracted for this analysis.

Recommendations and Conclusions

It can be concluded from this preliminary, or planning-level, traffic impact analysis that the homes in the proposed Camino a Lago South development will generate approximately 12,000 trips per day by build-out in 2010. An elementary school within the development, an adjacent future commercial development, and a nearby high school are expected to generate another 22,550 or more trips per day, net of pass-by trips.

The analysis showed that projected total traffic volumes could be accommodated within the planned roadway cross-sections for Lake Pleasant Parkway, Lake Pleasant Road, and Deer Valley Road and for the minor collectors, 95th and 97th Avenues, if they are constructed in conformance with Peoria Standard Detail 297 (copy attached), that is, within 60 feet of right of way and with two-way left turn lanes provided.

A traffic signal warrant analysis based on daily traffic volumes indicated that no intersection meets both the Interruption of Continuous Traffic Warrant and Minimum Vehicular Volumes warrants in 2010. The intersections of Lake Pleasant Parkway at Deer Valley Road, Lake Pleasant Parkway at 97th Avenue, and Deer Valley Road at 95th Avenue would satisfy the 24-hour Interruption of Continuous Traffic Warrant since the major road volumes are projected to be very great. As the minor street approach volumes are expected to be much less, the Minimum Vehicular Volumes Warrant is not satisfied by any of the intersections.

It is recommended that the developer consider the alternative of extending Adam Avenue west and north to Deer Valley Road, terminating 97th Avenue at Adam Avenue. Such a change should reduce through traffic adjacent to the proposed elementary school and,



possibly, eliminate (or delay) the need for a traffic signal at 97th Avenue and Lake Pleasant Parkway.

Kirkham Michael and our client appreciate your taking the time to review and consider this information. In closing, we believe this letter, along with the accompanying exhibits and analysis back up, collectively provide sufficient documentation to guide the City of Peoria in establishing zoning for the Camino a Lago South development and in making certain planning-level decisions with regard to roadway classifications and likely future traffic signal locations. Should you have any questions and/or desire further clarification on any of the issues addressed herein, please call me and we will follow-up as necessary.

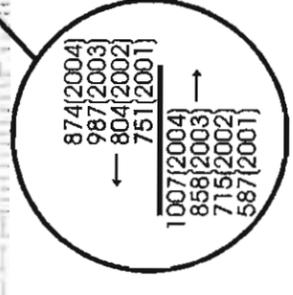
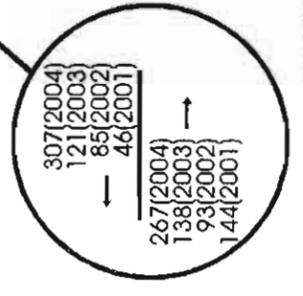
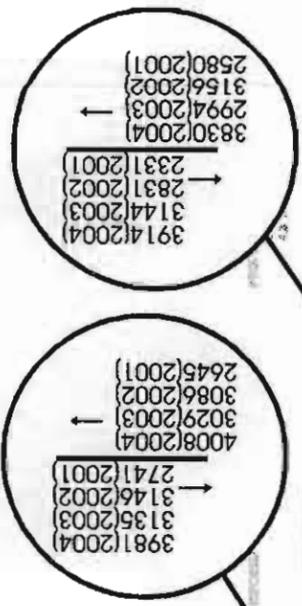
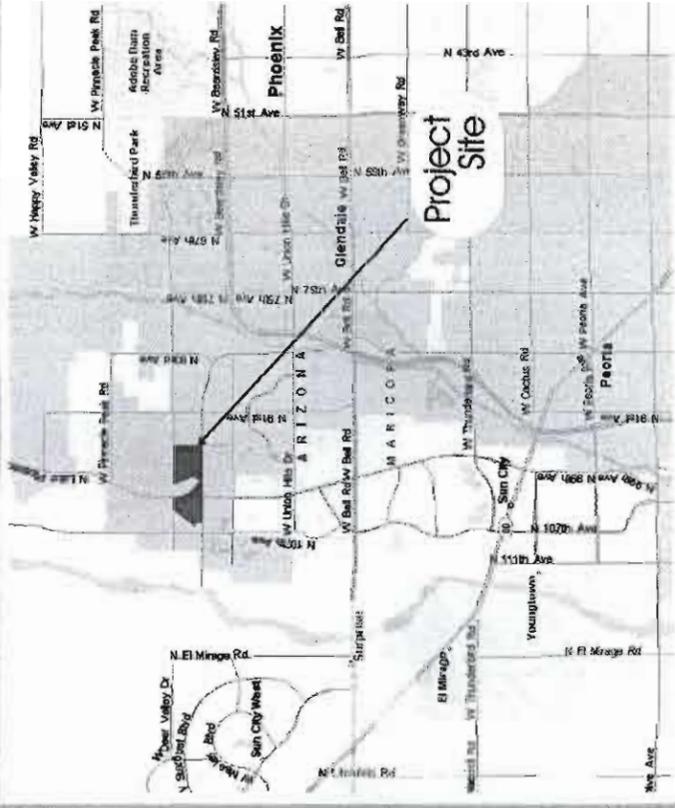
Sincerely,

KIRKHAM MICHAEL

Joseph F. Spadafino, PE, PTOE
Project Manager / Traffic Engineer

Attachments

cc: H. Drost (DR Horton, 5 originals)



Not to Scale

Legend

XXXX(XXXX) - Daily Traffic Volumes (Year)

NORTH ↑

August 10, 2004

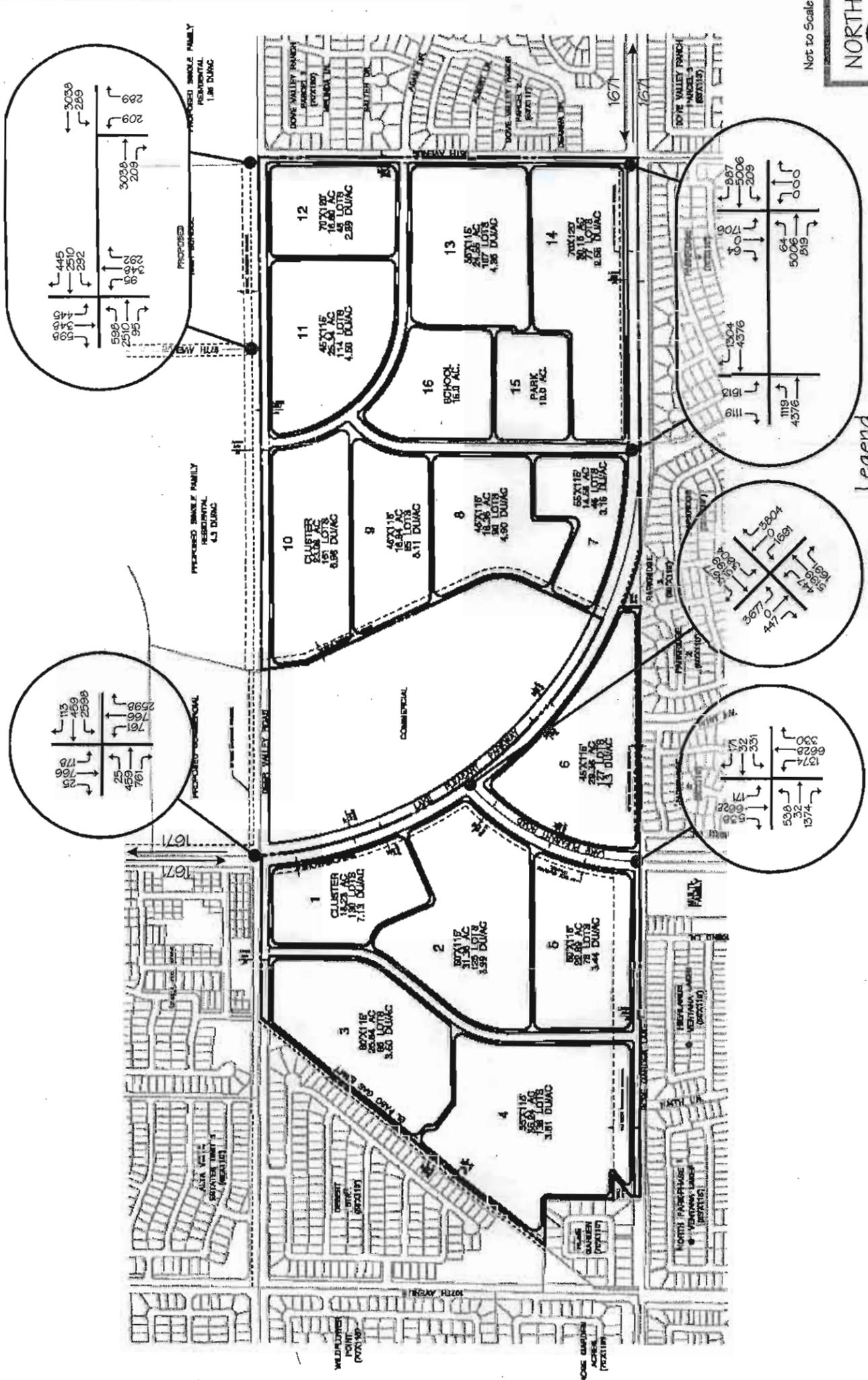
Source: City of Peoria Annual Daily Traffic Flow Maps, 2001 to 2004



