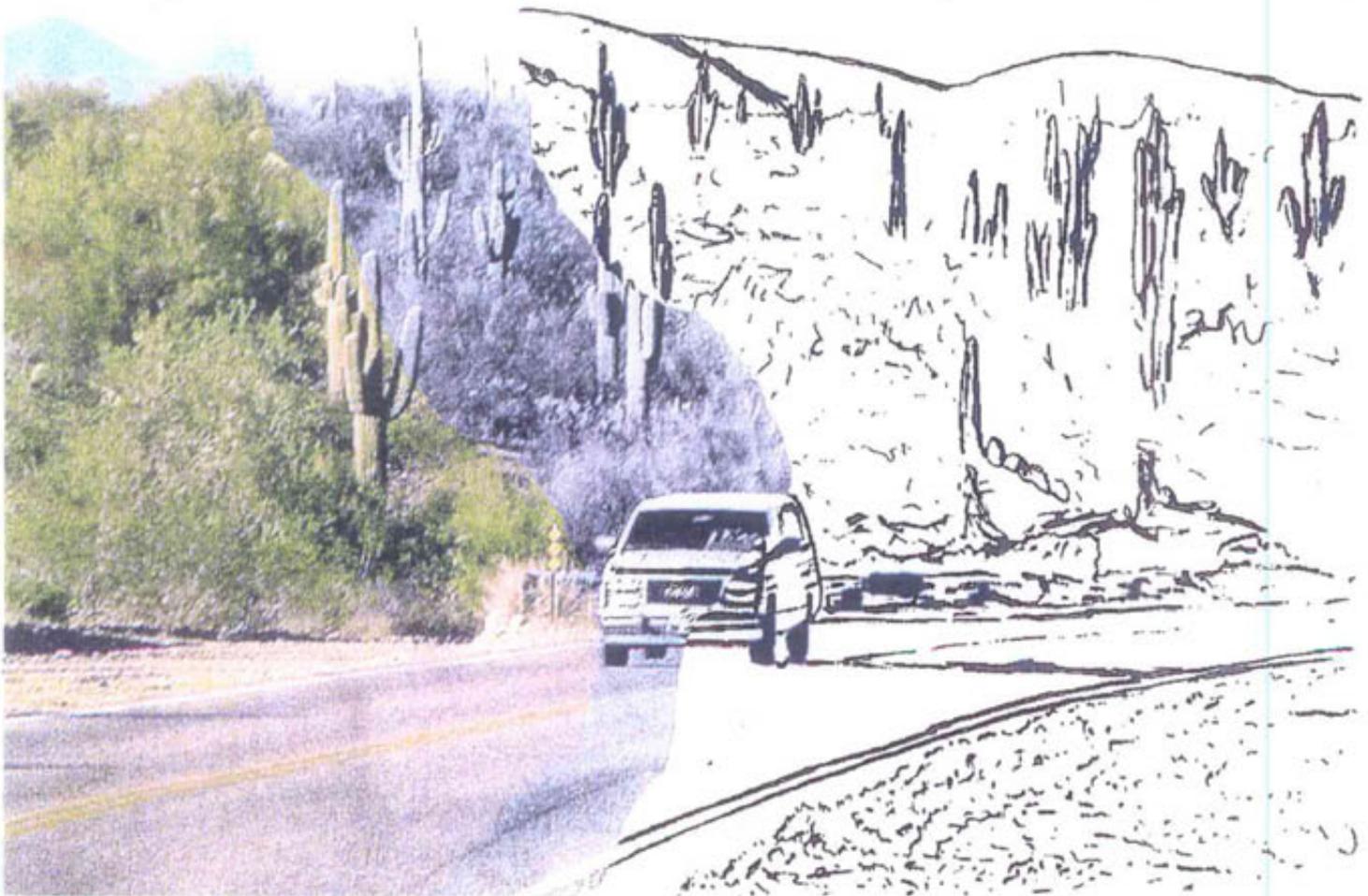

THE LAKE PLEASANT PARKWAY CORRIDOR SPECIFIC AREA PLAN



PREPARED BY: THE CITY OF PEORIA COMMUNITY DEVELOPMENT DEPARTMENT,
PLANNING DIVISION

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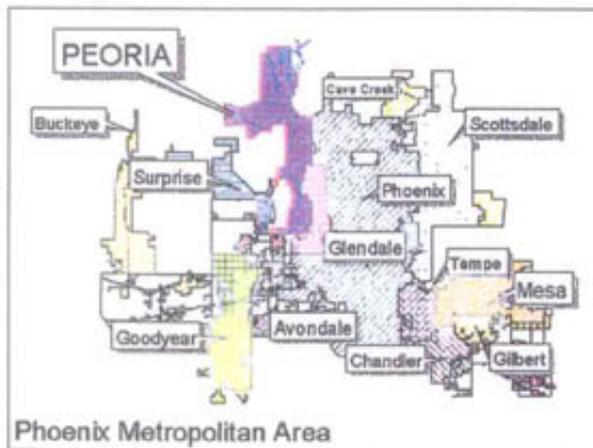
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PREFACE

Introduction

For the past 15 years the City of Peoria has been one of the most rapidly growing suburban communities in the Phoenix metropolitan area. This rapid growth rate is illustrated by the increase in population during this period.



The City has more than tripled in size between the period of 1980 and 1990 growing from 12,171 people to 50,618 people. Today, in 1999, the city's population is estimated at over 101,000 people. Following the next decennial census, scheduled in the year 2000, the city's population is projected at over 105,000. ¹(source: U.S. Census Bureau, Maricopa Association of Governments and the City of Peoria, Community Development Department)



Single-Family Development

In 1998, the City of Peoria experienced a record growth rate in construction, issuing over 4,700 permits which accounted for nearly half a billion dollars in total valuation. ²(source: City of Peoria, Community Development Department)



Non-Residential Development

PREFACE

This increased level of growth is not unique to the City of Peoria, but is indicative of the growth experienced by the whole metropolitan area benefiting from a robust economy. This growth has helped in providing many of the benefits offered in Peoria today including, increased city services and a strong family-oriented community providing safe neighborhoods.



Multi-Family Development

However, unplanned growth can have far-reaching and long-lasting effects on a

city, putting a strain on the City's physical and financial resources.

In that regard, the City Council has aggressively pursued a more thoughtful and innovative approach to growth in Peoria by adopting and implementing numerous ordinances that improve the quality of life for Peoria citizens. Helping to further this goal, the City has adopted the Design Review Manual, the Rivers and Trails Master Plans and the Desert Lands Conservation Master Plan, in the past 3 years alone. In addition, the Council has directed staff to prepare an area plan for the North Peoria/Lake Pleasant area and recently awarded a contract to complete a comprehensive update of the city's General Plan.

