

CAMINO Á LAGO

SPECIFIC PLAN

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Prepared by

ARIZONA STATE LAND DEPARTMENT

IMC CONSULTING GROUP

PEKALA & ASSOCIATES

TABLE OF CONTENTS

I. Introduction1

II. Site Analysis5

 A. Site Legal Description/Boundary Survey6

 B. Topographic/Slope Analysis6

 C. Site Characteristics9

 D. Existing Land Use/Zoning11

 E. Site Development Constraints/Opportunities .12

 F. Development Trends14

 G. Peoria General Plan15

III. Community Goals Relationship16

IV. Specific Plan20

 A. Land Use Element21

 1. Proposed Land Uses21

 2. Land Use Classifications21

 3. Land Use Intensity27

 B. Circulation Element28

 1. Introduction28

 2. Vehicular Circulation28

 3. Non-Vehicular Circulation28

 4. Public Transit31

 C. Preliminary Phasing Plan31

 D. Urban Design Element33

 1. Introduction33

 2. Landscape Guidelines33

 3. Design Guidelines35

 4. Residential Guidelines39

 5. Commercial Guidelines41

Appendix Utilities Plans

LIST OF MAPS

<u>Map No.</u>	<u>Map Title</u>	<u>Page No.</u>
1.	Regional Location	3
2.	Site Legal Description	7
3.	Site Topography	8
4.	Site Analysis	10
5.	Current Area Zoning	13
6.	Aerial Photograph	22
7.	Land Use Plan	23
8.	Circulation Plan	29
9.	Preliminary Phasing Plan	32

LIST OF TABLES

<u>Table No.</u>	<u>Table Title</u>	
1.	Land Use Program	24
2.	Preliminary Phasing Plan, Roadway Dedication and Construction Requirements ...	34

I. INTRODUCTION

The Camino á Lago Specific Plan is a culmination of a several year effort by the State Land department. Conducted under the auspices of the Urban Lands Act, the genesis of this project occurred in 1990 with the classification of the property as Suitable for Urban Planning.

This project is unique amongst the many Urban Lands planning projects completed by the Department since 1983, in that the surveying, planning and drainage were completed by the Land Department staff. Other engineering studies were completed by the IMC Consulting Group, the State's contractor on this project.

This specific plan for the 1,352 acre Camino á Lago planning area will serve as the master development plan for the property. Predominantly residential with a concentration of sub-regional commercial uses, the plan takes advantage of the proposed Lake Pleasant Parkway realignment, as well as positive building trends in this fast growing area of Peoria, Arizona (see Map 1). The general boundaries of the planning area are Pinnacle Peak Road on the north, 91st Avenue on the east, Rose Garden Trail on the south and 107th Avenue on the west (see Map 2). This map also reflects the El Paso natural gas transmission line as it traverses the site from southwest to northeast. This easement will require buffering and will be addressed as final rezoning occurs.

The primary purpose of this specific plan is to lend definition to the proposed phased development, including land use, public utilities and urban design considerations. This specific plan will provide the basis for future rezonings by Trust land end-users who will purchase or lease the land at public auction. The plan also provides information to residents, adjacent property owners and developers regarding the City of Peoria's expectations about how the property will develop in the future.

This Specific Plan has been developed utilizing requirements set forth by the Urban Lands planning process (37-334). This plan, upon approval by the City of Peoria City council, will then be approved as a development plan

by the State Land Commissioner. Following the State Land Commissioner's approval of the development plan, no amendment or revision to the plan may be made without the Commissioner's approval.

II. SITE ANALYSIS

A. SITE LEGAL DESCRIPTION/BOUNDARY SURVEY

The subject 1,352-acre Trust land parcel is located in Section 16, and portions of 17, 20, and 21 Township 4 North, Range 1 East, of the Gila and Salt River Base and Meridian (see Map 2: for Site Legal Description).

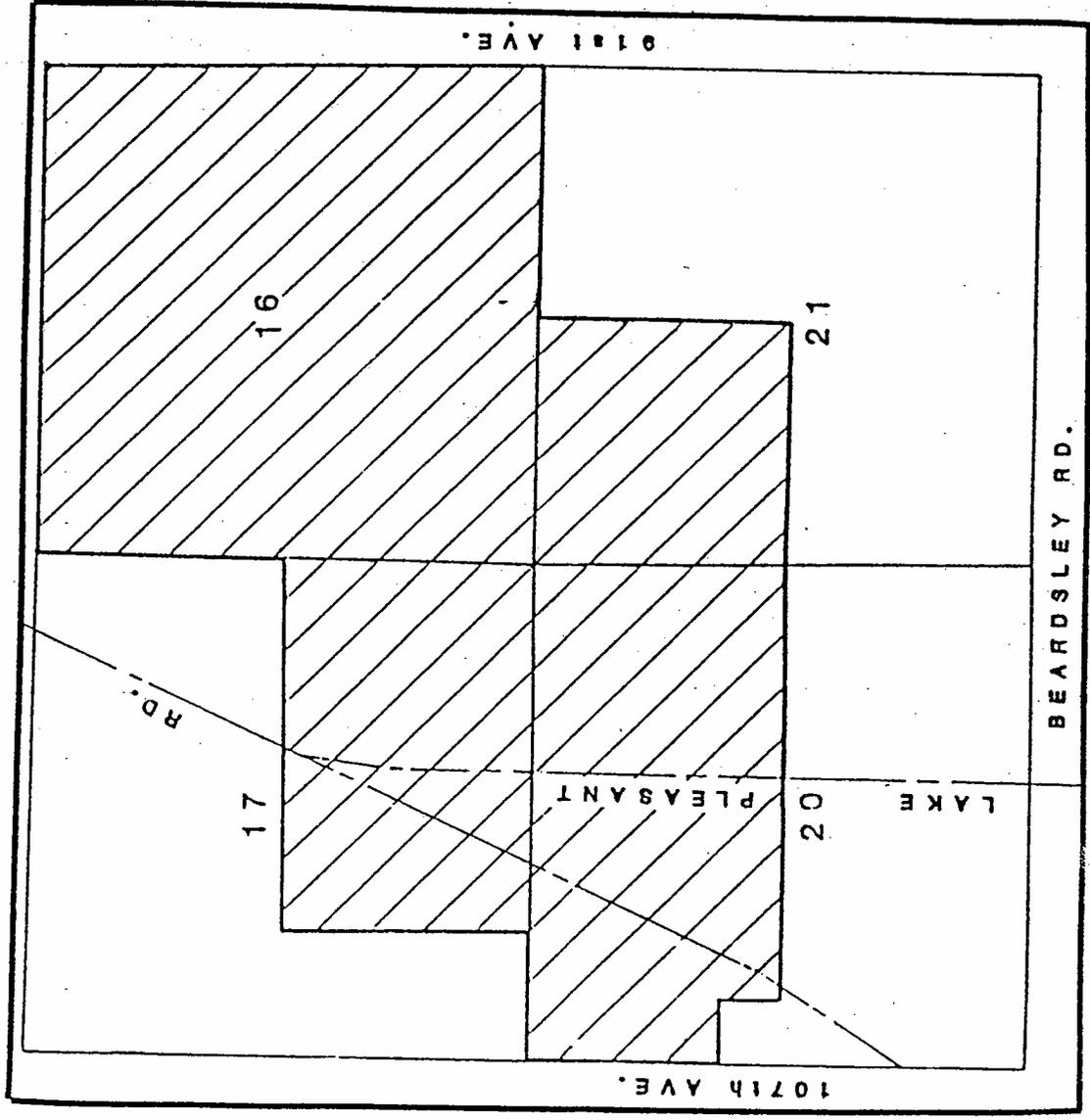
The boundary survey, which was performed by the Land Department's Engineering Unit, reflects the property's survey control markers, and details the various existing rights-of-way that impact the parcel. These rights-of-way have been issued to the southwest Gas Corporation (underground natural gas line), U.S. West Communications (underground and overhead telephone line), and Arizona Public Service (overhead electric lines).

There are currently no rights-of-way for the existing or planned roadways that impact the site, such as Pinnacle Peak Road or Lake Pleasant Parkway, and the dedication of these rights-of-way, if not already purchased by the City of Peoria, will need to be addressed by the parcels' eventual end-users.

B. TOPOGRAPHIC/SLOPE ANALYSIS

The topographic map for the subject parcel was produced by Kenny Aerial Mapping and shows the site's existing contour lines at two-foot intervals (see Map 3: Site Topography).

This topographic map shows that the site slopes gradually from an elevation of 1,314 feet on the property's northern border at Pinnacle Peak Road to 1,252 feet on the property's southern boundary, with an average slope in the 0-2 percent slop range. This mild terrain is certainly one of the subject parcel's many assets and will result in lower land preparation and development costs for the property's eventual end-users.



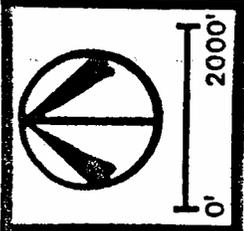
MAP 2

SITE LEGAL DESCRIPTION

TOWNSHIP 4 NORTH, RANGE 1 EAST

Section 16 - all	637.94 ac
Section 17 - SE4, E2SW	240.25 ac
Section 20 - NE, N2NW, N2SWNE, SESWNW, SENW	313.02 ac
Section 21 - NW4	<u>160.63 ac</u>
Total	1,351.84 ac