Vicinity Map, Site Plan, and Traffic Volumes

Camino a Lago South
Traffic Impact Analysis
Figure 1

K:\0219251\Report\Figures\Figures.cdr
Kirkham Michael

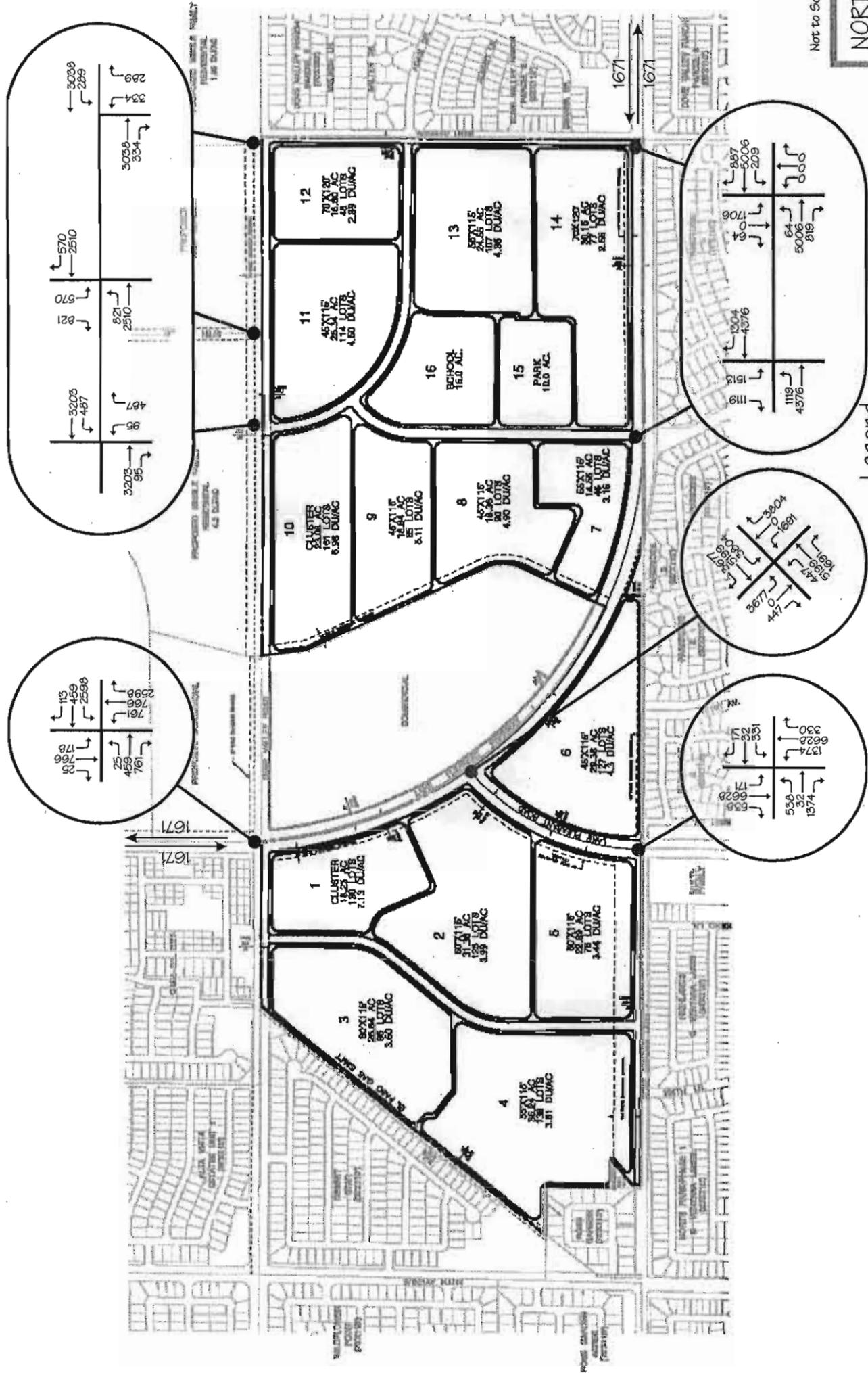


August 30, 2004

Camino a Lago South
Traffic Impact Analysis
Figure 2

Legend
 XXXX - A.M. (P.M.) Peak Hour Traffic Volume
 XXXX - Pass-By Trips

Site and Other Anticipated Traffic Volumes with Pass-By Trips



Not to Scale



NORTH

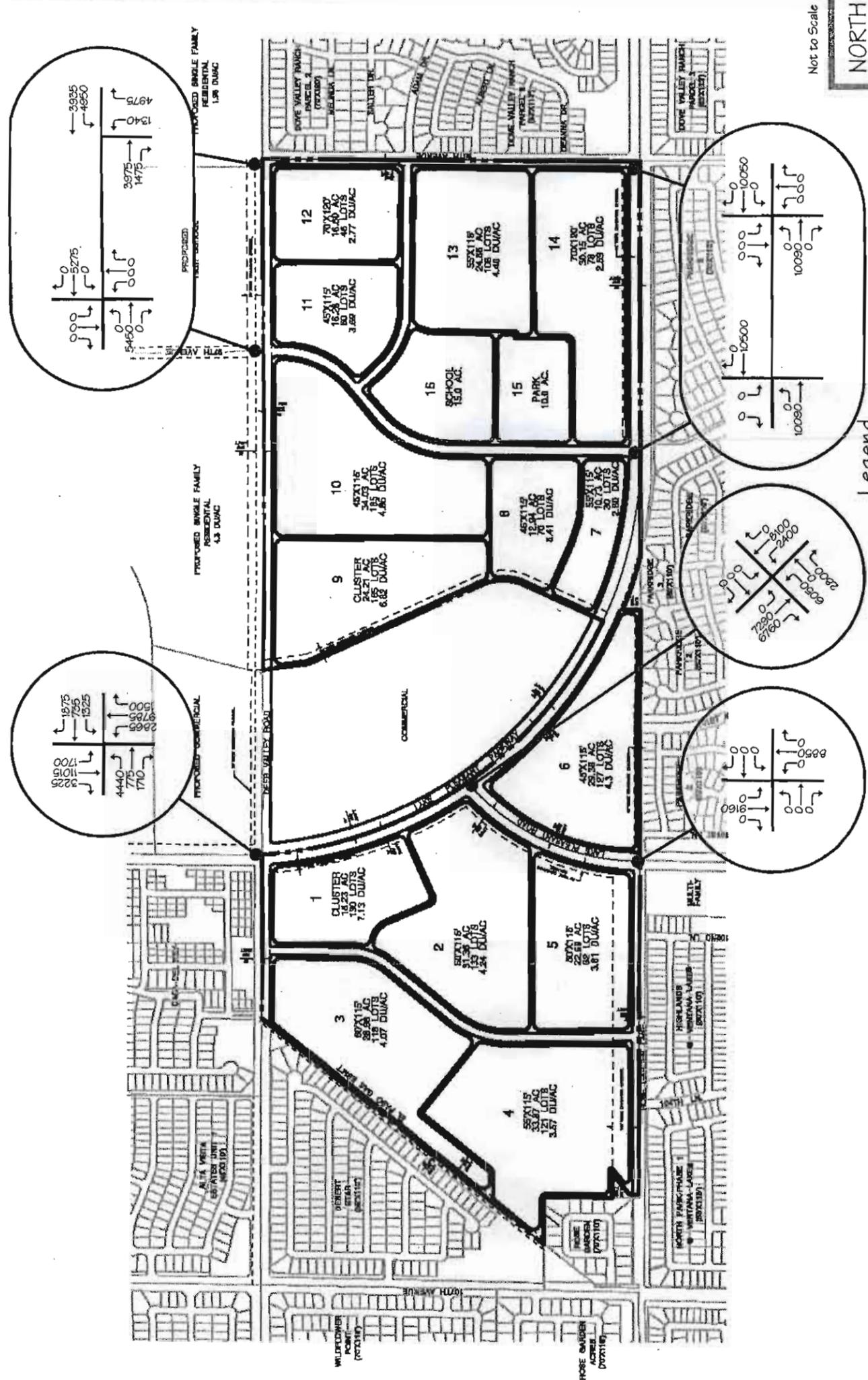
August 30, 2004

Legend
 xx(xxx) - A.M. (P.M.) Peak Hour Traffic Volume
 xxx - Pass-By Trips

Camino a Lago South
 Traffic Impact Analysis
 Figure 2A

Site and Other Anticipated Traffic Volumes with Pass-By Trips
 (with Adam Avenue Extension)