The Council has also directed staff to prepare a land use plan for Lake Pleasant Parkway Corridor.

PURPOSE AND INTENT

Lake Pleasant Parkway Corridor

The Lake Pleasant Parkway Corridor is a corridor containing roadways of local and regional significance in north Peoria. Roadways within the Corridor are listed as follows: the portion of Lake Pleasant Parkway running from Rose Garden Lane to Carefree Highway; the portion of Carefree Highway running from the eastern City Limits to Lake Pleasant Parkway and the portion of State Route 74 running from Lake Pleasant Parkway to the western City Limits. The length of roadways within the corridor is approximately 25 miles.

The area through which the Lake Pleasant Parkway Corridor traverses is a region that has been recognized for its unique natural desert environment, recreational amenities, and as the area of future economic expansion for Peoria. For this reason, the Parkway Corridor presents Peoria with the distinct opportunity to distinguish itself from other Phoenix metropolitan communities by utilizing the Parkway Corridor as a gateway to Peoria's unique natural setting.

This opportunity can best be realized by preserving and enhancing the unique natural qualities adjacent to the Parkway Corridor, while maximizing the opportunities presented due to the roadways' regional significance.

Through public involvement and an extensive research effort, it became apparent that the Parkway Corridor

should be planned differently than the other major arterials throughout the city. As a result, the *Lake Pleasant Parkway Corridor Specific Area Plan* proposes new policies to guide development along the Parkway Corridor.

Purpose and Intent

Recognizing the value of the Parkway Corridor locally and regionally, it is the purpose of the *Lake Pleasant Parkway Corridor Specific Area Plan* to:

- Identify the significant resources in the area of the corridor,
- Identify current and future trends affecting the corridor and lastly,
- To provide planning policies and guidelines to best maximize the Parkway Corridor's environmental and economic potential.