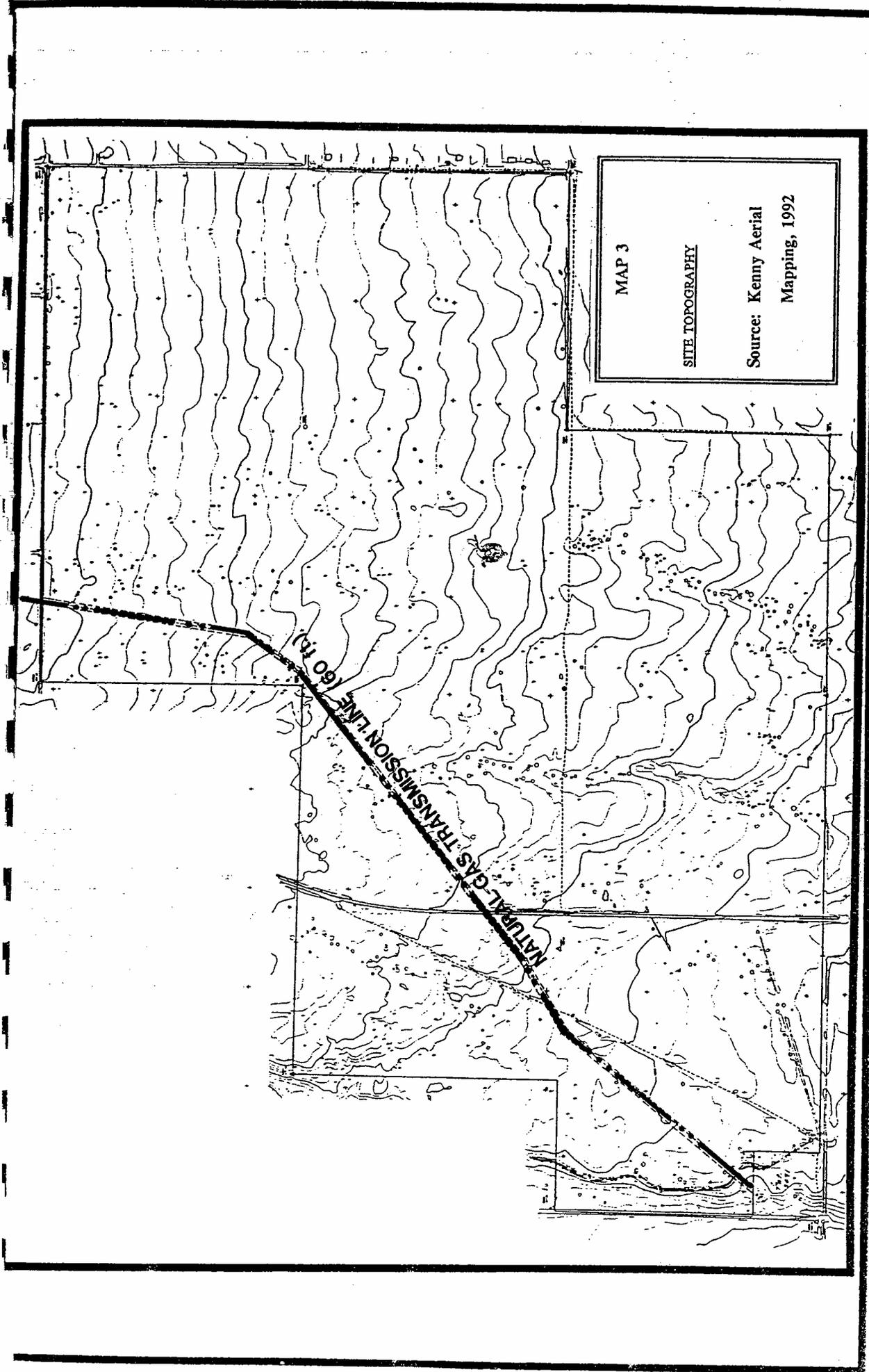
Source: ASLD



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MAP 3

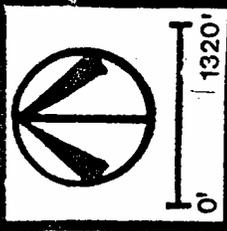
SITE TOPOGRAPHY

Source: Kenny Aerial
Mapping, 1992



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C. SITE CHARACTERISTICS

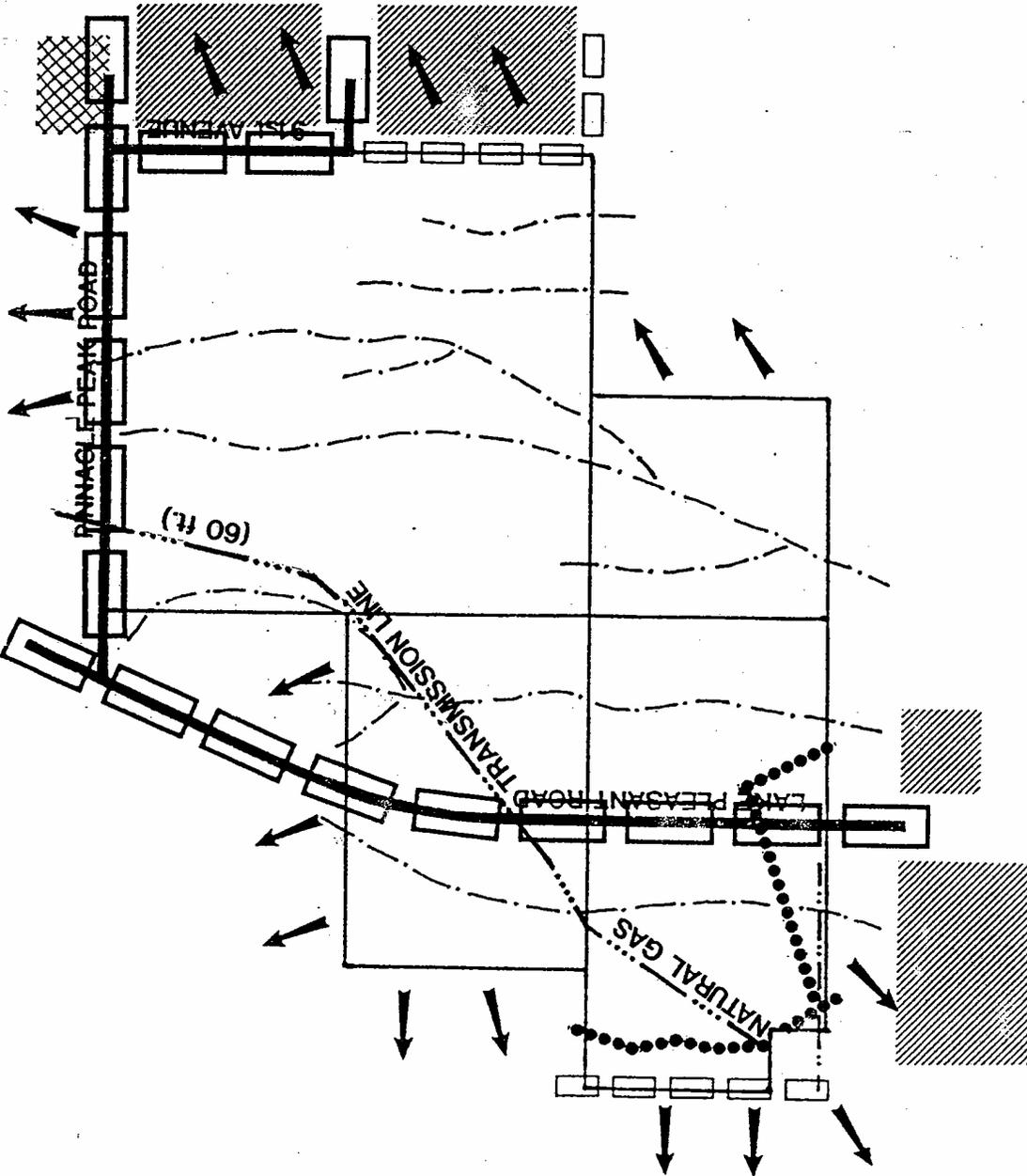
A sight analysis for the subject parcel was performed utilizing several sources of information and field inspections. This analysis encompasses natural vegetation, wild life, views and human impacts (see Map 4: Site Analysis).

1. Natural Vegetation

The planning area is located within the Sonoran Desert, and there exists on the site examples of three distinctly different plant communities. Two of these communities, palo verde-saguaro and creosote bush, possess a variety of plant types, some of which are protected by state law. These protected plants, which may or may not occur on the site include:

CACTI	TREES/SHRUBS
a. barrel	a. agave
b. beehive	b. desert holly
c. night blooming cereus	c. desert spoon
d. cholla	d. flannel bush
e. hedgehog	e. ocotillo
f. pincushion	f. yucca
g. saguaro	
h. prickly pear	
i. needle "mulee"	
j. mesa verde	

The State's Department of Agriculture should be contacted at (602) 542-3292 for assistance or information regarding the enforcement of the Native Plan Law (ARS § 3-901 thru 934).



MAP 4

SITE ANALYSIS

- 2 - Lane Road/Paved
- 2 - Lane Road/Unpaved
- Existing Residential Use
- Existing Commercial Use
- Existing Wash
- Old Marinette Canal
- Drainage Ditch
- Views

Source: ASLD, 1991-1994



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0' 2000'

One other vegetative community that must be mentioned is the desert riparian community, which predominantly exists within the several natural drainage ways that course through the site. This community is similar in plant content to the creosote bush community, although it consists of more dense growth and higher plant cover.

A native plant survey should be completed prior to completion of final construction programs to accurately ascertain the existence of these plant types on the subject site.

2. Wildlife

Since the subject site and adjacent lands to the north and west are largely undeveloped, a variety of mammals, birds, and reptiles may inhabit the site depending on the time of year. Because this variety of wildlife could be impacted by urbanization, any development plans proposed for the subject site should include special considerations for preserving wildlife habitat areas, primarily along appropriate drainage corridors.

3. Views

Views from the subject parcel are most dramatic to the north towards Lake Pleasant and the Bradshaw Mountains, and to the west towards the White Tanks Mountains. Efforts should be made during detailed site planning to take advantage of these views through the use of strategically placed view corridors.

D. EXISTING LAND USE/ZONING

There are currently no land uses or short- or long-term leases encumbering the subject property. Only two land uses exist on the immediate periphery of the property: low-density single-family residential uses on the east side of 91st Avenue, and the Campbell Mercantile commercial use at the northeast corner of Pinnacle Peak Road and 91st Avenue.

The current zoning on the subject parcel is AG or general agricultural (see Map 5: Current Zoning). According to the Peoria Zoning Ordinance, the AG "district is intended to comprise lands devoted to agriculture related activities." This district is further intended to constitute a "holding"

district to retain land in less intensive use until the time is appropriate for more intensive development."