Not to Scale

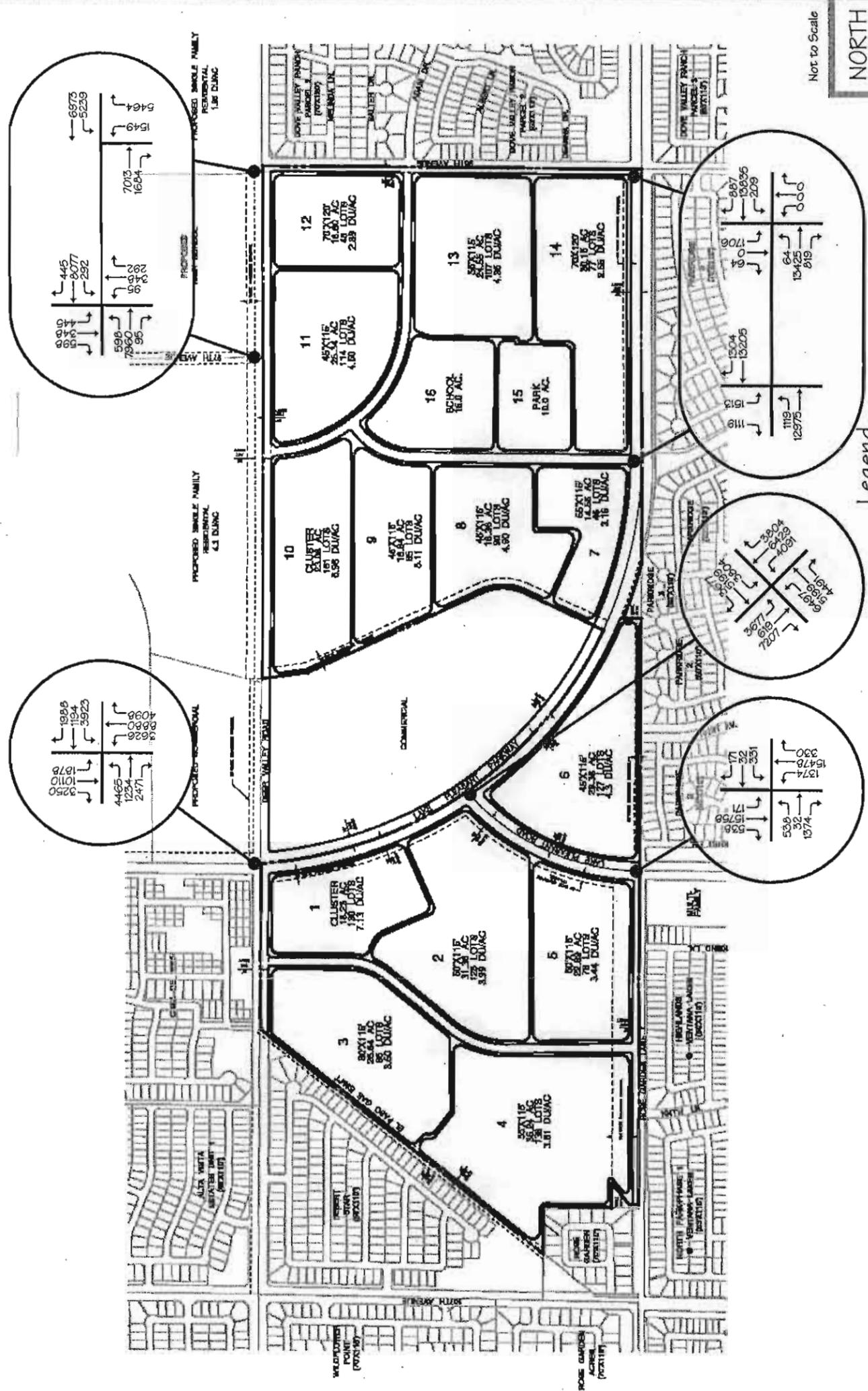


August 30, 2004

Legend
xx000 - A.M.(P.M.) Peak Hour Traffic Volume

Camino a Lago South
Traffic Impact Analysis
Figure 3

Projected 2010 Background Traffic Volumes



August 30, 2004



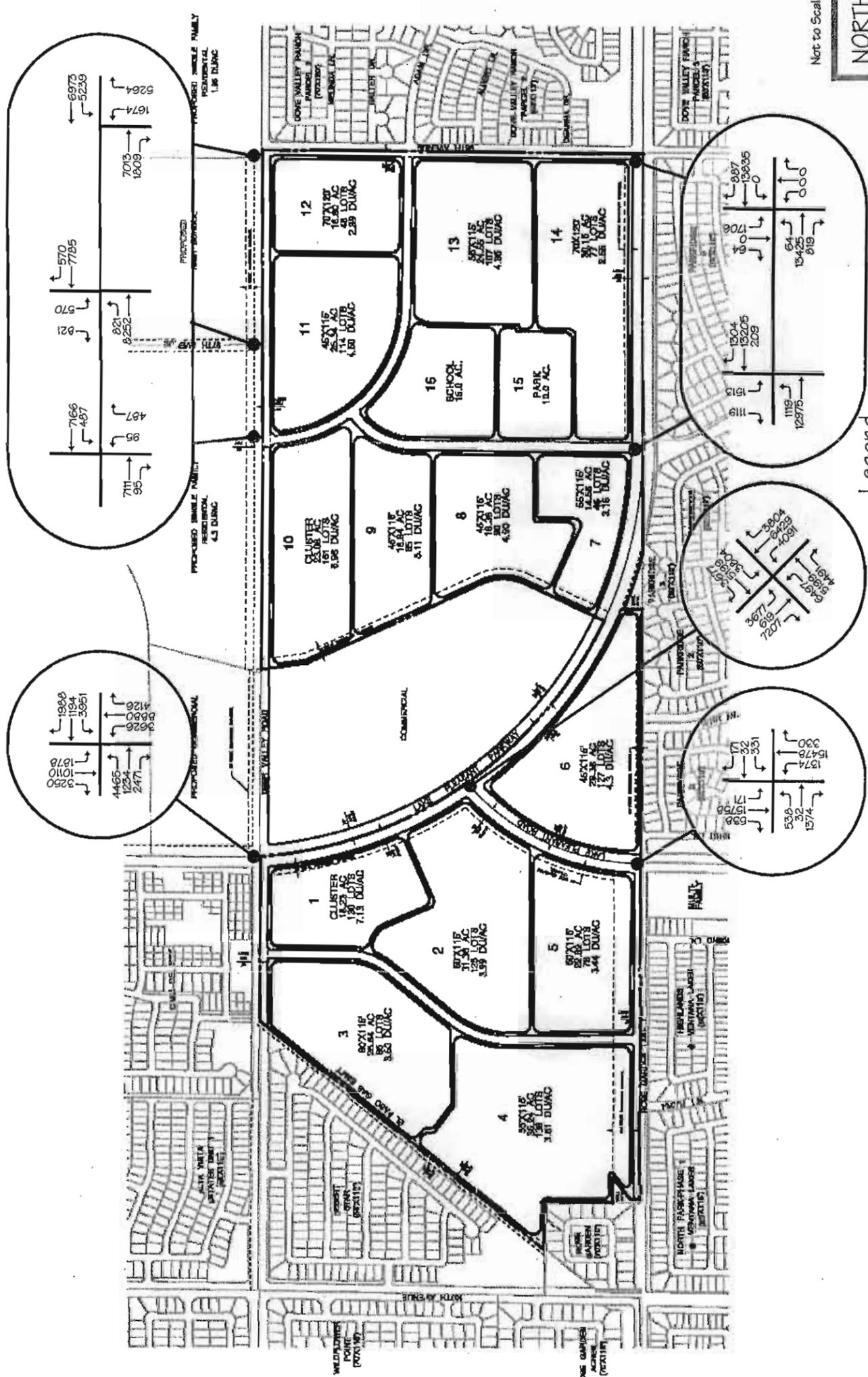
Legend
 X(XX) - A.M.(P.M.) Peak Hour Traffic Volume

Not to Scale

Camino a Lago South
 Traffic Impact Analysis
 Figure 4

2010 Daily Total Traffic Volumes





Not to Scale
NORTH ↑

August 30, 2004

Legend
 xx(x) - A.M.(P.M.) Peak Hour Traffic Volume

2010 Daily Total Traffic Volumes
 (with Adam Avenue Extension)

Camino a Lago South
 Traffic Impact Analysis
 Figure 4A

STANDARD DETAIL 297

MINOR COLLECTOR ROADWAYS

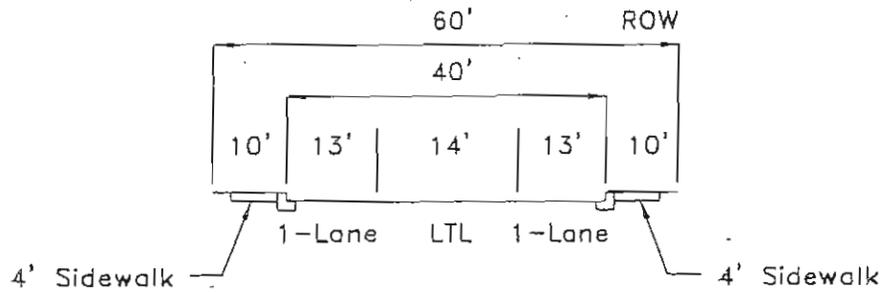


APPROVALS:

CITY ENGINEER _____

DATE _____

TWO-LANE ROADWAY
Undivided-No Parking
(Residential areas with backage)



Notes:

Corner radii will equal 25'.

On designated bicycle routes, an additional 10' of R.O.W.
and paving will be required.

ADT Counts
 5988 W. Topeka Dr
 Glendale, AZ 85308
 (623) 825 - 6280

Site Code: 1
 Station ID: 3kma217

Lake Pleasant Road
 N/O Rose Garden Lane
 Peoria, AZ

| Start Time | 17-Nov-03 | | Tue | | Wed | | Thu | | Fri | | Sat | | Sun | | Week Average | |
|----------------|-----------|----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------------|-------|
| | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB |
| 12:00 AM | * | * | * | * | * | * | 16 | 16 | 15 | 18 | * | * | * | * | 16 | 17 |
| 01:00 | * | * | * | * | * | * | 13 | 6 | * | * | * | * | * | * | 13 | 6 |
| 02:00 | * | * | * | * | * | * | 15 | 13 | * | * | * | * | * | * | 15 | 13 |
| 03:00 | * | * | * | * | * | * | 15 | 18 | * | * | * | * | * | * | 15 | 18 |
| 04:00 | * | * | * | * | * | * | 45 | 39 | * | * | * | * | * | * | 45 | 39 |
| 05:00 | * | * | * | * | * | * | 91 | 117 | * | * | * | * | * | * | 91 | 117 |
| 06:00 | * | * | * | * | 213 | 360 | 207 | 380 | * | * | * | * | * | * | 210 | 370 |
| 07:00 | * | * | * | * | 265 | 318 | 289 | 316 | * | * | * | * | * | * | 277 | 317 |
| 08:00 | * | * | * | * | 281 | 274 | 264 | 265 | * | * | * | * | * | * | 272 | 270 |
| 09:00 | * | * | * | * | 220 | 234 | 220 | 227 | * | * | * | * | * | * | 225 | 230 |
| 10:00 | * | * | * | * | 226 | 198 | 233 | 174 | * | * | * | * | * | * | 230 | 186 |
| 11:00 | * | * | * | * | 253 | 204 | 206 | 197 | * | * | * | * | * | * | 230 | 200 |
| 12:00 PM | * | * | * | * | 252 | 208 | 227 | 214 | * | * | * | * | * | * | 240 | 211 |
| 01:00 | * | * | * | * | 211 | 223 | 248 | 192 | * | * | * | * | * | * | 244 | 208 |
| 02:00 | * | * | * | * | 290 | 228 | 321 | 229 | * | * | * | * | * | * | 306 | 228 |
| 03:00 | * | * | * | * | 416 | 257 | 402 | 259 | * | * | * | * | * | * | 408 | 258 |
| 04:00 | * | * | * | * | 344 | 234 | 377 | 253 | * | * | * | * | * | * | 360 | 244 |
| 05:00 | * | * | * | * | 317 | 274 | 326 | 289 | * | * | * | * | * | * | 322 | 272 |
| 06:00 | * | * | * | * | 210 | 236 | 204 | 222 | * | * | * | * | * | * | 207 | 229 |
| 07:00 | * | * | * | * | 103 | 132 | 93 | 160 | * | * | * | * | * | * | 96 | 146 |
| 08:00 | * | * | * | * | 83 | 120 | 86 | 108 | * | * | * | * | * | * | 84 | 114 |
| 09:00 | * | * | * | * | 73 | 70 | 70 | 71 | * | * | * | * | * | * | 72 | 70 |
| 10:00 | * | * | * | * | 32 | 53 | 42 | 42 | * | * | * | * | * | * | 37 | 48 |
| 11:00 | * | * | * | * | 25 | 23 | 20 | 37 | * | * | * | * | * | * | 22 | 30 |
| Lane | 0 | 0 | 0 | 0 | 3843 | 3646 | 4040 | 3824 | 15 | 18 | 0 | 0 | 0 | 0 | 4039 | 3841 |
| Day | 0 | 0 | 0 | 0 | 7489 | 7864 | 7864 | 7864 | 33 | 33 | 0 | 0 | 0 | 0 | 7880 | 7880 |
| AM Peak Volume | | | 08:00 | 06:00 | 07:00 | 06:00 | 06:00 | 06:00 | 00:00 | 00:00 | 00:00 | 00:00 | 00:00 | 00:00 | 07:00 | 06:00 |
| | | | 281 | 360 | 289 | 380 | 380 | 380 | 15 | 15 | 18 | 18 | 18 | 18 | 277 | 370 |
| PM Peak Volume | | | 15:00 | 17:00 | 15:00 | 17:00 | 17:00 | 17:00 | | | | | | | 15:00 | 17:00 |
| | | | 415 | 274 | 402 | 269 | 269 | 269 | | | | | | | 408 | 272 |

Comb. Total 0 0 0 0 7489 7864 7864 7864 33 33 0 0 0 0 7880 7880

ADT Not Calculated

2001

JOMAX RD.

HAPPY VALLEY RD.

PINNACLE PEAK RD.

WILLIAMS RD.

DEER VALLEY RD.

ROSE GARDEN LN.

BEARDSLEY RD.

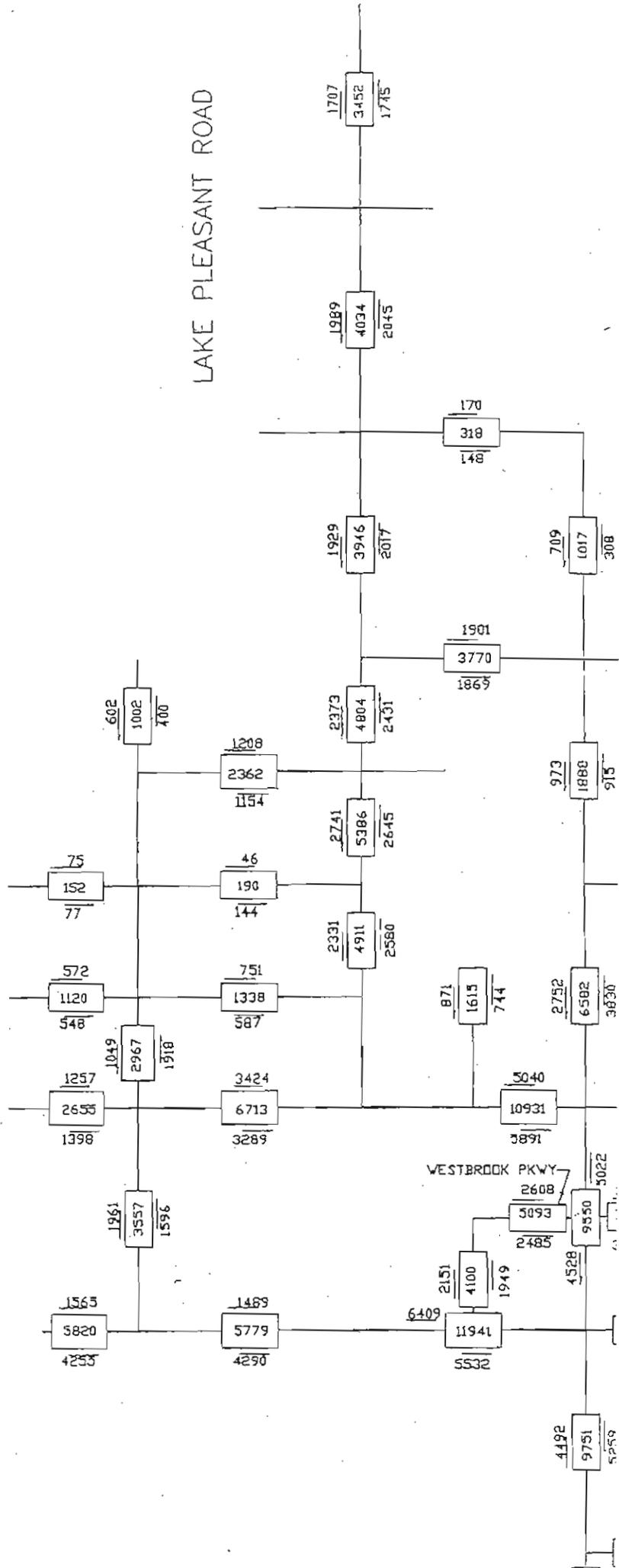
UTOPIA RD.