It is intended, by providing this plan, to protect, preserve and enhance, to the maximum extent possible, the existing natural environmental qualities of the Corridor, while providing for economic development opportunities for residents both locally and regionally.

The *Plan* Definition

This *Plan* is presented as a Specific Area Plan, as defined by the Arizona Revised Statutes, adjacent to the roadways within the Lake Pleasant Parkway Corridor where the following has been determined:

PURPOSE AND INTENT

- Significant valuable natural, scenic, recreational, cultural and economic resources exist within the Lake Pleasant Parkway Corridor.
- The Parkway Corridor possesses significant intrinsic value
- The Parkway Corridor possesses value of local and regional significance
- Significant economic development opportunities for residents of northern Maricopa County and southern Yavapai County exist with the Parkway Corridor.

Based upon the above findings, the City of Peoria seeks to promote the preservation of the Corridor's existing natural characteristics and enhance its potential scenic and economic value.

The Specific Area Plan Boundary

The width of the *Lake Pleasant Parkway Corridor Specific Area Plan* is one half-mile (1/2) wide. More specifically, the boundary of the *Specific Area Plan* is defined as:

One fourth-mile (1/4) wide strip of land on either side of the centerline of those portions of Lake Pleasant Parkway, Carefree Highway and State Route 74 that are within the Lake Pleasant Parkway Corridor. A map illustrating the corridor boundary is shown in Figure 1.

Authority

As provided for in the *Arizona Revised Statutes* §9-461.08, this plan is a specific

area plan defined in the statutes as; "a *detailed element of the general plan*. The statute also states, that, "[t]he *planning agency may...prepare specific plans...as may in the judgment of the agency be required for the systematic execution of the general plan*." This is also referenced in the City of Peoria General Plan Volume II, page i, where the authority is given to adopt specific area plans.

Applicability

This plan is a policy document and is considered a complement to the General Plan by enhancing the Plan's Goals, Objectives and Policies while providing a more detailed analysis and recommendations for property within the *Specific Area Plan* boundary.