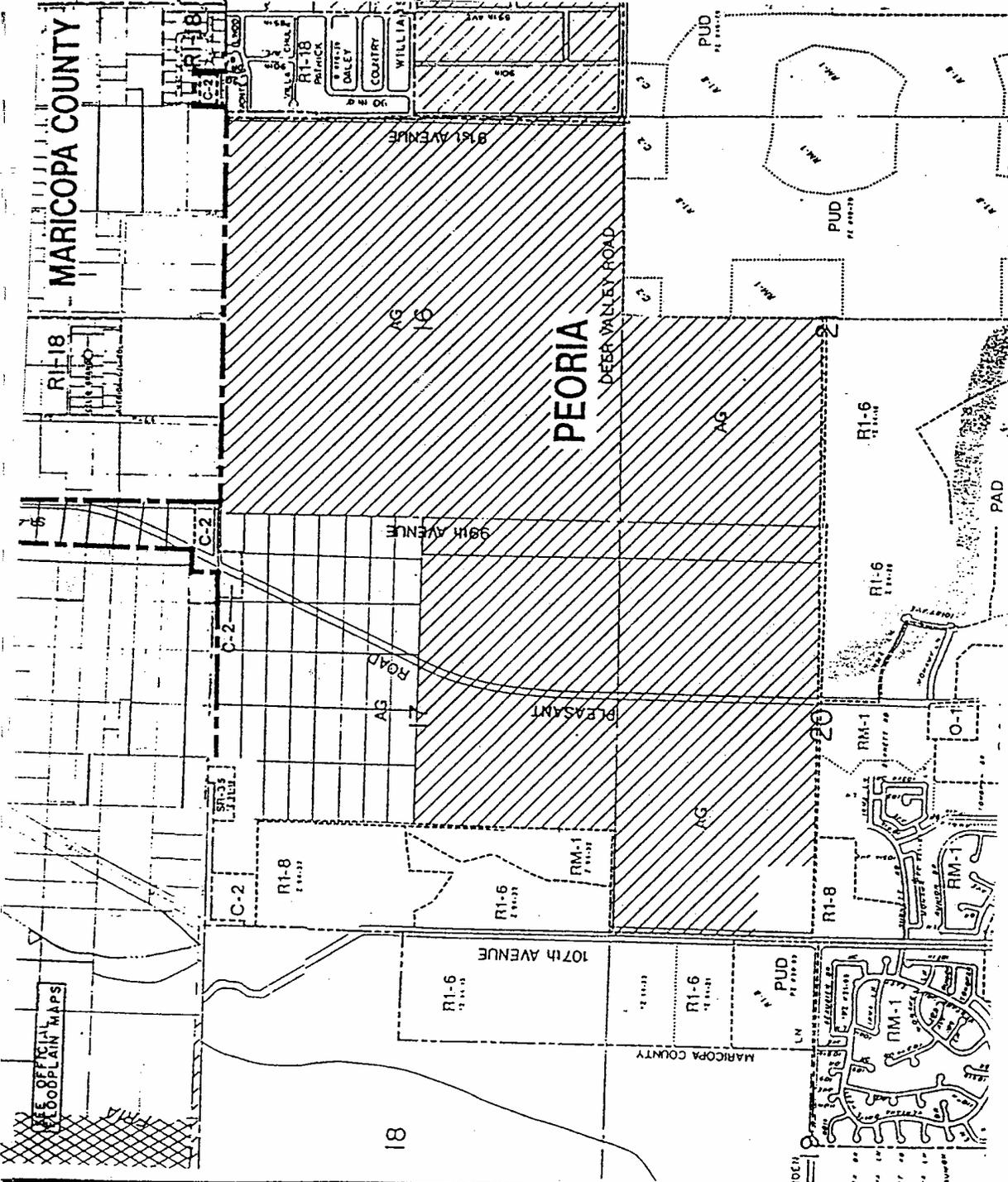
E. SITE DEVELOPMENT CONSTRAINTS/OPPORTUNITIES

The subject parcel possesses very few constraints to urban development when compared to the site's many opportunities. One such constrain, archaeological sites, have been examined and documented by Archaeological Consulting Services. Site mitigation must be accomplished by an archeologist with a permit from the Arizona State Museum prior to any disposition.

Another major constraint is the availability of an assured water supply from the City of Peoria. The City is currently working to obtain an assured water supply for all areas of the city.

A final constraint that was documented by ASLD staff on-site surveys is the potential environmental hazard at Section 16. An aging stock tank from previous grazing activities has become a repository for several unmarked 55-gallon drums. Any environmental impact from these drums must be assessed by the State Land Department and the Department of Environmental Quality and/or mitigated prior to any disposition.

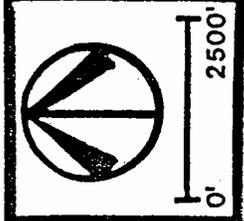
Development opportunities for the Camino á Lago project include a mild-site topography, a manageable drainage pattern within no documented on-site flood plains, excellent views to the west and north, and excellent vehicular access via the existing 99th Avenue/Lake Pleasant Road and Pinnacle Peak Road. This access will be improved to an even greater degree when the realignment of the Lake Pleasant Parkway is constructed.



MAP 5

CURRENT AREA ZONING

Source: Landiscor, 1995
City of Peoria, 1996



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SEE OFFICIAL FLOODPLAIN MAPS

Two other related opportunities that deserve mention are the close proximity of the site to existing high-quality single-family residential development and water/sewer services to these existing developments. These nearby utilities will lessen the cost of utility extensions when the property is developed.

F. DEVELOPMENT TRENDS

The development trends in the area surrounding the subject site have been predominately geared towards master planned communities with a mixture of various densities of residential and commercial land uses. There are three master planned communities to the south of and within one-half mile of the Camino á Lago project: Sun City (Del Webb); Westbrook Village (UDC Homes); and the newest of the three, Ventana Lakes (Lennar Homes). This master planned community trend can be expected to continue given the great success that these communities have experienced.

The same trend is also impacting large tracts of land north of the subject site in the immediate proximity to Lake Pleasant. Two large master planned developments now or soon will be going through the rezoning process seeking entitlements as a prelude to development. In addition to an improving housing market, the Lake Pleasant Regional Recreation Area is proving to be a major catalyst for these projects. IN fact, the expansion of Lake Pleasant will cause the entire undeveloped area north of Beardsley Road, including the Camino á Lago parcel, to develop more quickly as recreational opportunities at the lake expand.

In addition, there are lower-density residential developments occurring both immediately north and east of the project site. These low-density residential developments are larger lot products with semi-custom homes, with only one established commercial use in the area, which is the previously mentioned Campbell's Mercantile at the northeast corner of 91st Avenue and Pinnacle Peak Road.

One other catalyst to growth will be the eventual completion of the northwestern leg of the Agua Fria Freeway, now scheduled for completion to Interstate 17 in 1998. In fact, this transportation facility has caused intensive growth at the intersection of Bell Road and the Agua Fria Freeway, such as the newly-opened Arrowhead Regional Mall and the Target Power Center.

G. PEORIA GENERAL PLAN

The Peoria General Plan (CMP) indicates this area as low density residential at 1.5 to 4.0 dwelling units per acre. Residential densities may vary within the Camino á Lago project area provided the overall density is less than 4.0 units per acre.

The Peoria CMP also allows for neighborhood commercial uses within the Low Density Residential designation provided the commercial area is at the intersection of two arterial streets and meets other criteria established within the CMP. A major commercial center, which is included in the Camino á Lago at the intersection of Lake Pleasant Parkway and Deer Valley Road, requires an amendment to the CMP.

Finally, the Camino á Lago Specific Plan conforms to the City's Transportation and Community Facilities Elements of the CMP.

III. COMMUNITY GOALS RELATIONSHIP

The Camino á Lago Specific Plan will implement the various goals of the City of Peoria General Plan. These Planning goals from the General Plan and their relationship to the Camino á Lago Specific Plan are discussed below. Adoption of the Specific Plan by the City of Peoria will serve to implement these goals.

GOAL A: Create and maintain a high level of environmental quality consistent with a healthy, safe and enjoyable living environment in Peoria.

The Camino á Lago Specific Plan seeks to satisfy this goal in that the Plan contains general provisions ensuring a safe and healthy living and working environment for future plan area residents. A balance of land uses, property sized utilities, including streets, and general urban design considerations all serve to satisfy this goal.

GOAL B: Carefully manage and control development to achieve orderly and efficient growth.

The timing of planning and development of this 1,352 acre Trust land parcel is in sync with the planning and development of other privately held properties in the immediate area. This timing will allow the city of Peoria to ensure that growth in this area will be both orderly and efficient, with the end result being quality, market responsive and sensible development.

GOAL C: Encourage the development of sound and stable residential neighborhoods.

The Camino á Lago Use Plan has been crafted to promote high quality residential environments at varying densities that will be convenient to commercial, school and open space uses. The unique design of the project's circulation system and the size of the residential parcels ensure cohesive and functioning neighborhoods which will be adequately buffered from the commercial core planned for the intersection of Lake Pleasant Parkway and Deer Valley Road.

GOAL D: Promote and maintain balanced commercial activity that is economically viable and responsive to the needs of the community.

The planned commercial core at Lake Pleasant Parkway and Deer Valley Road seeks to provide future residents with a

concentration of commercial activities. This concentration will enhance shopping opportunities as well as promoting safe and energy efficient travel patterns.

GOAL E: Industrial Development (no applicable).

GOAL F: Provide a safe, convenient and efficient system of transporting both people and goods to, from, and throughout the City.

The planned circulation system for Camino á Lago contains a variety of street types, ranging from Lake Pleasant Parkway to local residential streets, which will promote safe and efficient travel patterns in this quickly growing area of the City. The circulation system is designed to be compatible with the proposed densities, both within and surrounding project area.

GOAL G: Plan, program and provide a functional, efficient, and cost effective system of services to serve the City's expanding population.

The preliminary utilities plans and phasing plan contained in the Camino á Lago Specific Plan seek to provide for both adequately sized and properly timed construction of the utilities to serve this area. Further work with the City to get these utilities constructed will be required prior to any rezoning approvals granted by the City.

GOAL H: Increase the employment base in Peoria.

GOAL I: Capture a large proportionate share of retail expenditures within the Phoenix metropolitan area.

GOAL J: Increase City revenues.

The Camino á Lago Specific Plan promotes a concentration of commercial activities at the future intersection of Lake Pleasant Parkway and Deer Valley Road. This approximately 87 acre commercial core will support both local and sub-regional shopping needs and will generate additional sales tax revenues for the City. This commercial core will also provide commercial opportunities for future residents.

IV. SPECIFIC PLAN

A. LAND USE ELEMENT

1. Proposed Land Uses

The land use planning for the subject parcel have taken all site factors into consideration. The land use element, including the land use plan, is intended to provide generalized guidelines for the proposed land uses, taking into account the property's unique character and location. The planned land use mix will create an attractive and functional development comprised of a variety of residential densities, and sub-regional commercial uses.

The Land Use plan identifies the type, location and development intensity for the Camino á Lago planning area and provides appropriate transitions between new development and project's immediate periphery (see Map 6).