UNION HILLS RD.

GROVERS AVE.

BELL RD.

LAKE PLEASANT ROAD



JOMAX RD.

2002

OPY VALLEY RD.

VACLE PEAK RD.

WILLIAMS RD.

EP VALLEY RD.

ROSE GARDEN LN.

EARDSLEY RD.

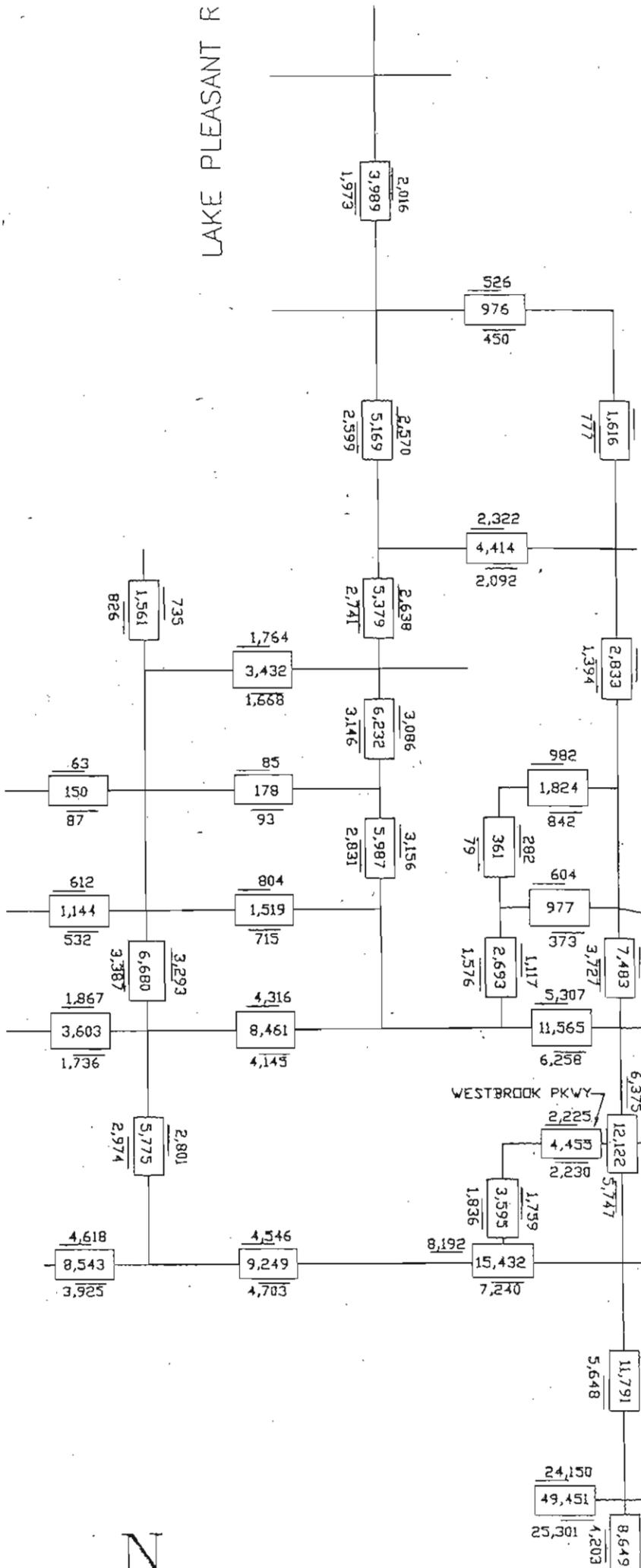
UTOPIA RD.

ION HILLS RD.

GROVERS AVE.

BELL RD.

LAKE PLEASANT R



N

JOMAX RD.

2003

HAPPY VALLEY RD.

PINNACLE PEAK RD.

WILLIAMS RD.

DEER VALLEY RD.

ROSE GARDEN LN.

BEARDSLEY RD.

UTOPIA RD.

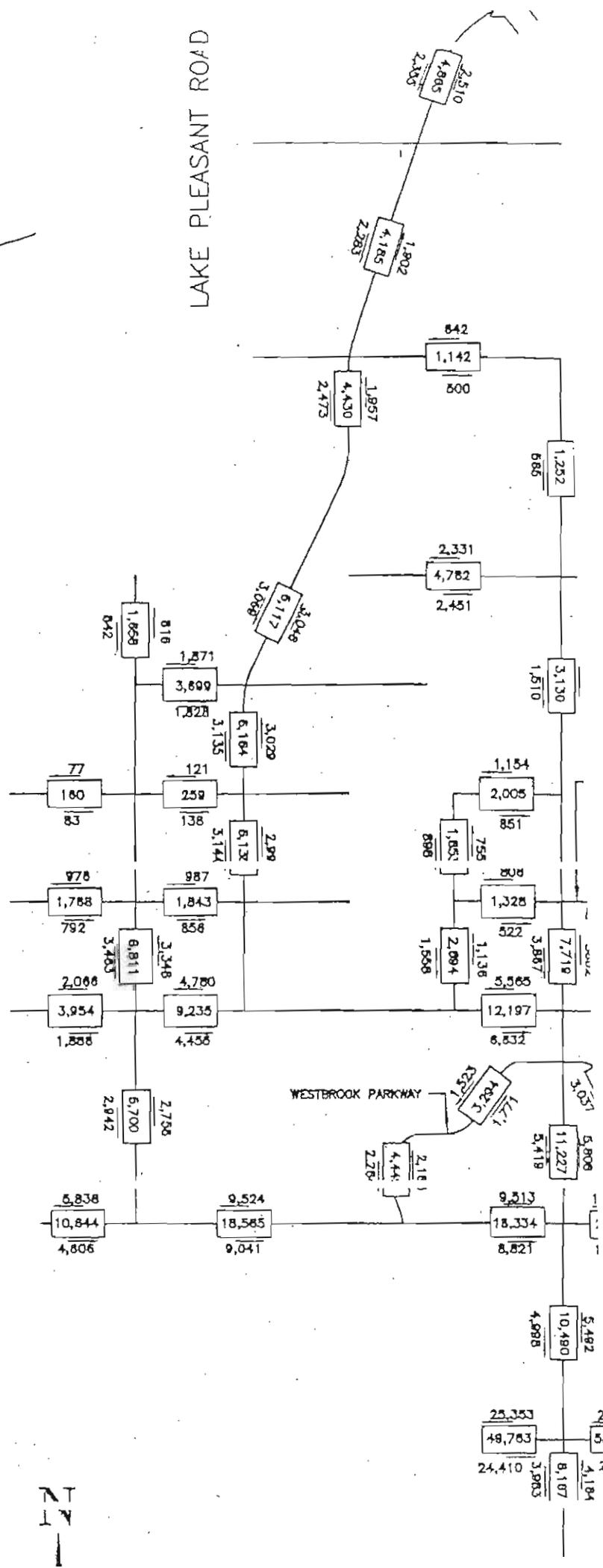
UNION HILLS RD.

GROVERS AVE.

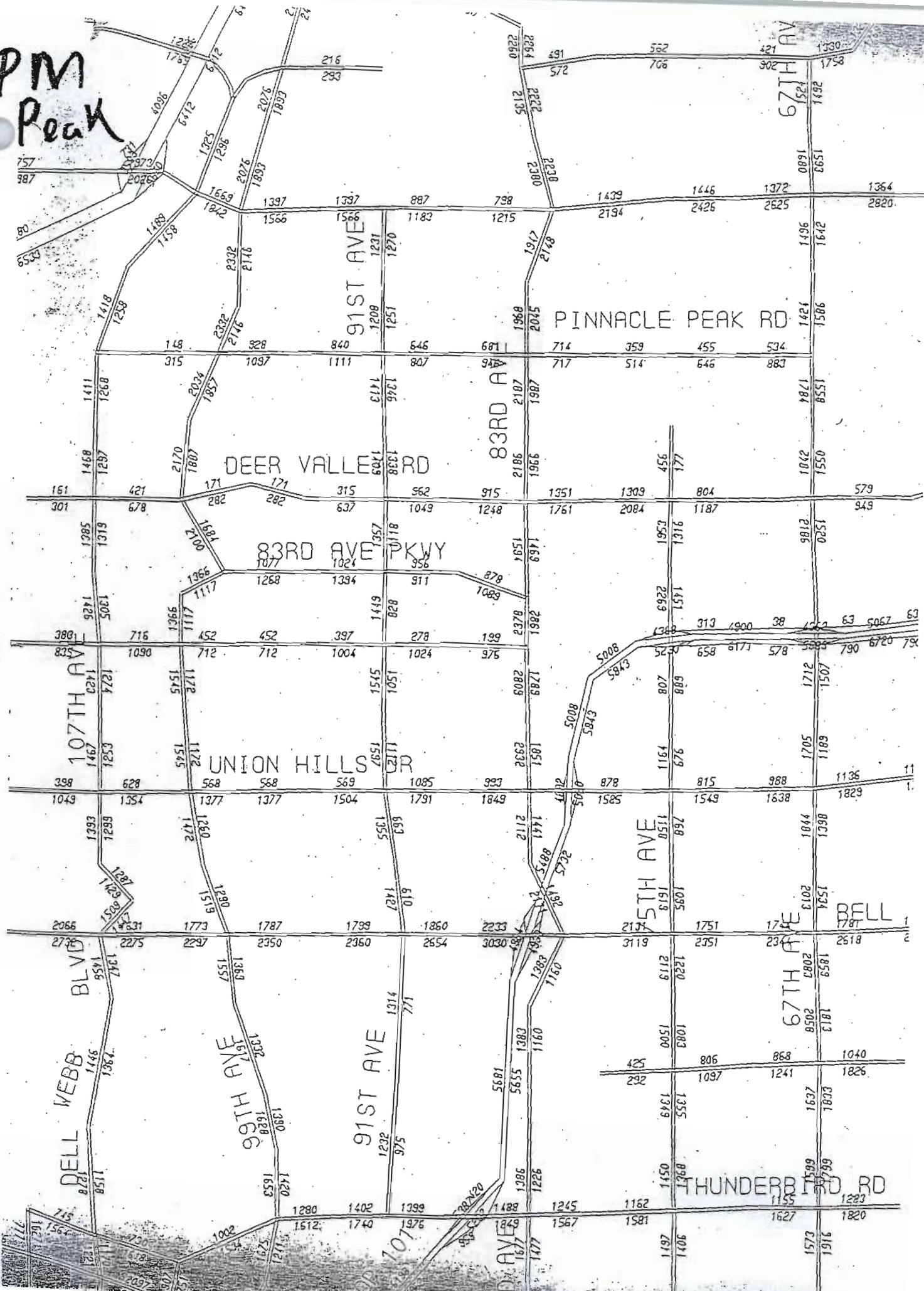
BELL RD.