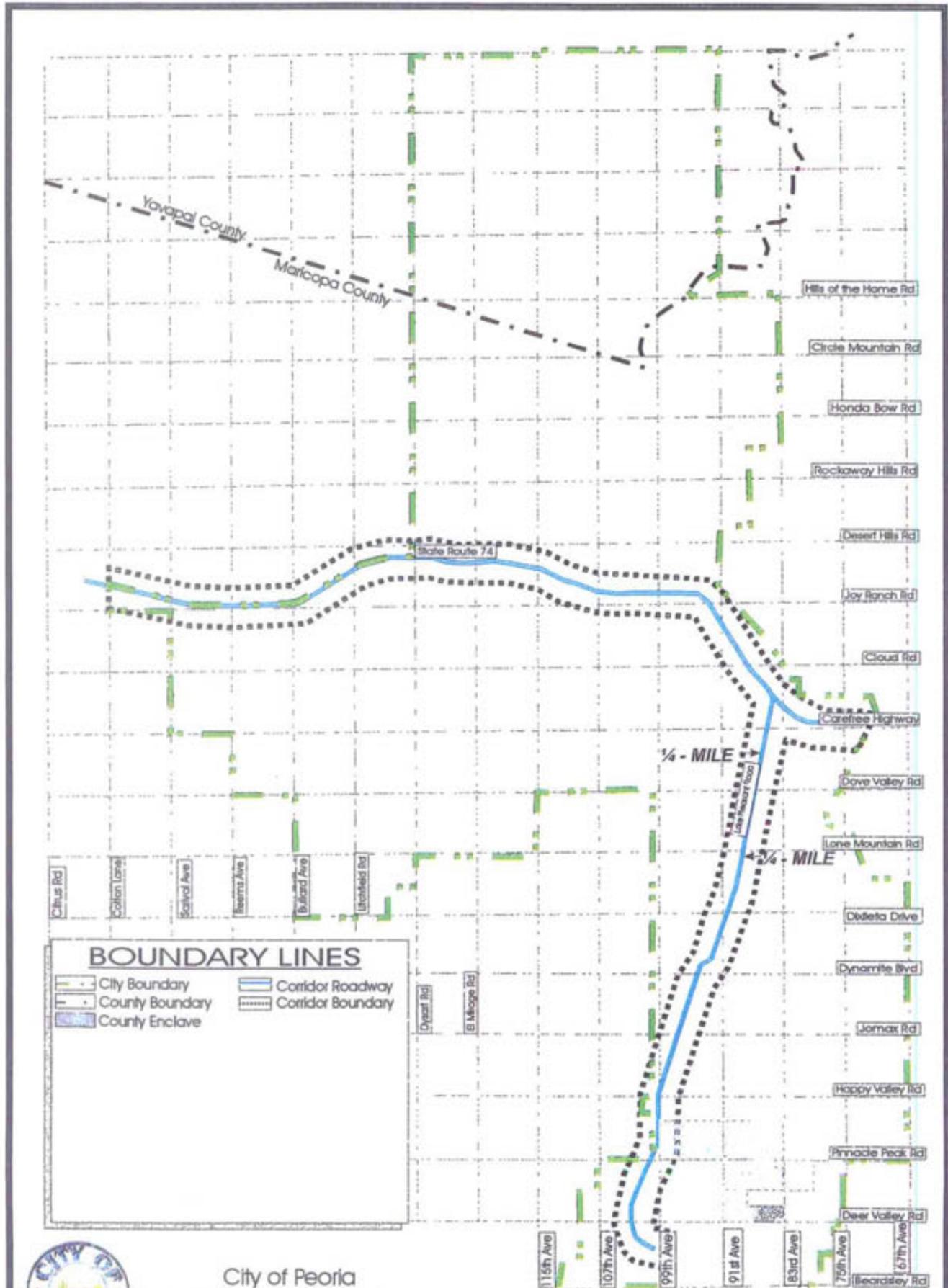
Pre-Existing Land Use Agreements

It is not the intent of this specific area plan to annul or abrogate any pre-existing, legally binding agreement, pertaining to land use within the *Specific Area Plan* boundary, entered into by the City of Peoria and any second party.

Implementation

Implementation of this plan will be accomplished through the rezoning process in cooperation with the city, land owners and federal and state agencies. Conditions of zoning approval will require compliance with the plan, in whole or in part, for properties within the Lake Pleasant Parkway Corridor.

FIGURE 1



BACKGROUND

Background

The background and support for the *Lake Pleasant Parkway Corridor Land Use Plan*, has largely benefited from previously adopted land use studies in and around north Peoria. The studies cited in this document include: City of Peoria General Plan, City of Peoria Rivers and Trails Master Plans, MCDOT Lake Pleasant Rd.-New River Road Corridor Study, Maricopa County Carefree Highway Scenic Corridor Study, MCDOT Northwest Valley Transportation Study and many others.

Utilizing these various documents has provided the foundation for a comprehensive review of the existing conditions of the Parkway and has allowed for continuity in planning the Parkway.



Dynamite Boulevard Alignment

Corridor Characteristics

Characteristics making the Lake Pleasant Parkway Corridor unique include:

- Significant Mountain Ranges
- Unique Sonoran Desert Environment
- Unique Topography
- Unique Viewsheds
- Regional Transportation Significance
- Unique Economic Development Opportunities

Lake Pleasant Parkway is planned as a six lane divided median parkway. Funding for the construction of the parkway will be provided jointly from the City of Peoria and Developers impacting the roadway adjacent to the Parkway.

Physical and Visual Resource

Assessment² (source: City of Peoria, Desert Lands Conservation Plan; Maricopa County, Carefree Highway Scenic Corridor Study; City of Peoria, North Peoria Comprehensive Plan Amendment:

Traveling along any portion of the Corridor, Lake Pleasant Parkway, Carefree Highway or State Route 74, it's easy to see the environmental value of north Peoria. Many physical, biological and hydrologic features contribute to make north Peoria one of Arizona's natural treasures. Some of the more significant physical and hydrologic features include the Sunrise, West Wing, Saddleback and Baldy Mountains, as well as, the New River, Agua Fria River and Lake Pleasant.

BACKGROUND

The beauty of these features are wonderfully accentuated by the numerous stands of cactus, palo verde, mesquite, creosote and many other varieties of native Sonoran desert vegetation. Several riparian areas, supporting stands of cottonwoods and mesquite bosques, can also be easily seen from the corridor roadway. This lush desert environment supports a diverse wildlife community within the corridor and beyond. A map illustrating the general vicinity of various physical and visual resources is included in Figure 2.