2. Land Use Classifications

This section of the Camino á Lago Specific Plan identifies the type and location of those land uses deemed appropriate for the plan area. The proposed land use categories take into account the physical features of the site, as well as existing adjacent land uses (see Map 7 and Table 1). In addition, the selected land uses and their locations were further solidified through discussions with the City's Planning, Engineering, and Parks staff, the Peoria Unified School District, and interested residents east and north of the project site.

a. Single Family Residential (SFR)

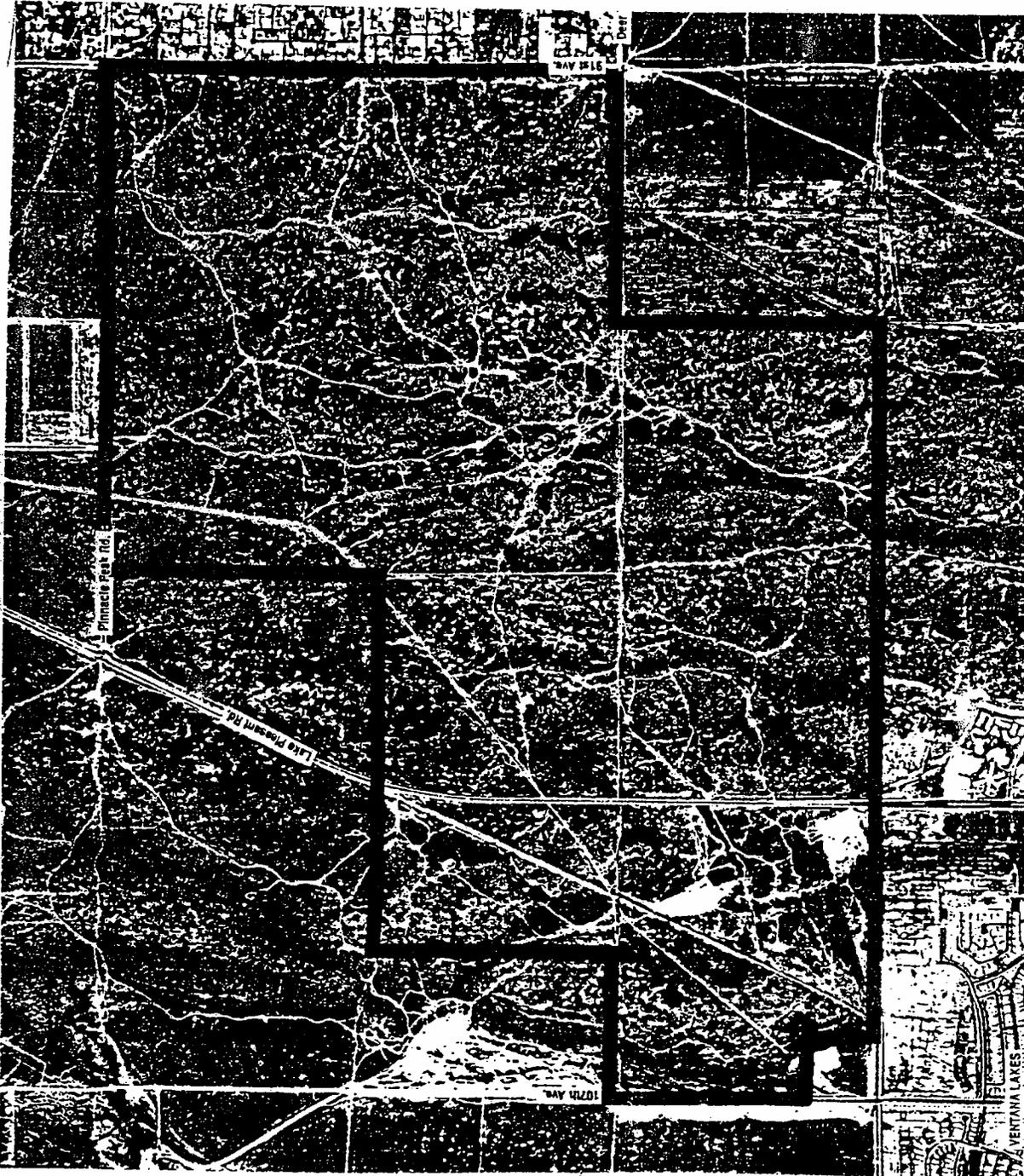
Single Family Residential denotes areas where residential densities of 1.1-5.3 dwelling units per acres are desirable. Lower density residential areas with a density range of 1.1-1.9 dwelling units per acre are located on the northern and eastern portions of the project area to serve as smooth transitions for existing residential developments north of Pinnacle Peak Road and east of 91st Avenue.

MAP 6

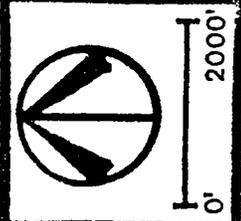
AERIAL PHOTOGRAPH

Photo Date: February, 1995

Source: Landiscor



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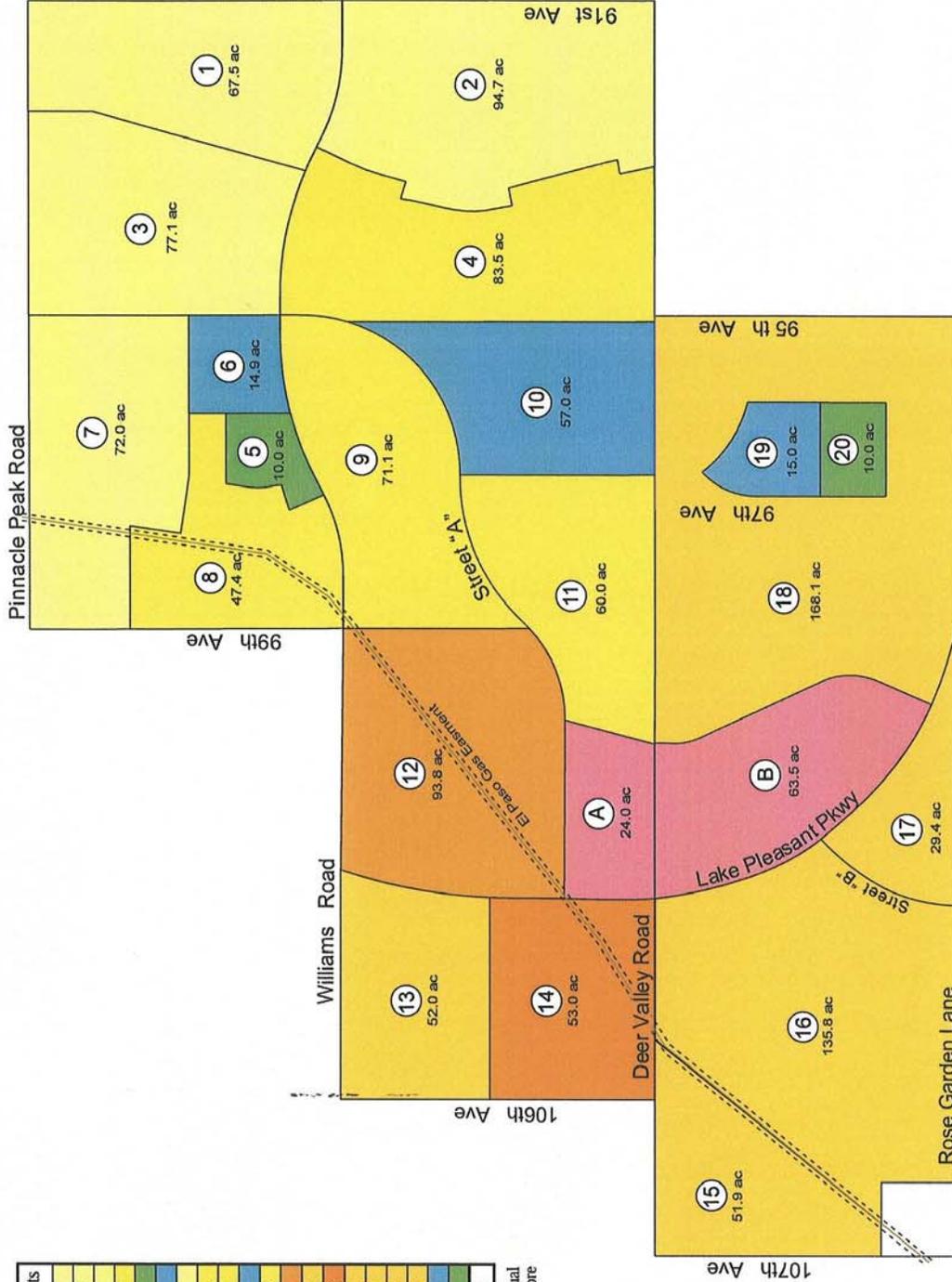


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Parcel	Acres	Use	Density	# Units
1	67.5	ELR	1.1	74
2	94.7	ELR	1.1	104
3	77.1	ELR	1.1	85
4	83.5	LMR	2.72	227
5	10.0	Park	---	---
6	14.9	School	---	---
7	72.0	ELR	1.1	79
8	47.4	LMR	2.62	124
9	71.1	LMR	3.59	255
10	57.0	School	---	---
11	60.0	LMR	3.49	209
12	93.8	LHR	3.75	351
13	52.0	SFR	4.30	223
14	53.0	SFR	5.30	278
15	51.9	SFR	4.30	223
16	135.8	SFR	4.30	584
17	29.4	SFR	4.30	127
18	168.1	SFR	4.30	722
19	15.0	School	---	---
20	10.0	Park	---	---
TOTAL	1,264.2	---	---	3,665

*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	313,632
B	63.5	COMM	829,818
TOTAL	87.5	---	1,143,450



ARIZONA STATE LAND DEPARTMENT DEVELOPMENT PLAN

camino à lago MINOR PLAN AMENDMENT peoria, arizona

11/02/07



**SPECIFIC PLAN
TABLE 1
LAND USE PROGRAM**

Parcel	Acres	Use	Density	Units*
1	67.5	ELR	1.1	74
2	94.7	ELR	1.1	104
3	77.1	ELR	1.1	85
4	83.5	LMR	2.72	227
5	10.0	Park	---	---
6	14.9	School	---	---
7	72.0	ELR	1.1	79
8	47.4	LMR	2.62	124
9	71.1	LMR	3.59	255
10	57.0	School	---	---
11	60.0	LMR	3.49	209
12	93.8	LHR	3.75	351
13	52.0	SFR	4.3	223
14	53.0	SFR	5.3	278
15	51.9	SFR	4.3	223
16	135.8	SFR	4.3	584
17	29.4	SFR	4.3	127
18	168.1	SFR	4.3	722
19	15.0	School	---	---
20	10.0	Park	---	---
TOTAL:	1,264.2	---	---	3,665

COMMERCIAL PARCELS

Parcel	Acres	Use	Sq. Footage
A	24.0	COMM	313,632
B	63.5	COMM	829,818
TOTAL:	87.5		1,143,450

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

**SPECIFIC PLAN
TABLE 1
LAND USE PROGRAM
(Continued)**

PROJECT TOTAL ACREAGE	1,351.8 acres	*Overall Density: 3.2 DU/AC
----------------------------------	---------------	--

* Based on 1,214.3 acres

The Specific Plan also indicates parcels where higher density housing is appropriate, utilizing either conventional or cluster housing design techniques. These residential densities range from 4.0 - 5.3 dwelling units per acre.