PARADISE LX.

LAKE PLEASANT ROAD



PM
Peak



| | | | | | | | | | | | | |
|---------|-------|-------|-------|-------|-------|------|------|-------|-------|-------|------|-------|
| 81518 | 15945 | 16671 | 16932 | 29042 | 29418 | 5279 | 5279 | 7625 | 16488 | 16349 | RD | 70630 |
| 2348 | 11672 | 12836 | 17200 | 7468 | 7468 | 9551 | 9551 | 24794 | 14816 | 15774 | PKWY | 13653 |
| 10872 | 13565 | 14303 | 14795 | 12798 | 10539 | 2465 | 2465 | 24012 | 14284 | 15283 | | 25125 |
| 10282 | 10527 | 13906 | 14338 | 12202 | 14673 | 1766 | 1766 | 13160 | 14101 | 15225 | | 15100 |
| TH 8696 | 14673 | 13906 | 14673 | 12202 | 14673 | 1766 | 1766 | 11864 | 13003 | 14167 | | 14167 |

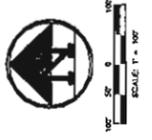
2030
 Total
 Daily

APPENDIX B

A.L.T.A. SURVEY

**CAMINO A LAGO
A.L.T.A. SURVEY**

GOE & VAN LOO
PLANNING • ENGINEERING • LANDSCAPE ARCHITECTURE
4550 NORTH 12TH STREET
PHOENIX, ARIZONA 85014
TELEPHONE (602) 264-0831

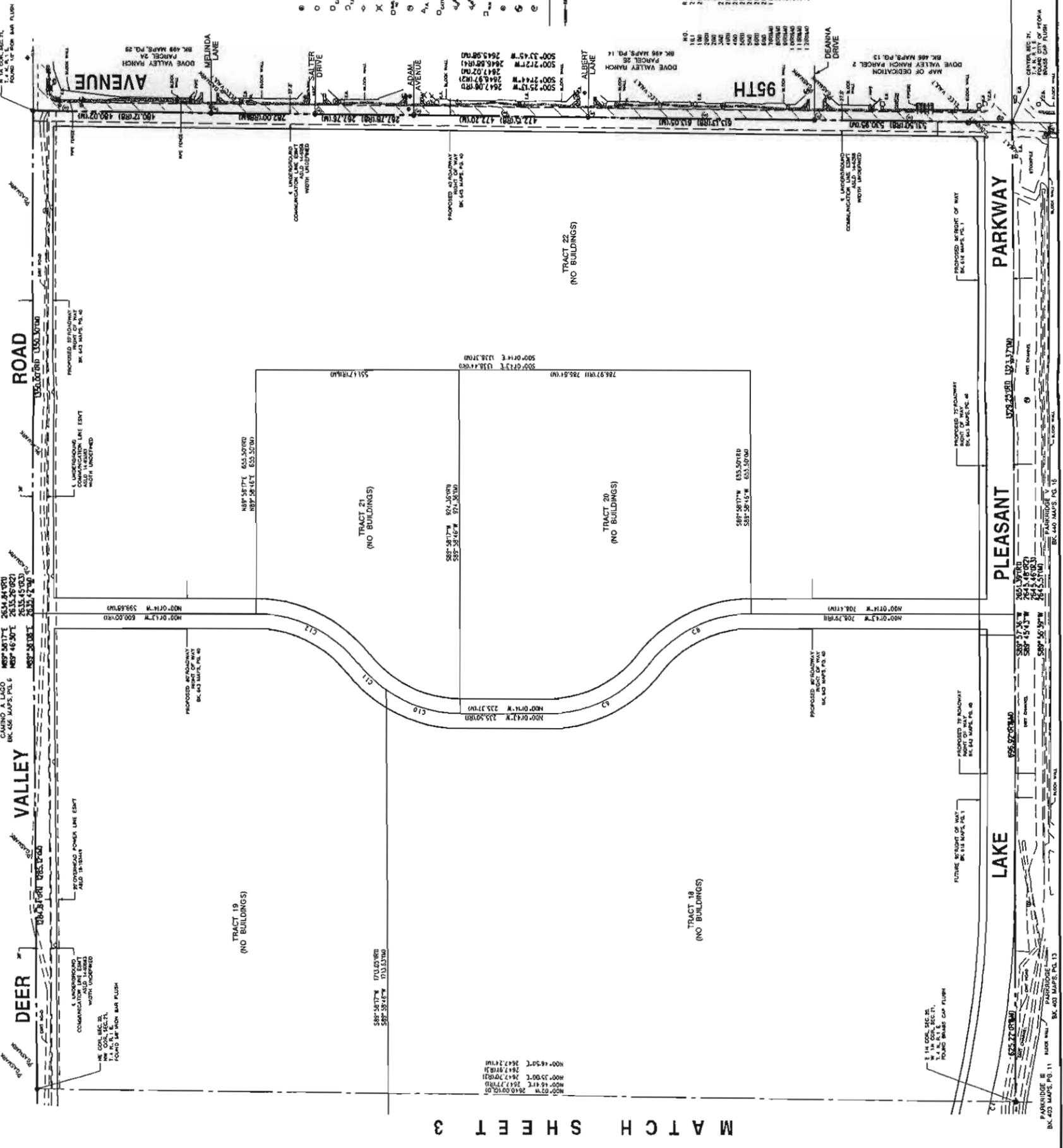


CURVE TABLE

| NO. | RADIUS | ARC | DELTA | TANGENT | CHORD | CHORD-BEARING |
|-----|---------|--------|--------|---------|---------|----------------|
| 1 | 2885.00 | 074.11 | 074.11 | 206.58 | 490.21 | N71°34'31.0" W |
| 2 | 2885.00 | 007.45 | 007.45 | 167.73 | 323.33 | S89°53'29.5" E |
| 3 | 2885.00 | 055.47 | 055.47 | 1494.21 | 1701.33 | S55°14'25.5" E |
| 4 | 2885.00 | 024.41 | 024.41 | 637.38 | 1234.99 | N77°35'10.0" W |
| 5 | 2885.00 | 024.41 | 024.41 | 637.38 | 1234.99 | N77°35'10.0" W |
| 6 | 2885.00 | 031.08 | 031.08 | 764.05 | 1490.11 | S50°10'11.0" W |
| 7 | 2885.00 | 031.08 | 031.08 | 764.05 | 1490.11 | S50°10'11.0" W |
| 8 | 2885.00 | 049.56 | 049.56 | 1325.64 | 2274.24 | S72°24'35.7" E |
| 9 | 2885.00 | 049.56 | 049.56 | 1325.64 | 2274.24 | S72°24'35.7" E |
| 10 | 2885.00 | 051.58 | 051.58 | 176.44 | 388.78 | N78°00'41.0" W |
| 11 | 2885.00 | 051.58 | 051.58 | 176.44 | 388.78 | N78°00'41.0" W |
| 12 | 2885.00 | 018.50 | 018.50 | 51.80 | 102.48 | N43°32'31.5" E |
| 13 | 2885.00 | 018.50 | 018.50 | 51.80 | 102.48 | N43°32'31.5" E |
| 14 | 2885.00 | 051.58 | 051.58 | 176.44 | 388.78 | N78°00'41.0" W |

LEGEND

- ⊙ INDICATES BRASS CAP AS NOTED
- ⊖ INDICATES SET UP REBAR
- D LA INDICATES ELECTRIC LINE
- C LA INDICATES TRAFFIC CONTROL BOX
- ⊖ INDICATES UTILITY POLE
- X INDICATES STREET LIGHT
- ⊙ INDICATES TRANSFORMER PAD
- ⊙ INDICATES TELEPHONE MANHOLE
- ⊙ INDICATES TELEPHONE RISER
- ⊙ INDICATES CABLE TV RISER
- ⊙ INDICATES GAS LINE MANHOLE
- ⊙ INDICATES FRESHWATER MANHOLE
- ⊙ INDICATES WATER METER
- ⊙ INDICATES WATER VALVE
- ⊙ INDICATES FIRE HYDRANT
- ⊙ INDICATES WATER MANHOLE
- ⊙ INDICATES FENCE
- ▬ INDICATES PIPE
- ⊙ INDICATES SEWER MANHOLE
- ⊙ INDICATES STORM DRAIN MANHOLE
- ⊙ INDICATES CATCH BASIN
- ⊙ INDICATES AUTOMATIC VALVE
- ⊙ INDICATES GAS VALVE
- (L) INDICATES RECORD DATA PER LEGAL DESCRIPTION
- (PI) INDICATES RECORD DATA PER BOOK 41 OF MAPS, PAGE 40
- (P2) INDICATES RECORD DATA PER BOOK 97 OF MAPS, PAGE 30
- (P3) INDICATES RECORD DATA PER BOOK 81 OF MAPS, PAGE 14
- (P4) INDICATES RECORD DATA PER BOOK 48 OF MAPS, PAGE 10
- (P5) INDICATES RECORD DATA PER BOOK 97 OF MAPS, PAGE 37
- (P6) INDICATES RECORD DATA PER BOOK 113 OF MAPS, PAGE 17
- (P7) INDICATES RECORD DATA PER BOOK 41 OF MAPS, PAGE 38
- (P8) INDICATES RECORD DATA PER BOOK 118 OF MAPS, PAGE 17
- (P9) INDICATES RECORD DATA PER BOOK 118 OF MAPS, PAGE 29
- (SLO) INDICATES ON FIELD MEASURED INFORMATION
- (M) INDICATES PAYMENT
- ▬ INDICATES CONCRETE



MATCH SHEET 3

APPENDIX C

CONCEPTUAL DRAINAGE STUDY

**CAMINO A LAGO SOUTH
CONCEPTUAL DRAINAGE STUDY
PEORIA, ARIZONA**

September 24, 2004

DRAINAGE FOR CAMINO A LAGO

A. Hydrologic Setting

Camino A Lago (the site) is currently undeveloped desert and generally slopes south and southwest at approximately 0.4%. Low lying areas of vegetation convey runoff generated from the site in sheet flow condition south to existing residential developments that border the site along Rose Garden Lane and the projected alignment. Existing residential developments surround the site on the east, south and west boundaries. To the north the site borders on undeveloped desert. An earthen berm located west of Lake Pleasant Road and north of Rose Garden Lane protects the residential development to the south from off-site flows. The berm creates a ponding condition and is identified by FEMA as a Special Flood Hazard Area (SFHA). An earthen berm east of Lake Pleasant Road along the Lake Pleasant Parkway alignment also protects the residents to the south resulting in a ponding condition identified by FEMA as a SFHA.

B. Off-Site Hydrology

Off-site hydrology has been previously studied in the Glendale/Peoria Area Drainage Master Plan Level III report prepared by Entellus. The study was prepared to determine existing flooding problems and recommend mitigation measures for problem areas. According to the study off-site flows approach the site from the north and are routed south along the Lake Pleasant Parkway to Rose Garden Lane where flow is directed west to the Agua Fria River. To safely protect the site from off-site flows an open channel is proposed to intercept flows on the north side of Dear Valley Road from 95th Ave to the eastern boundary of Parcel B. Flow will be routed under Dear Valley Road via a culvert and routed south along the eastern boundary of Parcel B to Rose Garden Lane. An open channel is proposed on the west side of the Lake Pleasant Parkway to convey flows from the Casa Del Rey subdivision and the adjacent, undeveloped, parcel to the east. An open channel is proposed on the north side of Lake Pleasant Parkway to intercept overflow from Dove Valley Ranch subdivision at the 95th Ave intersection. The channel will continue west and combine with the channels conveying flow from the north. The ultimate outfall of the channel will be a drainage system, currently being designed by Wood Patel & Associates, which conveys flows west along Rose Garden Lane to the Agua Fria River. The site maybe constructed in phases and each phase will be required to address off-site flow in the temporary condition.