Williams Road Alignment

One factor affecting the visual quality of the natural environment in north Peoria is air quality. The Phoenix Metropolitan Area, including the area in north Peoria, has been designated a non-attainment area for PM_{10} ozone and carbon monoxide. The closest station monitoring these pollutants is in Glendale. Pollutant levels in Glendale are lower than other monitoring stations

in the valley. However, growth in the greater metropolitan area will almost certainly have an effect on air quality. Therefore, it is important that every step necessary is taken to mitigate the effects of growth on air quality and maintain the current levels of air quality in north Peoria.



State Route 74 at 91st Avenue Alignment

Existing Transportation Conditions

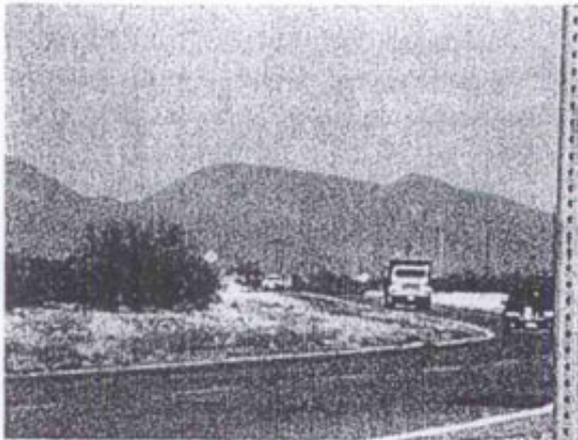
Lake Pleasant Parkway was originally adopted as part of the Transportation Element of the General Plan with the original adoption in 1987. From its inception, this parkway has been intended as a limited access roadway consisting of three lanes of traffic in each direction and a raised median. Access to the parkway is limited to right in, right out only, with the exception of full turning movement arterial intersections and median breaks every half mile as approved by the City Engineer. The parkway is currently developed as a two lane rural roadway providing the only major north/south access for not only

BACKGROUND

Pleasant Regional Park, as well as, Carefree Highway and I-17.

Due to severe topographic constraints, the existing Parkway will continue to offer the only real opportunity for a north/south connection between north and south Peoria. This constraint also means that the Parkway will continue to serve as the regional connection between north Peoria and the rest of the metropolitan area.

East/west connections with the Parkway are also limited due to topography. Currently, the only east/west connection in north Peoria is the Carefree Highway/SR74 roadway. Future east/west connections are discussed in Future Transportation Conditions.



Existing Traffic Conditions at Dixileta Drive

Future Transportation Conditions

Although access in north Peoria is currently very limited, improvements, based on intensive research and study,

are planned to provide for efficient and effective traffic circulation.

Traffic analysis for this plan is derived from the Maricopa County Department of Transportation's (MCDOT) Lake Pleasant Road/New River Road Corridor Study and Northwest Valley Transportation Study. These studies identify future regional transportation corridors in north Peoria. One corridor is the Estrella (Interim Loop 303) Roadway extension which intersects Lake Pleasant Road at the Happy Valley Alignment (see Figure 3). This portion of the extension is expected to occur by the year 2002. It is anticipated that a future alignment will be identified to continue the Loop 303 traffic east to I-17. Meanwhile, Lake Pleasant Parkway will serve as the connection distributing the regional traffic from Happy Valley Road to Carefree Highway then east to I-17.

As a result of the 303 alignment from Grand Avenue to Lake Pleasant Parkway, traffic volumes are expected to increase along the section of Lake Pleasant Parkway traversing through Peoria. Year 2020 projections have determined that traffic volumes along the Parkway will exceed 50,000 Average Daily Vehicle Trips (ADT's). For comparison, volumes experienced on Bell Road from 83rd Avenue to 75th Avenue are currently at 45,000 ADT's.

BACKGROUND



Anticipated Traffic Conditions

ADOT has also just completed a re-alignment of the intersection of Lake Pleasant Road, Carefree Highway and SR 74. This re-alignment has Carefree Highway transitioning into SR 74 through the use of a large radius curve providing free flow traffic movement from Carefree Highway to SR 74 (see Figure 3.1). Other east/west connections with Lake Pleasant Parkway identified on Figure 3 are Dove Valley Road, Dixileta Road and the 83rd Avenue extension which intersects Lake Pleasant Parkway at approximately the Dynamite Road alignment.