These areas provide the project site with residential opportunities that are more appropriate near the major arterial's and planned commercial areas located at the intersection of Lake Pleasant Parkway and Deer Valley Road.

b. Commercial

The Land Use Plan contains 3 separate parcels for commercial development opportunities totaling approximately 87.5 acres. The three large commercial parcels are proposed, as part of the commercial core designation, for the northeast, southeast, and southwest corners of the Lake Pleasant Parkway and Deer Valley Road intersection. These commercial parcels will serve not only the project site, but are large enough to also serve the sub-regional commercial needs.

c. Schools

The proposed land use plan contains two 15-acre school sites at locations arrived at through discussions with representatives of the Peoria Unified School District. These locations compliment elementary schools that are already planned in this quickly growing area of the City, and will be interconnected by a series of bike lanes and bike paths planned for the project area.

d. Parks

Because neighborhood parks are an important amenity for any residential development, two park sites of 10 acres each are located in a manner to serve both recreational and drainage retention needs. These two park sites are located in the interior of the property adjacent to the two proposed school sites, thus increasing the utility of each park site.

3. LAND USE INTENSITY

The proposed land use intensity for the Camino á Lago plan area exclusive of the commercial core, identifies the anticipated development permitted on the subject property.

These intensities include a maximum of 3,855 Single Family Residential dwelling units which will result in an overall residential density of 3.2 dwelling units per acre.

The City's recently approved Parks, Recreation and Open Space Master Plan shows a proposed community park in the general vicinity of Pinnacle Peak Road and Lake Pleasant Parkway. since the City currently has no plans to purchase land for such a facility, this specific plan does not reflect any portion of this proposed park.

In addition, any portion of Parcel 7 that may ultimately be included in a community park facility would negate the need for the neighborhood park reflected as parcels on the proposed Specific Plan.

B. CIRCULATION ELEMENT

1. Introduction

The circulation element of the Camino á Lago Specific Plan describes the type, size and location of streets, bike paths and bike lanes that will serve the plan area. Design and ultimate construction of the various components of the circulation element will adhere to specifications consistent with the City of Peoria's design guidelines. Prior to the approval of any phase of development, a master street plan and traffic study should be completed by the end-user for review and approval by the City of Peoria.

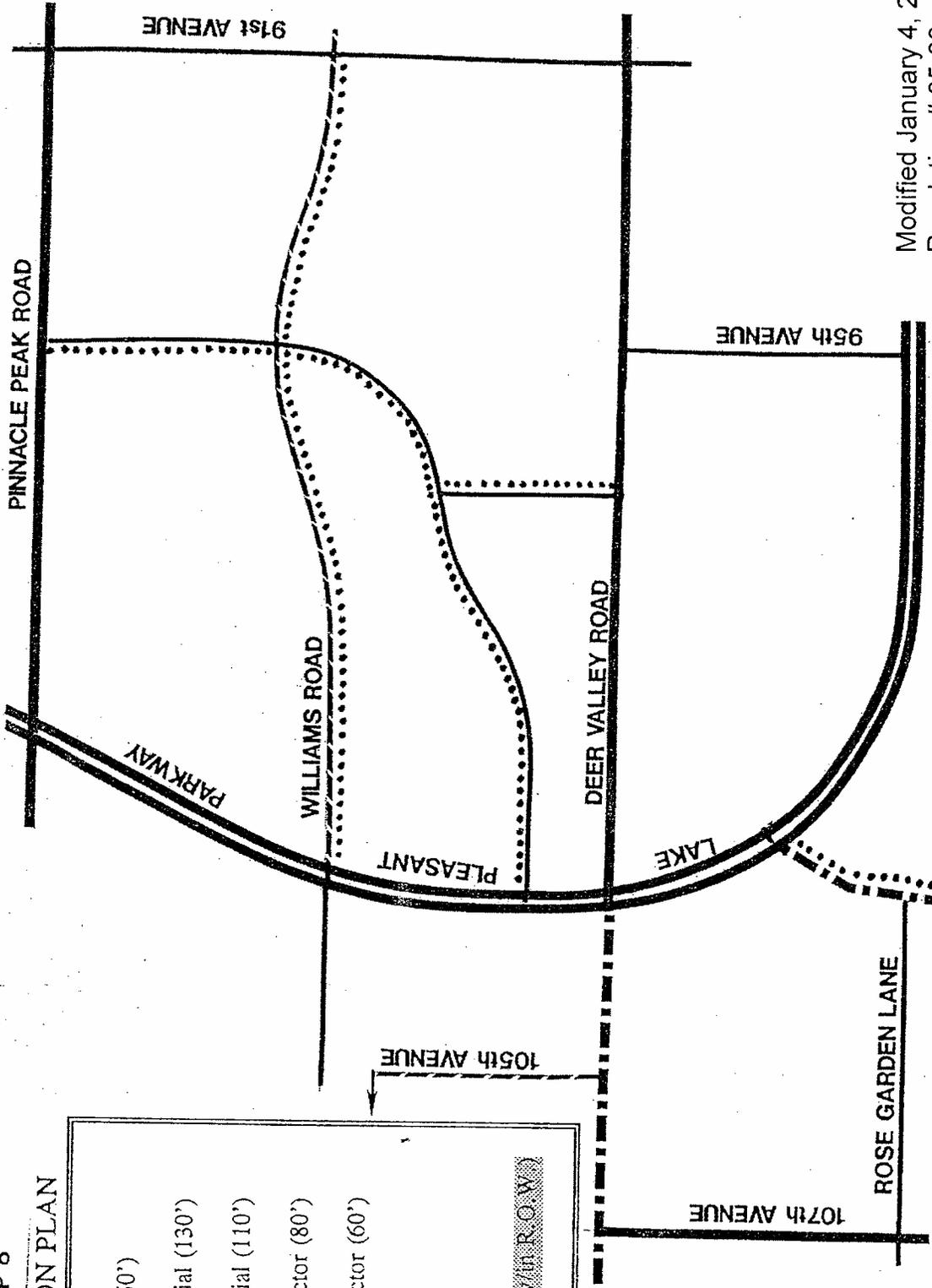
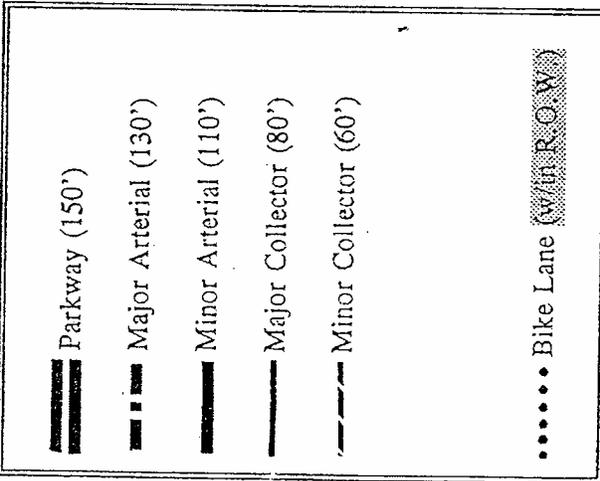
Planned circulation for the plan area includes an integrated system of public streets, an urban parkway and bike lanes (see Map 8). The proposed transportation network should provide for regional and sub-regional access to the planning area and efficient internal circulation between the plan's residential and commercial land uses.

2. Vehicular Circulation

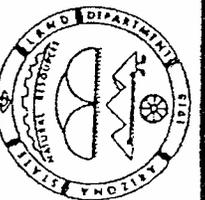
Traffic movements that will result from land uses both within and around the property of the plan area will be accommodated by a series of parkway, arterial and collector streets. The parkway and arterial streets will be designed to carry vehicular traffic to and from the Camino á Lago planning area, as well as to destinations outside the planning area. A series of collector and local streets will then provide vehicular movement and access between land uses within the boundaries of the planning area.

MAP 8

CIRCULATION PLAN

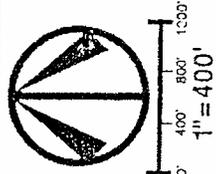


Modified January 4, 2005
Resolution # 05-09



ARIZONA STATE
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camino à lago
peoria, arizona



PRINCIPAL ARTERIAL/PARKWAY

lake Pleasant Parkway will serve as the main access between Peoria's main business/commercial district and Lake Pleasant and its expanding recreational opportunities. This parkway facility will also carry sub-regional traffic as a main north-south artery. There will be controlled access along this facility, with the plan area's many residential parcels to be served by major/minor arterials, collectors and local streets.

MAJOR ARTERIALS

The continuation of 99th Avenue from Rose Garden Land to the intersection with Lake Pleasant Parkway and Deer Valley Road from Lake Pleasant Parkway to 107th Avenue will be classified as major arterials per the City's transportation plan. This major arterial will serve both regional and sub-regional traffic.

MINOR ARTERIALS

The minor arterials serving the Camino á Lago Specific Plan will be 107th Avenue, Deer Valley Road (from Lake Pleasant Parkway to 91st Avenue) and Pinnacle Peak Road. These minor arterials will move large volumes of moderate speed traffic to areas of minor traffic generation. There would be controlled access for commercial uses located at the Lake Pleasant Parkway/Deer Valley Road intersection, while residential areas will be served by collector and local streets.

COLLECTORS

Major and primary collectors will enable neighborhood traffic to travel from local to school/park sites located within the project area and to arterial streets. These collectors, which are not intended for non-neighborhood through-traffic include:

- * 91st Avenue (80')
- * 95th Avenue (80')
- * 105th Avenue (60')
- * Rose Garden Lane (80')
- * Williams Road (80'/60')
- * Street 'A' and Street 'B' (80')

LOCAL STREETS

Local streets, meant to serve only neighborhood traffic, will be the design and construction responsibility of the property's ultimate end-user, again meeting Peoria's design specifications.