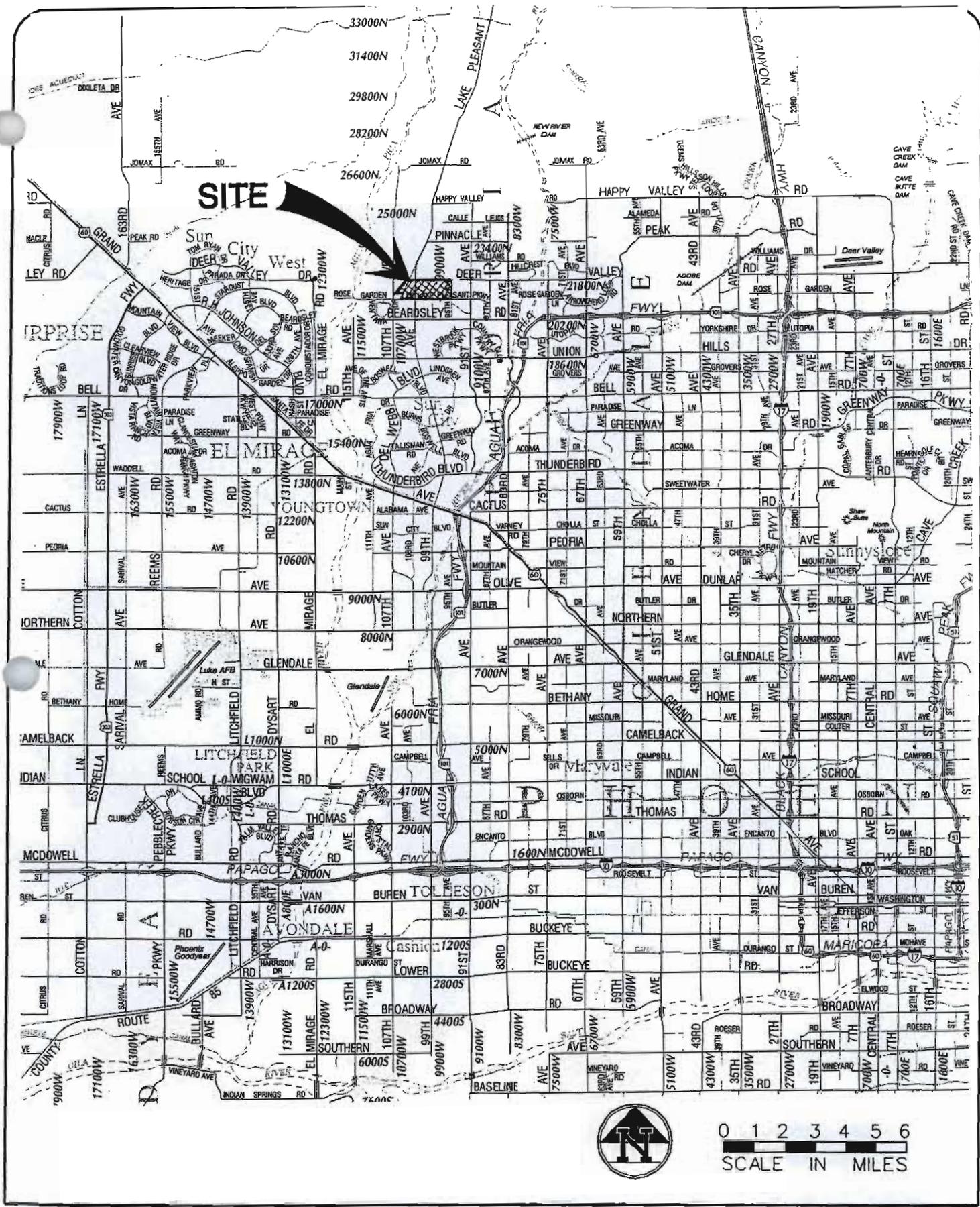
C. On-Site Hydrology

The drainage concept proposed for this site is to provide retention basins at various locations to retain runoff from the 100-year, 2-hour storm event, per the City of Peoria requirements. The local streets within the site will be designed such that the 10-year flow is contained between the street curbs. The 50-year flow is to be conveyed within the street right-of-way. A maximum of 100cfs for the 100-year storm is allowed between buildings at a depth no greater than 8 inches above the street gutter and a maximum velocity of 10 fps. Arterial and minor collector streets will be designed to convey the 10-year storm between curbs. In addition, the arterial streets will

be restricted to at least one 12-foot dry lane in each direction per Maricopa County requirements. If the 10-year flow exceeds the capacity of the streets, then a supplemental storm drainage system will be provided. Finish floor elevations will be set at a minimum of 18 inches above the low outfall of the lot. In addition, finish floor elevations will be at least 18 inches above the low outfall of the subdivision and adjacent retention basin outfall.

D. Flood Zone Information

The Maricopa County, Arizona and Incorporated Areas Flood Insurance Rate Map (FIRM) panel number 040413C2090G, revised July 19,2001 indicates the site falls within Zone "X" (shaded) and Zone "A". Zone "X" designates areas determined to be outside the limits of the 500-year flood. Zone "A" designates areas with no base flood elevations determined. A CLOMR/LOMR will need to be submitted to FEMA to remove structures from Zone A.



VICINITY MAP

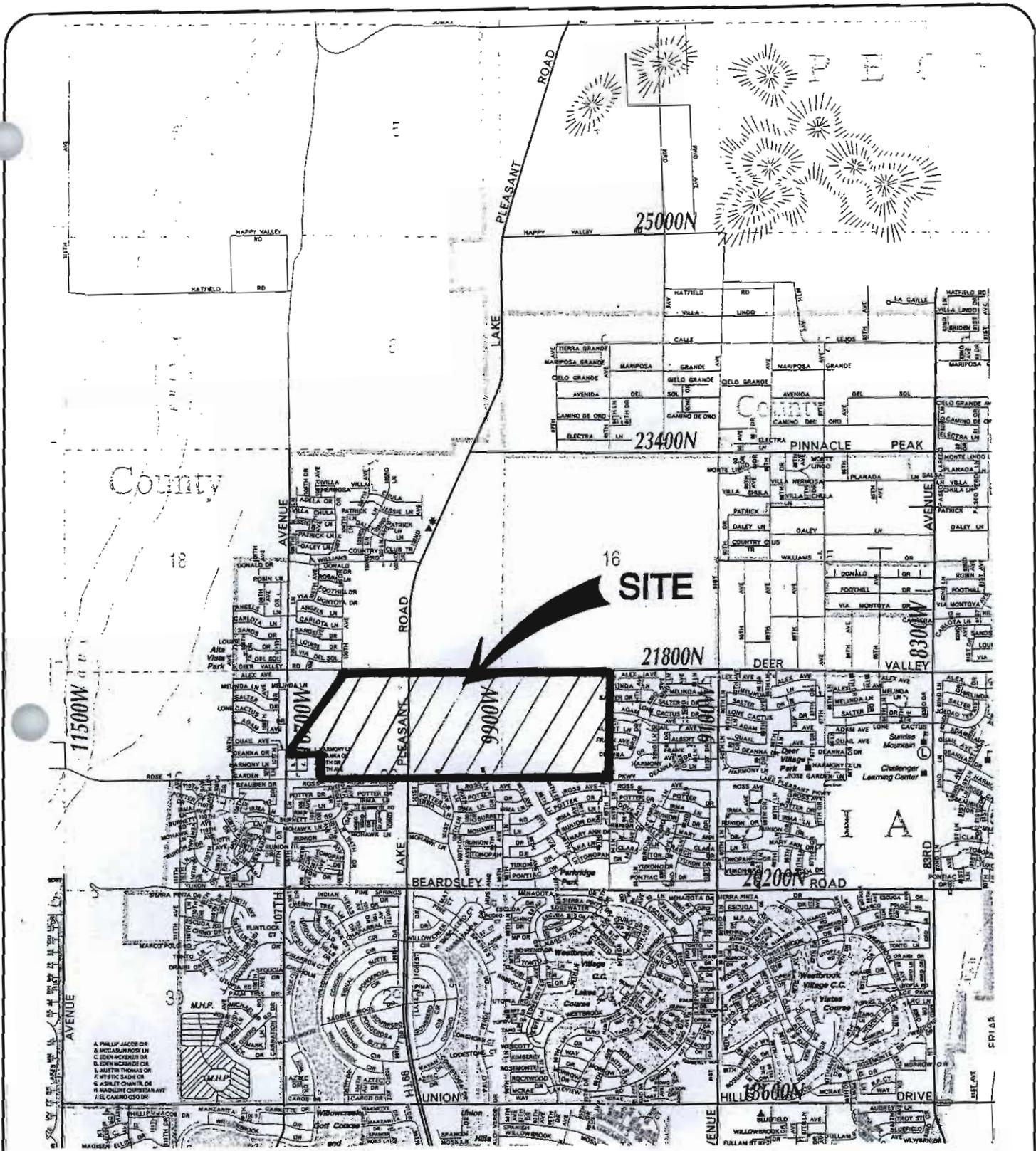
4550 NORTH 12TH STREET
 PHOENIX, ARIZONA 85014
 TELEPHONE (602) 264-6831