Existing Land Use Conditions

Existing land use designations along the corridor include a range of allowable land use including, Commercial, Business Park/Industrial, Residential, Resort Development and Parks/Open Space, see Figure 8.

Development along the Parkway, for the most part, is scattered and occurs in 3 defined sections. These sections will be

referred to as the Urban Section, the Suburban Section and the Rural Section. These sections are illustrated in Figure 4.

The Urban Section, defined as the section of the Parkway running from Rose Garden Lane to Happy Valley Road, has been developed or is planned largely for medium density residential with support commercial development. This area is characterized by such planned areas the Ironwood subdivision and the Camino a Lago development plan (see Figure 4).



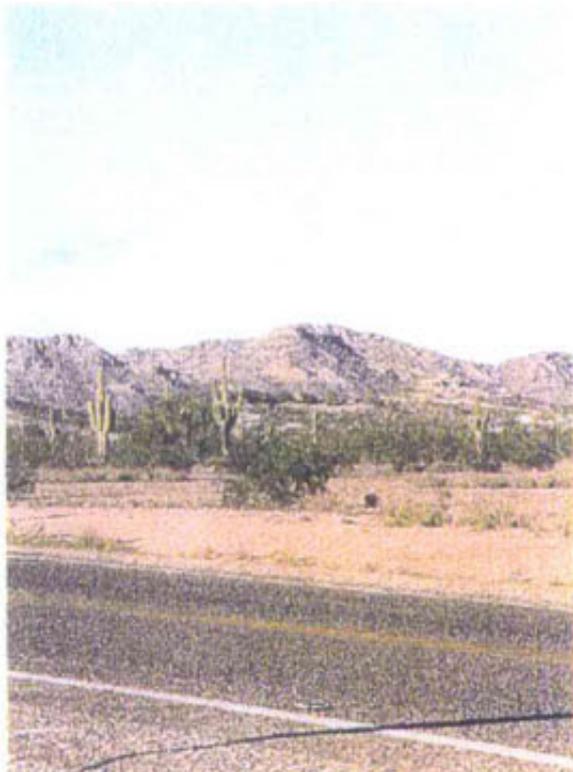
Urban Section at Williams Road

The Suburban Section is defined as the section of the Parkway running from Happy Valley Road to Dynamite Boulevard. Although a small area within this section was previously zoned for medium density residential (Calderwood Butte), this section is primarily characterized by low density residential development with 1/2 acre to 1 acre lots. Also characterizing this section are two recently approved master planned hillside communities (Sunrise Mountain and West Wing Mountain). These

BACKGROUND

communities are two of the first master planned hillside communities within the City of Peoria. As a stipulation of zoning approval, developers of both communities have agreed to dedicate certain portions of the hillsides to the public. It is anticipated that these dedications will form the beginning of the city's future mountain preserve system.

Parcels adjacent to the parkway in both projects have been planned for support commercial (see Figure 4).



Suburban Development at Hatfield Road

The last section is the Rural Section. This section is defined as the section of the Parkway running from Dynamite Boulevard to Carefree Highway and State

Route 74 from Carefree Highway to the western city limits. This area is characterized as rural in nature with little or no development.



Wildhorse Ranch at Carefree Highway

One notable exception is a loosely assembled commercial area situated at the intersection of the Parkway, Carefree Highway and SR 74. The rural section contains the corridor's most scenic qualities providing some of the most stunning views and spectacular examples of native Sonoran desert vegetation (see Figure 4).



SR 74 at western City Limits

BACKGROUND



SR 74 at Old Lake Pleasant Road

Land ownership within the corridor is approximately 23% Federal land, 33% private land and 44% State Trust land. A land use map is included as Figure 5.



SR 74 at Castle Hot Springs Road



Lake Pleasant Parkway at New River Levee

Future Land Use Conditions

Future impacts on the Parkway corridor are anticipated to occur with the development of multiple large scale master planned developments that are in various stages of planning. The developments of interest in this area are listed below on Table 1 and illustrated on Figure 6.