3. NON-VERBAL CIRCULATION

An integrated system of bicycle lanes are located in a manner that provides future local residents the opportunity to engage in non-vehicular travel. These bike lanes should be developed in a manner consistent with the City's design criteria.

With respect to location, there is an extensive system of class 2 bike lanes located along all interior collectors within the road right-of-way, which serve to connect school and park sites located within the planning area.

4. PUBLIC TRANSIT

Provision of public transportation is not anticipated in the near term. Should public transportation become available to serve the project site, it is recommended that Lake Pleasant Parkway and major collector roadway cross-sections be designed and constructed with bus pull-outs and other transit-related facilities.

C. PRELIMINARY PHASING PLAN

The following Preliminary Phasing Plan, which is shown on Map 9, represents a reasonable sequence of dispositions that could take place during the development of the 1,352 acre site. Actual disposition's and parcels included in each disposition package will be determined by the State Land Commissioner per ARS § 37-335. The issues addressed in this report are based on the General Plan and other City of Peoria information. Many of the issues such as drainage, sewer lines, water lines, and utilities, will require further negotiations, engineering, and studies.

MAP 9

PRELIMINARY PHASING PLAN

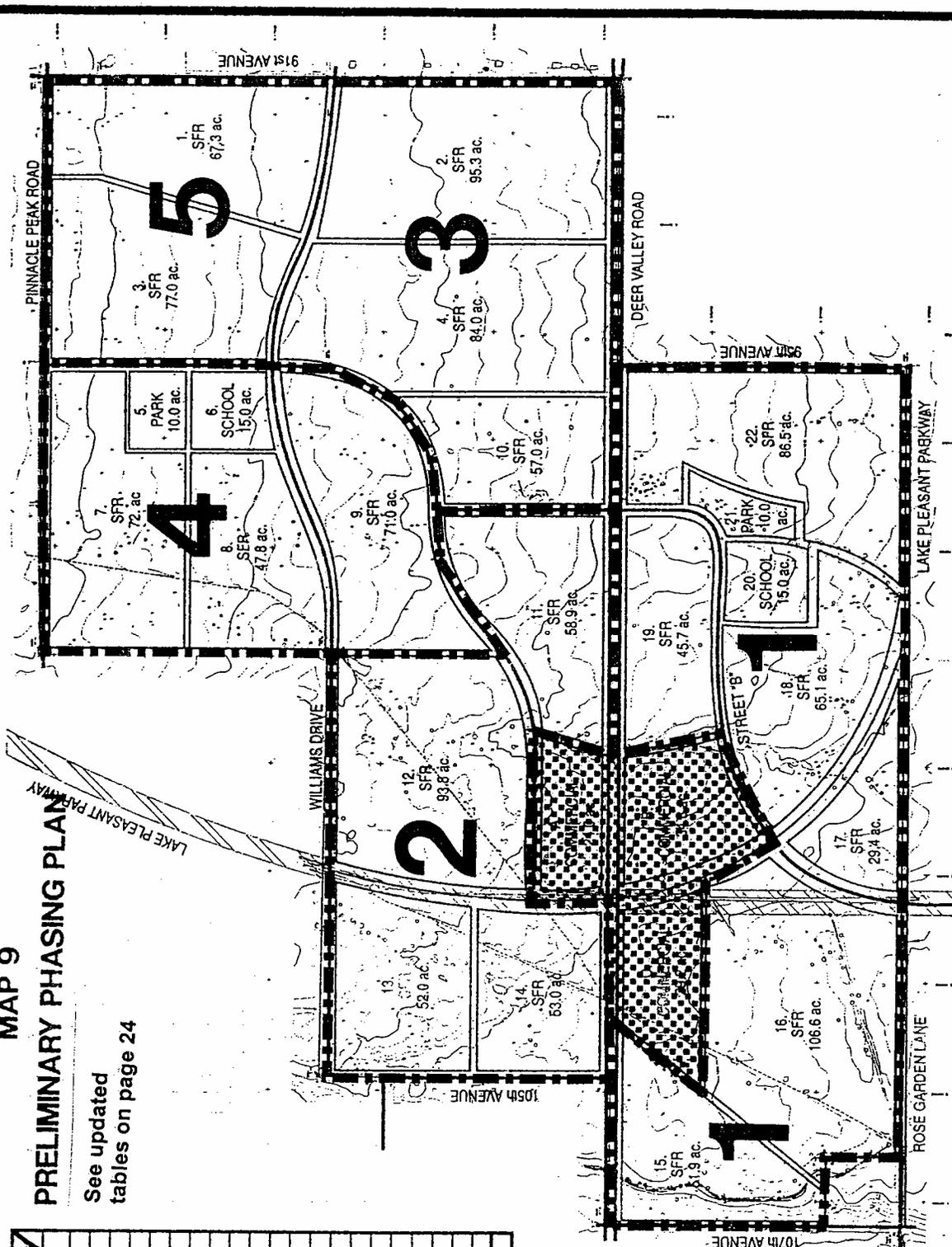
See updated tables on page 24

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	253
12	93.8	SFR	4.30	403
13	52.0	SFR	4.30	223
14	53.0	SFR	5.30	278
15	51.0	SFR	4.30	223
16	106.6	SFR	4.30	458
17	29.4	SFR	4.30	127
18	65.1	SFR	4.30	280
19	45.7	SFR	4.30	196
20	15.0	SCHOOL		
21	10.0	PARK		
22	86.5	SFR	4.30	372
TOTAL	1,264.3			3,855

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

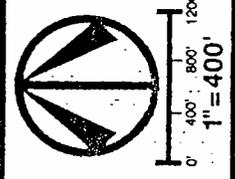
Parcel	Acres	Use	Sq. Footage
A	24.0	COMM	313,632
B	34.3	COMM	448,232
C	29.3	COMM	381,586
TOTAL	87.5		1,143,450

*Based on 1.214:1 acres



ARIZONA STATE LAND DEPARTMENT

camino à lago peoria, arizona



The 1,352 acre site is divided into five phases. These phases represent the order in which the site could be developed. Within a particular parcel, further phasing could also take place. Below is a summary of the Preliminary Phasing Plan; while street dedication and construction requirements are shown in Table 2.

<u>PHASE</u>	<u>PARCELS</u>
1	15, 16, 17, 18, 19, 20, 21, 22
2	11, 12, 13, 14
3	2, 4, 10
4	5, 6, 7, 8, 9
5	1, 3

It should be noted that all three commercial parcels encompassed by the commercial core designation will be retained for long term leasing by the State Land Department, and are not reflected in the Preliminary Phasing Plan. These long term leases will be publicly auctioned as market forces in the area dictate commercial development.

The roadway improvements, underground utilities and major drainage improvements are to be dedicated to the City of Peoria. If the City of Peoria has purchased part of any right of way prior to final rezoning, the parcel end-user will be responsible for dedication of all roadways and pertinent infrastructure not yet in place.

D. URBAN DESIGN ELEMENT

1. Introduction

The Urban Design Element explains the design expectations and guidelines for the land use mixture for the Camino á Lago project area. Site designs, site amenities, and architectural style will combine to create the environment. The definition and maintenance of a unique design environment requires consistent applications of landscape, building design, materials, colors, and signage.

Table 2
Preliminary Phasing Plan Roadway Dedication
and Construction Requirements

Phase 1:

Deer Valley Road - 95th Avenue to 107th Avenue (1/2 street).
95th Avenue - Deer Valley Road to Lake Pleasant Parkway (1/2 street).

Lake Pleasant Parkway - 95th Avenue to Deer Valley Road (1/2 street/full street).

Rose Garden Lane - 99th Avenue to property line (1/2 street).

107th Avenue - Property line to Deer Valley Road (1/2 street).

Street B - Deer Valley Road to Lake Pleasant Parkway (full street).

Phase 2:

Deer Valley Road - Street B to 105th Avenue (1/2 street).

Street B - Deer Valley Road to Street A (1/2 street).

Street A - Street B to Lake Pleasant Parkway (1/2 street/full street).

Lake Pleasant Parkway - Deer Valley Road to Williams Drive (full street).

Williams Drive - Phase 2 Boundary to 105th Avenue (1/2 street).

105th Avenue - Deer Valley Road to Robin Lane (1/2 street).

Phase 3:

Deer Valley Road - 91st Avenue to Street B (1/2 street).

91st Avenue - Deer Valley Road to Williams Drive (1/2 street).

Street B - Deer Valley Road to Street A (1/2 street).

Street A - Street B to Williams Drive (1/2 street).

Williams Drive - 91st Avenue to Street A (1/2 street).

Phase 4:

Pinnacle Peak Road - Street A to property line (1/2 street).

Street A - Pinnacle Peak Road to phase line (1/2 street).

Williams Drive - Street A to phase line (1/2 street).

Phase 5:

Pinnacle Peak Road - 91st Avenue to Street A (1/2 street).

91st Avenue - Williams Drive to Pinnacle Peak Road (1/2 street).

Williams Drive - 91st Avenue to Street A (1/2 street).

Street A - Williams Drive to Pinnacle Peak Road (1/2 street).

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

2. Landscape Guidelines

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

Streetscape

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

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

- Use plant materials of appropriate species, size and spacing so that the visual intent of the material, such as defining an edge or emphasizing an entrance, is perceivable upon installation.
- Use materials to minimize the requirement for irrigation, and, when possible, native plants should be selected. Non-native plant selections should be appropriate for and compatible with the environment of the area.
- Provide setbacks from the right-of-way line in the plan area in accordance with the design standards. Where there is a bike path in conjunction with a significant street edge, there must be adequate setback to accommodate the trees, plant material, and bike path.

- Design retention areas, to the extent that is reasonable and feasible, which will enhance the landscape character of the area.
- Preserve existing, or provide new landscaping for any part of development not used for building or parking in order to enhance the landscape character of the area.
- Design landscape medians to reinforce the established street edge landscape. The use of landscape medians is a major identity component of the landscape theme.

Neighborhood Parks

Two park sites of approximately ten (10) acres each are to be located adjacent to two (2) planned schools. The design of these areas should provide an open space for a variety of both active and passive recreational activities. Within these areas there should also be bike lanes.

3. DESIGN GUIDELINES

The purpose of these guidelines is to provide and maintain quality in the various development projects within the plan area. The projects should maintain high quality standards as to the use of material, the relationship of buildings to the environment, and meeting the needs of the users. The availability of space, natural esthetics and the variety of land uses provide opportunity for creative and original design approaches within the context of the project's overall development.