CAMINO A' LAGO

COE & VAN LOO
 PLANNING • ENGINEERING • LANDSCAPE ARCHITECTURE

JOB NO

FIGURE 1



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LOCATION MAP

CAMINO A' LAGO

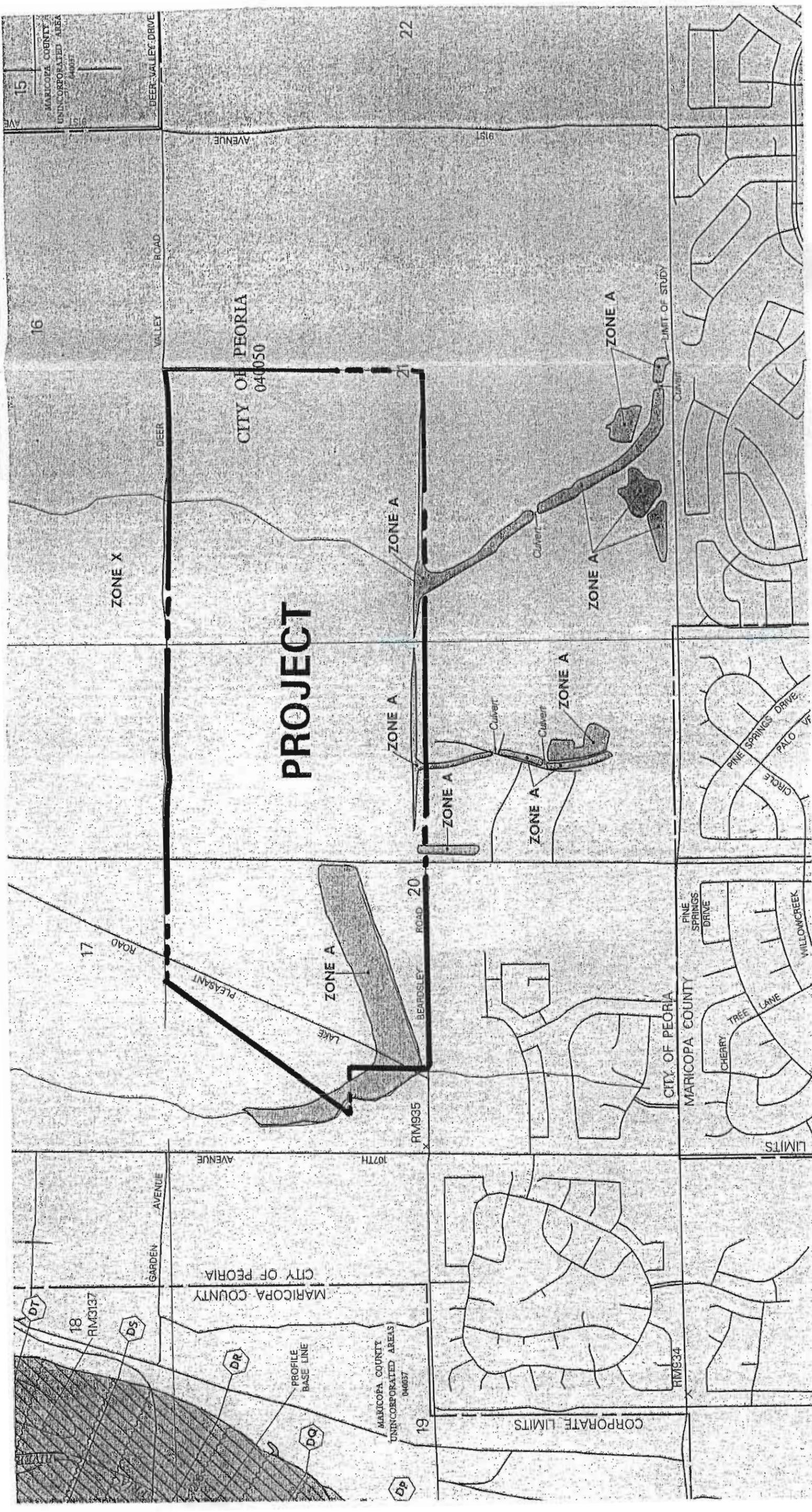
JOB NO

4550 NORTH 12TH STREET
 PHOENIX, ARIZONA 85014
 TELEPHONE (602) 264-6831

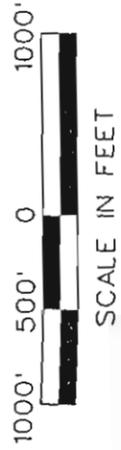
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FIGURE 2

PROJECT



MARICOPA COUNTY, ARIZONA
 AND INCORPORATED AREAS
 MAP NUMBER 04013C1170G REV. JULY 19, 2001



**FLOOD INSURANCE
 RATE MAP**

4550 NORTH 12TH STREET
 PHOENIX, ARIZONA 85014
 TELEPHONE (602) 264-6831

CAMINO A LAGO

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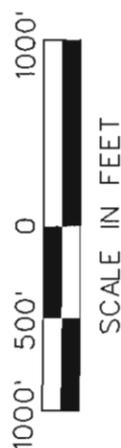
JOB NO

FIGURE 3

CAMINO A LAGO

DRAINAGE MAP

KEY TO SYMBOLS
 ⇐ DIRECTION OF OFF-SITE FLOW
 → DIRECTION OF ON-SITE FLOW



APPENDIX D

DETACHED SINGLE-FAMILY
RESIDENTIAL GUIDELINES
(DOWNLOADED 9/27/04)

DETACHED SINGLE-FAMILY RESIDENTIAL DESIGN

A. Introduction

The Phoenix metropolitan area has a positive reputation as a very livable community. Promoting this image has never been difficult with over 300 days of sunshine a year, a strong job market and affordable housing and considering the strength of our other intangible assets, such as, the many good-natured and helpful people already in the valley, this image is likely to continue indefinitely. As a result, the Phoenix metropolitan area consistently ranks as 1 of the top 10 most desired places to live in the United States and remains one of the fastest growing regions in the country.

As the detached single-family residential market continues to grow it is important to maintain and preserve the natural environment and encourage the successful incorporation of the built environment while at the same time promoting diversity in architecture, subdivision layout and lot layout, as well as, increasing the number of active and passive recreational opportunities for our growing number of residents.

B. Applicability for Residential Development

The Detached Single-Family Residential Design Review Guidelines are intended to apply to all new detached single-family residential development in excess of 20 lots. This includes all principal and accessory structures/buildings in all zoning districts. All such development shall be subject to review and approval by the City for conformance with all applicable design requirements. Areas designated as Rural may be subject to additional Rural Standard requirements as set forth by the City Engineer.

For the purpose of determining compliance, the City of Peoria will monitor the buildout of each subdivision approved through the design review process for conformance to the approved design review application. The City of Peoria may withhold the release of building permits within a subdivision if, in the opinion of the City, the buildings within the subdivision do not conform to the standards set forth in the approved design review application.

Variations from the Detached Single-Family Residential Design Review Requirements and Considerations may be proposed through the Planned Area Development zoning process.

Section
20-70-12

• Qualitative
Description

RESIDENTIAL DESIGN – QUALITATIVE GUIDELINES

Qualitative Guidelines Description

Qualitative Guidelines are guidelines that are widely regarded and understood as good sound development practices. These characteristics can be applied on a case by case basis. Qualitative Requirements are separated into three (3) categories:

- Architectural Design
- Plat/Lot Design
- Landscape/Perimeter Wall Design

Each category is divided into two subcategories, Requirements and Considerations. All Requirements must be met. Considerations are provided to help improve a project. In order to receive design review approval, each development shall demonstrate, in short abbreviated text, how design Requirements and Considerations in these three (3) categories have been addressed. ***No minimum score is required for Qualitative Guidelines.***

**Section
20-70-12**

**• Architectural
Design**

RESIDENTIAL DESIGN – QUALITATIVE GUIDELINES

A. Architectural Design

1. REQUIREMENTS:

- a. Development within any plan boundary shall conform to said plan.
- b. Exposed metal chimney flues which are not architecturally integrated shall be prohibited.
- c. Second story balconies shall be a minimum of fifteen (15) feet from any property line.
- d. Second story windows shall be a minimum of five (5) feet from any property line.
- e. The use of reflective surfaces, except windows, shall be prohibited.
- f. Roof mounted equipment, except solar panels and related equipment, shall be prohibited.
- g. All utilities and ground mounted mechanical equipment shall be fully screened from view and shall meet the setbacks as required in the Zoning Ordinance.
- h. Accessory structures 8 feet or more in height and/or 300 square feet or more in area shall substantially conform to the principal building in terms of color, exterior building materials and architectural style.
- i. Additions to principal buildings shall utilize like colors, materials and architectural style as the principal structure and shall conform to existing roof lines.
- j. All developments shall provide multiple elevations with distinctive differences for each standard floor plan within the subdivision.
- k. All developments shall provide multiple roof colors, roof styles and roof material types within the subdivision.
- l. All developments shall provide multiple exterior accent materials including, but not limited to, brick, stone and masonry.
- m. Multiple and varying roof elevations and roof lines shall be provided on all elevations adjacent to a collector or higher street classification.

Exceptions

Recreational Vehicle Canopies, provided that:

1. Lot size shall be 18,000 square feet or larger.
2. Structure shall meet all required setbacks.
3. Limit of one (1) RV canopy onsite

4. Structure shall be constructed using 6" x 6" steel or aluminum vertical posts, painted to match the dominant color of the principal structure. Wood structures shall not be permitted.
5. Structure shall not exceed 13' in overall height and no greater than 450 square feet in area.
6. Top of structure shall be lattice, mesh or other semi-transparent material. No pitched or solid roofs shall be permitted.
7. No sidewalls, temporary or permanent, shall be permitted on the structure.

Gazebos, ramadas, or other like structures, provided that:

1. Structure shall not be for storage purposes.
2. Roof is constructed of lattice material or shall match roof material on principal building.
3. Structure shall be open on all sides. No walls shall be permitted.

Play structures, barbecues, chimneys (not attached to principal building), sport courts and other like structures are exempt from Design Review.

**Section
20-70-12**

**• Architectural
Design
(cont.)**

RESIDENTIAL DESIGN – QUALITATIVE GUIDELINES

2. CONSIDERATIONS When reasonable and appropriate, the following guidelines should be taken into consideration:
- a. For the purpose of promoting architectural diversity, the requirements set forth in Table 12.1 should be followed.

Table 12.1

| Proposed Number of Detached Single-Family Units | | | | |
|--|---|---|---|---|
| | 20 - 49 | 50 - 99 | 100 - 199 | 200 or More |
| Number of roof colors required | Minimum of 2 different roof colors. One color may be utilized in not more than 60% of all units. | Minimum of 3 different roof colors. One color may be utilized in not more than 40% of all units. | Minimum of 4 different roof colors. One color may be utilized in not more than 30% of all units. | Minimum of 5 different roof colors. One color may be utilized in not more than 25% of all units. |
| Number of roof material types required | Minimum of 2 different roof material types. One type may be utilized in not more than 60% of all units. | Minimum of 2 different roof material types. One type may be utilized in not more than 60% of all units. | Minimum of 2 different roof material types. One type may be utilized in not more than 60% of all units. | Minimum of 3 different roof material types. One type may be utilized in not more than 40% of all units. |
| Number of different elevation types required | Minimum of 2 different architectural elevations. One elevation may be utilized in not more than 60% of all units. | Minimum of 3 different architectural elevations. One elevation may be utilized in not more than 40% of all units. | Minimum of 4 different architectural elevations. One elevation may be utilized in not more than 30% of all units. | Minimum of 5 different architectural elevations. One elevation may be utilized in not more than 25% of all units. |

- b. All developments should incorporate a minimum of two (2) different roof styles. Roof styles should include, but not be limited to, pitched, hip, flat, gambrel, mansard, or other style roof.
- c. All developments should incorporate a minimum of two (2) different roof material types. All asphaltic shingles shall be considered one material type. Clay and concrete tiles shall be considered one material type, however, alternating tile types, e.g. flat tile and mission tile, shall be considered different roof material types.
- d. Principal building design should incorporate porches, patios, balconies, decks, seating areas or other amenities that may promote interaction with neighbors.
- e. Building design and location should consider the desert climate, view corridors and the orientation of buildings to street.

**Section
20-70-12**

**• Architectural
Design
(cont.)**

RESIDENTIAL DESIGN – QUALITATIVE GUIDELINES

- f. The use of decorative pilasters, moldings, cornices and other facade treatments should be utilized to enhance the building appearance.
- g. Monotonous building elevations should be avoided through the use of facade articulation, building angles, eaves, parapets, window and door placement, and landscaping.
- h. Consideration should be given to window placement and window off-sets for the purpose of maximizing privacy on adjoining lots.
- i. For the purpose of increasing open space on each lot, garage locations should be grouped adjacent to common property lines and joint driveways should be utilized to the maximum extent possible.
- j. When joint driveways are not utilized, should consider alternative garage type such as, single-bay tandem garage or side entry garage and alternative location, such as, within the side or rear yard, attached or detached.
- k. Architectural embellishments should include, recessed windows or window projections, articulated facades and decorative moldings or pilasters for the purpose of creating shadow lines.
- l. Roof lines should vary from homes on adjacent lots and directly across the street.