Site Design

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

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

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

* All site designs should incorporate energy and water conservation measures and building orientation and landscaping plans should reflect these measures.

Building Design

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

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

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

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

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

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

- Desert hues and other earth tones including light brown, cream, and tan
- Off-white, light grey

- Colors appearing in natural stone utilized in buildings
- Reds and oranges appearing in brick utilized in buildings or in roof tiles.

Signage

Strengthen the identity of the planning area by appropriate signage, sculpture, repetitive graphic symbols and distinctive landscaping with hardscape features at entrances into the area and at key locations within.

Parking

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

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

Lighting

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

4. RESIDENTIAL GUIDELINES

Site Design

Each residential parcel may require its own identity; however, there is a need to maintain a sense of unity in these residential areas through consistent standards and organizational principles. Architectural motifs may vary but principles of basic site organization, parking location and screening, landscape standards and setbacks, exterior lighting, unit access and parcel access should be consistent within this land use category and with other residential and commercial development within the plan area.

Each medium density parcel should be bound by a continuous border of landscaped open space, broken only by access drives. These points of access should be kept to a minimum to avoid conflicts with pedestrian and bicycle movements.

Each project should have its own entry and identity, accomplished by offsetting and staggering buildings and by combining one-and-two-story building forms to separate massing.

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

Non-vehicular circulation within Residential-Medium and Low Density sites should be accommodated with a network of bike paths, bike lanes, and sidewalks. This non-vehicular transportation network should be developed internally, allowing for movement throughout the site, while providing linkage to the plan area's overall transportation network.

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

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

Building Design

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

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

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

Covered parking structures should be discouraged and replaced by enclosed garages reflecting the architecture and materials of the residential buildings. Parking structures should not be located immediately adjacent to public streets.

Signage

Signage should be limited to regulatory, directional and monument or wall-mounted project identification signs and shall conform to City of Peoria code.

Lighting

Lighting in residential medium density should be consistent with lighting principles outlined under "General Guidelines."

5. COMMERCIAL GUIDELINES

Commercial land use comprises approximately 7 percent of development in the plan area. However this land use category may provide a wide variety of development forms, parcel sizes and configurations. Commercial development should be compatible in quality and design with the residential component of the plan area.

The storefronts and entrances relate to both their immediate parking, and outdoor dining and seating should be encouraged where appropriate.

Parking should be discouraged in front of store entries to allow for more generous landscaping and greater visibility of the entrances. Sidewalks should link each parcel to facilitate pedestrian movement and reinforce the idea of unity within the planning area.

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

Building Design

Commercial building materials and colors should remain consistent with those referenced herein under "general Guidelines."

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

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

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

Consistent building heights contribute to the definition of an identifiable district and should not exceed the cornice line of neighboring buildings with pitched roofs.

Lighting

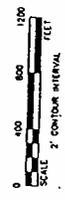
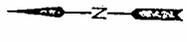
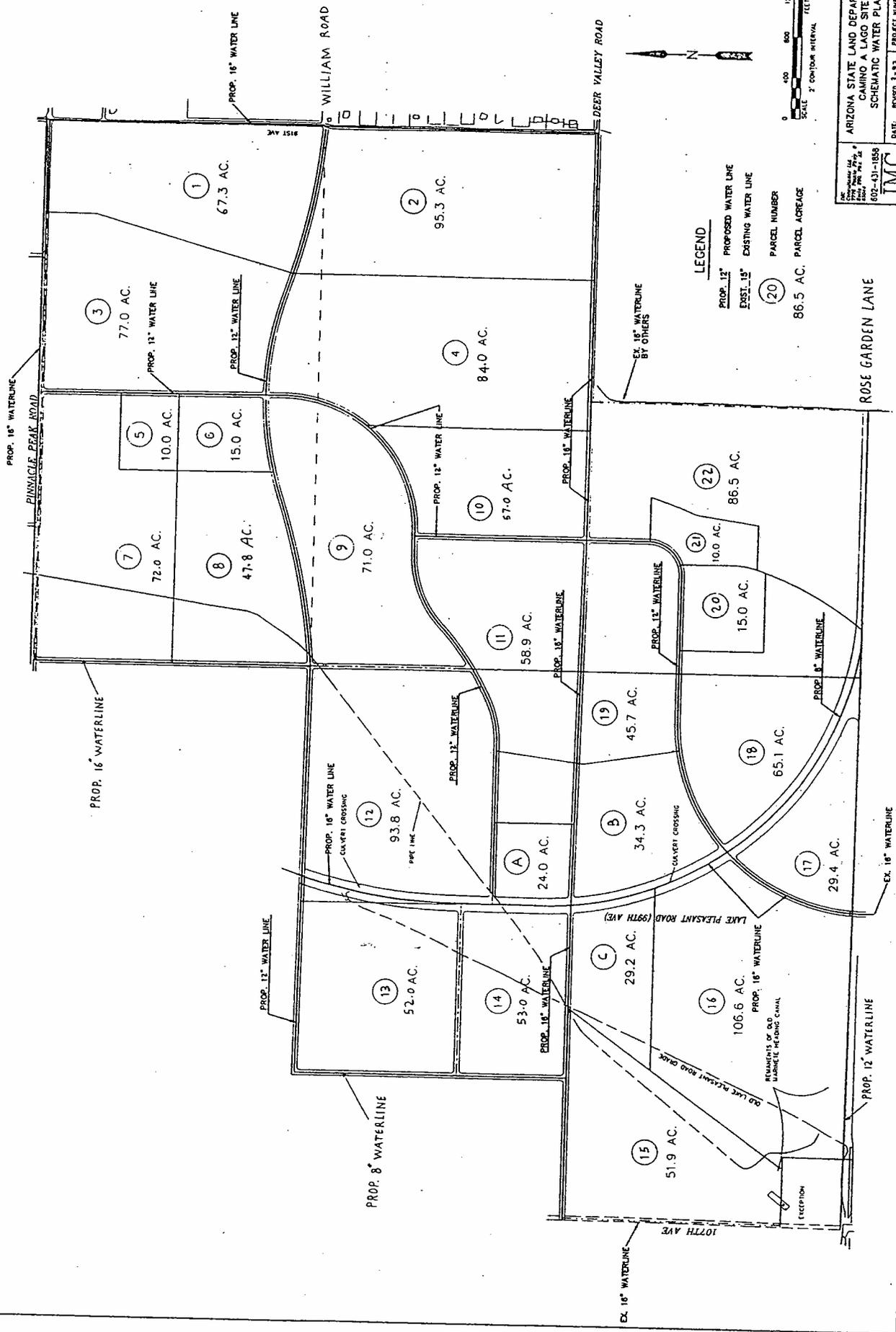
Parking lot light standards should be uniform throughout the plan area. The standards should be as short as economically practical within the retail parcels.

Lighting should be integrated into the landscape design of the parking area. Lighting should match the scale of adjacent buildings and not cause an adverse impact on adjacent properties. Special consideration for lighting is necessary when adjacent to residential properties.

APPENDIX UTILITIES PLANS

- A. CONCEPTUAL WATER PLAN
- B. CONCEPTUAL WASTEWATER PLAN
- C. CONCEPTUAL DRAINAGE PLAN
- D. CONCEPTUAL CIRCULATION SYSTEM

MAP A: CONCEPTUAL WATER PLAN



LEGEND

- PROP. 12" PROPOSED WATER LINE
- EXIST. 16" EXISTING WATER LINE
- (20) PARCEL NUMBER
- 86.5 AC. PARCEL ACREAGE

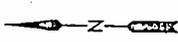
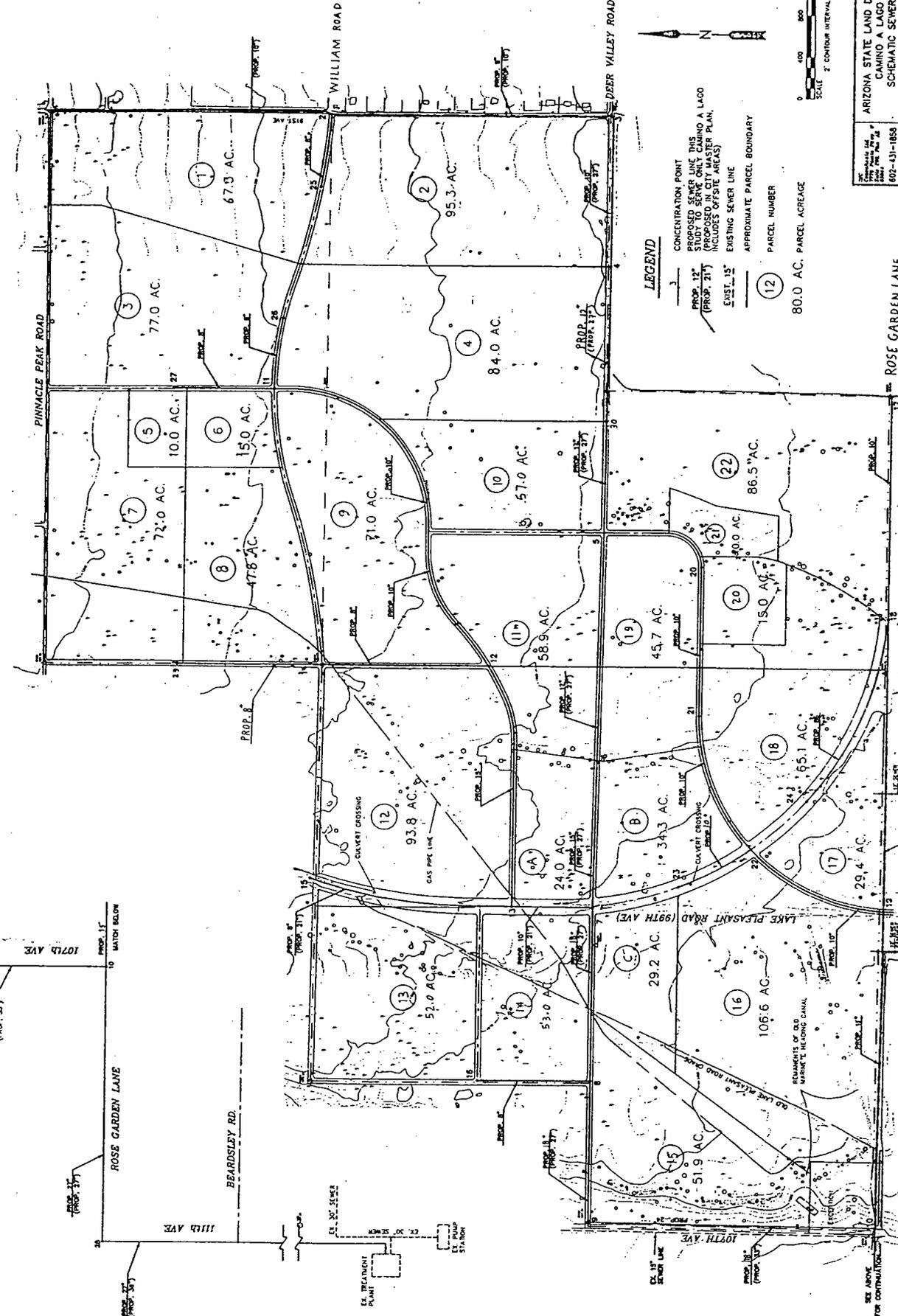
ARIZONA STATE LAND DEPARTMENT
CAMINO A LAGO SITE
SCHEMATIC WATER PLAN

DATE: REVISION 11-22
DRAWN BY: J. L. GAY
CHECKED BY: J. L. GAY
PROJECT NUMBER: 110203-4
PAGE: 4

IMC
602-431-1859
CONSULTING ENGINEERS

ROSE GARDEN LANE

MAP B: CONCEPTUAL WASTEWATER PLAN



LEGEND

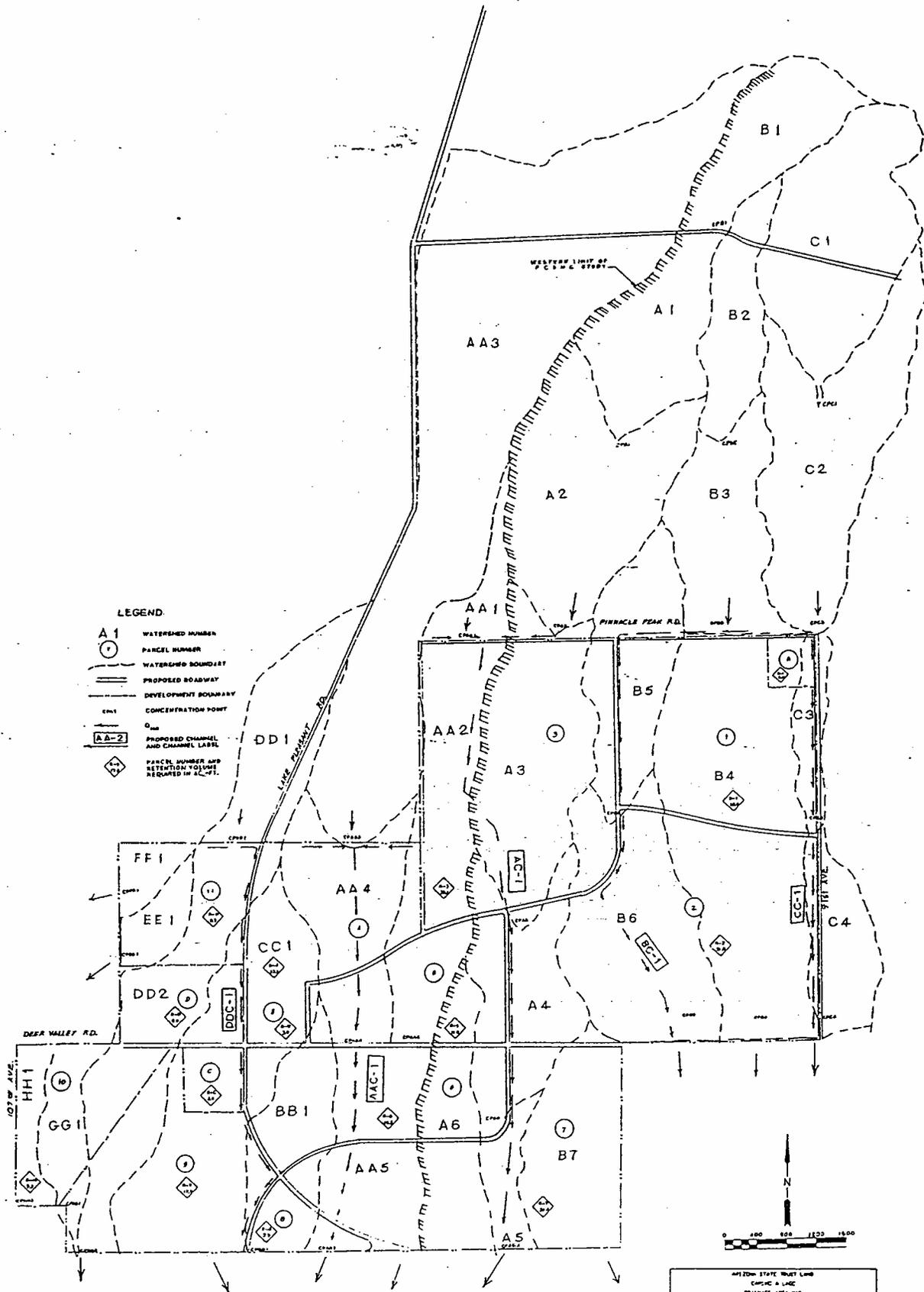
- CONCENTRATION POINT
- PROPOSED SEWER ONLY SERVING A LAGO (PROP. 21) (INCLUDES OFFSITE AREAS)
- EXISTING SEWER LINE
- APPROXIMATE PARCEL BOUNDARY
- PARCEL NUMBER

80.0 AC. PARCEL ACREAGE

ARIZONA STATE LAND DEPARTMENT	
CAMPING A LAGO SITE	
SCHEMATIC SEWER PLAN	
DATE: REVISED 1-22	PROJECT NUMBER: 110304-4
DRAWN: CAL	PROJECT: 3
CHECKED: MPT	
602-431-1859	

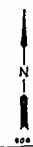
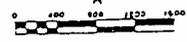
SEE ADJACENT SHEETS FOR CONTINUATION

MAP C: CONCEPTUAL DRAINAGE PLAN



LEGEND

- A 1 WATERSHED NUMBER
- (1) PARCEL NUMBER
- WATERSHED BOUNDARY
- == PROPOSED ROADWAY
- - - - - DEVELOPMENT BOUNDARY
- CP#1 CONCENTRATION POINT
- AA-2 PROPOSED CHANNEL AND CHANNEL LABEL
- ◇ PARCEL NUMBER AND RETENTION VOLUME REQUIRED IN AC-21.



ARIZONA STATE WRESTLING
 CHAMPIONSHIP
 BRASSER LANCE MAP
 FIGURE 1

MAP D: CONCEPTUAL CIRCULATION SYSTEM

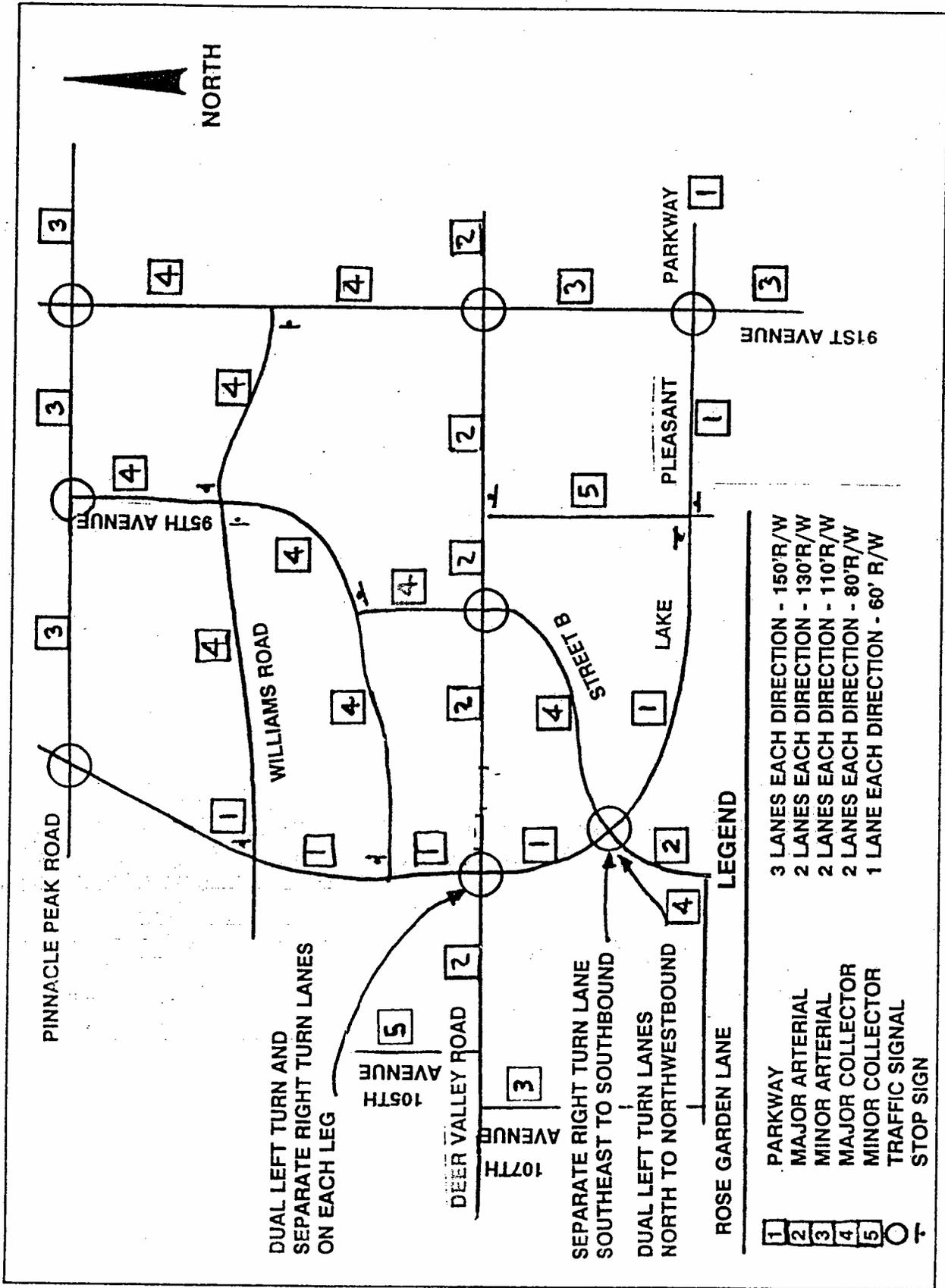


FIGURE 6 RECOMMENDED STUDY AREA CIRCULATION SYSTEM