**Section
20-70-12**

**• Plat/Lot
Design**

RESIDENTIAL DESIGN – QUALITATIVE GUIDELINES

B. Plat/Lot Design

1. REQUIREMENTS:

- a. All local residential streets in excess of 900 feet in length shall be curvilinear in design with a minimum radius of 150 feet and a minimum curve length equal to one-half of the radius.
- b. All collectors and lower classified streets in excess of 900 feet shall be designed for the purpose of reducing high-speed and/or cut-through traffic. Such measures shall include a curvilinear design combined with traffic circles, landscape planters or other similar Traffic Calming measures as approved by the City Engineer.
- c. Principal building placement on every other lot shall be staggered or off-set a minimum of five (5) feet so that not more than two (2) consecutive homes on the same side of a street shall have their principal structures placed on the same building line.
- d. To help implement this provision, upon the first building permit application, the developer shall provide a Setback Exhibit and the City shall approve or deny the exhibit.
- e. To help accommodate a staggered building placement on lots less than eleven thousand (11,000) square feet in area, the City may allow required front and rear yard setbacks to be reduced by not more than ten (10%) percent. The developer shall clearly delineate on a Setback Exhibit the exact lots on which this provision shall apply. The Setback Exhibit shall be approved, denied or approved with modifications by the City. Any appeal from this provision shall be done through the Board of Adjustment and the appeal process provided through such board.
- f. Side lot lines adjacent to a minor arterial or higher street classification shall be prohibited.
- g. Four-way intersections shall be prohibited on local-to-local street intersections, unless approved by the City Engineer.
- h. For the purpose of reducing neighborhood cut-through traffic, local streets traversing a collector or higher street classification shall be off-set at its intersection a minimum of three-hundred fifty (350) feet in the locking direction or one-hundred twenty-five (125) feet in the non-locking direction.
- i. When a cul-de-sac abuts a public or private right-of-way or a useable open space area, a landscaped access easement shall be provided. Said easement shall be a minimum of 20 feet wide of which a minimum of 10 feet shall be dedicated as a pedestrian path.

**Section
20-70-12**

**• Plat/Lot
Design
(cont.)**

RESIDENTIAL DESIGN – QUALITATIVE GUIDELINES

2. CONSIDERATIONS: When reasonable and appropriate, the following guidelines should be taken into consideration:
 - a. Lots should not be designed to center on a T-intersection.
 - b. For the purpose of increasing pedestrian safety and decreasing pedestrian exposure to traffic, curb radii should be maintained at the minimum standard as required by the City Engineer and Fire Department.
 - c. Retention areas and open space areas should be located adjacent to main entrance ways, schools and/or open space areas.
 - d. Open space and retention areas should be located and designed to act as a buffer between detached single-family residential units and non-residential uses and arterial streets.
 - e. Allow limited access from adjacent non-residential areas, including schools, by incorporating fence and landscape penetrations into the pedestrian circulation element.
 - f. Plats should be designed to integrate and/or continue existing or approved open space areas, pedestrian walkways and multi-use trails from adjacent developed and undeveloped areas.
 - g. In subdivisions with lots less than 18,000 square feet in area, multi-use trails/paths should be not be located or designed to run adjacent to any front lot line.
 - h. In subdivisions with lots less than 10,000 square feet in area, should consider the reservation of a common area for the purpose of parking/storing boats, trailers, motor homes and other recreational vehicles.
 - i. Developments should consider alternative street cross-sections. Use of ribbon curbs, modified street lighting and reduction of pavement width for rights-of-way may be considered by the City Engineer.
 - j. For the purpose of increasing open space on each lot, garage locations should be grouped adjacent to common property lines and joint driveways should be utilized to the maximum extent possible.
 - k. When joint driveways are not utilized, should consider alternative garage type, such as, single-bay tandem garage or side entry garage and alternative location, such as, within the side or rear yard, attached or detached.
 - l. Developer should consider use of alternative street lighting standards in project theme. Maintenance and upkeep of alternative lighting standards shall be provided for by an established Homeowners Association and shall be approved by the City Engineer.

RESIDENTIAL DESIGN – QUALITATIVE GUIDELINES

C. Landscape/Perimeter Wall Design

1. REQUIREMENTS:

- a. There shall be a minimum amount of land area dedicated or reserved as Useable Open Space as set forth in Table 12.2 below:

Table 12.2

| *Lot Size | Minimum amount of Useable Open Space required |
|--------------------------------------|---|
| Lots less than 10,000 square feet | 9% of gross project area |
| Lots 10,000 to 18,000 square feet | 7% of gross project area |
| Lots in excess of 18,000 square feet | 5% of gross project area |

*If development includes a mixture of lot sizes, the percentage of Useable Open Space required shall be based on the percentage of lots in each lot size category.

- b. Infill developments south of Bell Road that are not more than 50 residential lots or not more than 10 gross acres are exempt from Table 12.2. However, retention/detention areas, as required by the City Engineer, shall be improved with at least two of the amenities listed in 20-70-12.C.1.c & d below.
- c. Useable Open Space shall be clearly designated on the preliminary and final development plans. Areas that may be included in the calculation of open space shall include the following:
 - Dedicated park sites; dedicated separate right-of-way for bike paths, equestrian and hiking trails; private park and recreation areas; reserved or dedicated steep slope areas; golf courses for not more than 50% of the required useable open space.
- d. Retention basins and floodway areas may be counted as Useable Open Space when improved with a combination of the following:
 - Active play areas, including, but not limited to, Basketball/Tennis/Raquetball courts, Baseball/Softball/Soccer fields pedestrian/multi-use paths/trails, tot lot, barbecue areas, ramadas and bench seating areas.

Section
20-70-12

• Landscape
Design
(cont.)

RESIDENTIAL DESIGN – QUALITATIVE GUIDELINES

- e. Useable Open Space shall not include any of the following:
 - Dedicated streets, alleys, and other public rights-of-way, except as provided above; vehicular drives, parking, loading and storage areas; required setback areas; reservation of park and school sites for which the City or school district shall be required to purchase; areas reserved for the exclusive use or benefit of an individual owner or tenant; concrete or rock lined areas designed primarily for the conveyance of water.
- f. Dedication Statement on final plat shall include provision dedicating all open space and retention areas as tracts, providing for the maintenance of such areas and adjacent right-of-way by an established home owners association, and precluding such areas from future development.
- g. Rights-of-way and retention areas shall be improved with landscaping as required by the City of Peoria Zoning Ordinance.
- h. Landscaping shall be provided on all interior and perimeter collector streets at a rate of 1 tree and 3 shrubs with vegetative ground cover for every thirty (30) feet of lineal street frontage. Landscaping provided under this requirement shall be located in a planter area directly adjacent to the back-of-curb. Planter area shall be a minimum of five (5) feet wide.
- i. For total landscaping, no one tree or shrub species may exceed 60% of the total proposed trees or shrubs.
- j. For total landscaping, decomposed granite may not exceed 60% of the total coverage area. Remaining 40% shall be coverage area of trees, shrubs and vegetative groundcover at maturity.
- k. Special features including, but not limited to, decorative entry signage, pedestrian areas with stamped concrete or speciality



pavers, water features, sculptures, ramadas or public art shall be required for all projects in excess of one-hundred (100) detached single-family residential units.

RESIDENTIAL DESIGN – QUALITATIVE GUIDELINES

- l. Entry signage, perimeter walls, and other appurtenances in community owned areas shall utilize common colors, materials and architectural style with the established theme within the subdivision or consistent with the surrounding area.
- m. Bicycle/Pedestrian paths and trails shall connect to existing/proposed paths, trails and existing and future commercial developments.
- n. All utilities and mechanical equipment shall be screened from view.
- o. Developments occurring north of Happy Valley Road shall provide a textual narrative detailing efforts to preserve existing vegetation and re-vegetate areas of pristine, undisturbed desert.
- p. All Developments shall offer landscape packages with front yard and street side yard landscaping.
- q. Perimeter walls shall meet the following requirements:
 - i. Stuccoed or constructed of decorative masonry block intended to be utilized without additional finish.
 - ii. Shall utilize one or more of the following: inlays, materials or color accents, capping, decorative pilasters, wrought iron, planters or other approved feature that adds visual interest.
 - iii. Perimeter walls adjacent to minor arterial or higher street classification shall be eight (8) feet in height with a horizontal and vertical undulating pattern. Horizontal undulations shall occur once every 100 feet or every other lot line, whichever is less, and shall be a minimum of 1 lot in length and shall meet a minimum off-set of 3 feet. Vertical undulations should also be incorporated. Horizontal undulations shall be reflected in the lot lines on preliminary plat and the final plat.
 - iv. Perimeter walls adjacent to collectors, retention areas or open space shall be six (6) feet in height with a horizontal and vertical undulating pattern. Horizontal undulations shall occur once every 100 feet or every other lot line, whichever is less, and shall be a minimum of 1 lot in length and shall meet a minimum off-set of 3 feet. Vertical undulations should also be incorporated. Horizontal undulations shall be reflected in the lot lines on the preliminary plat and final plat.
 - v. Elevations and locations of all perimeter walls shall be shown on preliminary and final landscape and grading and drainage plans.

**Section
20-70-12**

**• Landscape
Design
(cont.)**

RESIDENTIAL DESIGN – QUALITATIVE GUIDELINES

- r. Chain link fences shall be prohibited. Wood or metal fences may be considered if integrated into an identifiable theme. Such theme may include rural/agrarian with the use of wooden picket fencing or a metal pole corral style open fencing.
- s. Landscape plans shall illustrate designated pedestrian circulation areas. Designated pedestrian circulation areas shall include, but not be limited to, sidewalks, pedestrian refuge areas, bench seating areas, landscaped walkways/paths and multi-use trails/paths.
- t. Cross-sections for walkways/trails/paths shall have a minimum overall width of 20 feet with a minimum of 10 feet dedicated to pedestrian circulation, exclusive of any vehicle overhangs and/or landscaped areas, and 10 feet dedicated to landscaping directly adjacent to walkway/trail/path. This provision does not apply to sidewalks.

**Section
20-70-12**

**• Landscape
Design
(cont.)**

RESIDENTIAL DESIGN – QUALITATIVE GUIDELINES

2. CONSIDERATIONS When reasonable and appropriate, the following guidelines should be taken into consideration:
- a. A thematic streetscape, including , but not limited to landscape theme; decorative street signage and street lamps; bench seating and pedestrian scale lighting, on all interior and perimeter collector streets should be considered. Maintenance and upkeep of the above elements shall be provided for by an established Homeowners Association and shall be approved by the City.
 - b. Artwork in open public locations should be encouraged.
 - c. Regular and frequent placement of bench seating areas should be located along trails/paths.
 - d. Pedestrian and multi-use walkways, paths and trails should provide shaded pedestrian refuge areas.
 - e. Plants should be grouped in settings commonly found in the natural environment.
 - f. Integration of landscaping and sign design is encouraged.
 - g. Landscape design should not impede surveillance abilities.
 - h. Main entryways should be appropriately emphasized with landscaping and entry features to provide focus and identification. Should consider the use of landscaped medians at main points of entry.
 - i. Screening walls should be compatible with buildings and development theme and should be softened with landscaping treatments.
 - j. Where appropriate, perimeter walls should incorporate the use of view fences.
 - k. Improved open space and retention areas should connect to existing and proposed pedestrian and multi-use walkways, paths and trails.
 - l. Useable open space areas should be combined with existing or planned park areas and vertical drops requiring protection.
 - m. Drainage crossings should utilize decorative railing.