Table 1

Development	Status
Calderwood Butte	Zoning Approved
Estates at Lakeside	Zoning Approved
Camino a Lago	Gen. Plan Approval
Lake Pleasant Heights	Gen. Plan Approval
Lakeland Village (County)	Zoning Approved
Sunrise Canyon	Zoning Approved
West Wing Mountain	Zoning Approved
White Peaks Ranch	Proposed Gen. Plan

General Plan land use designations along the corridor are depicted in Figure 7.

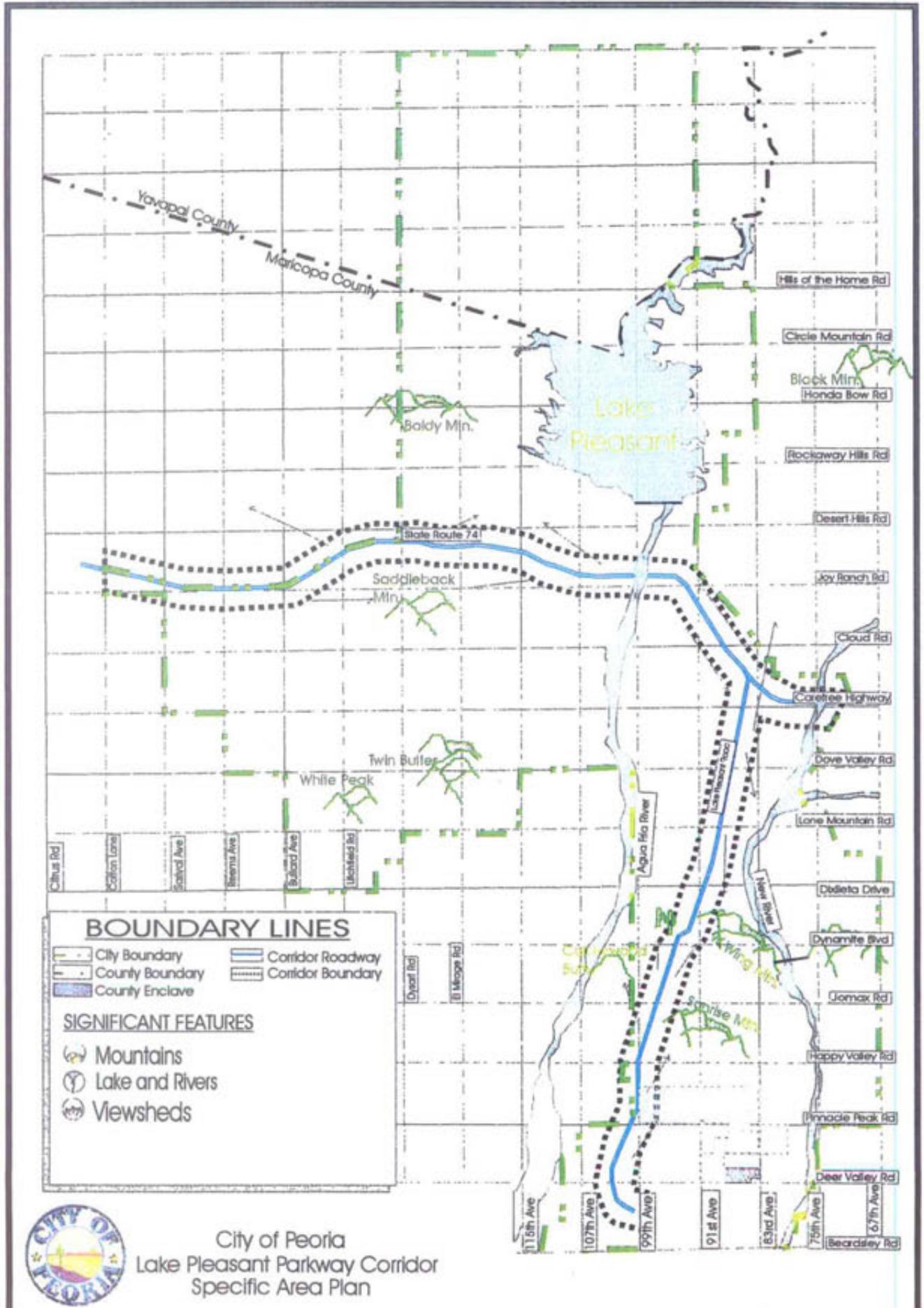
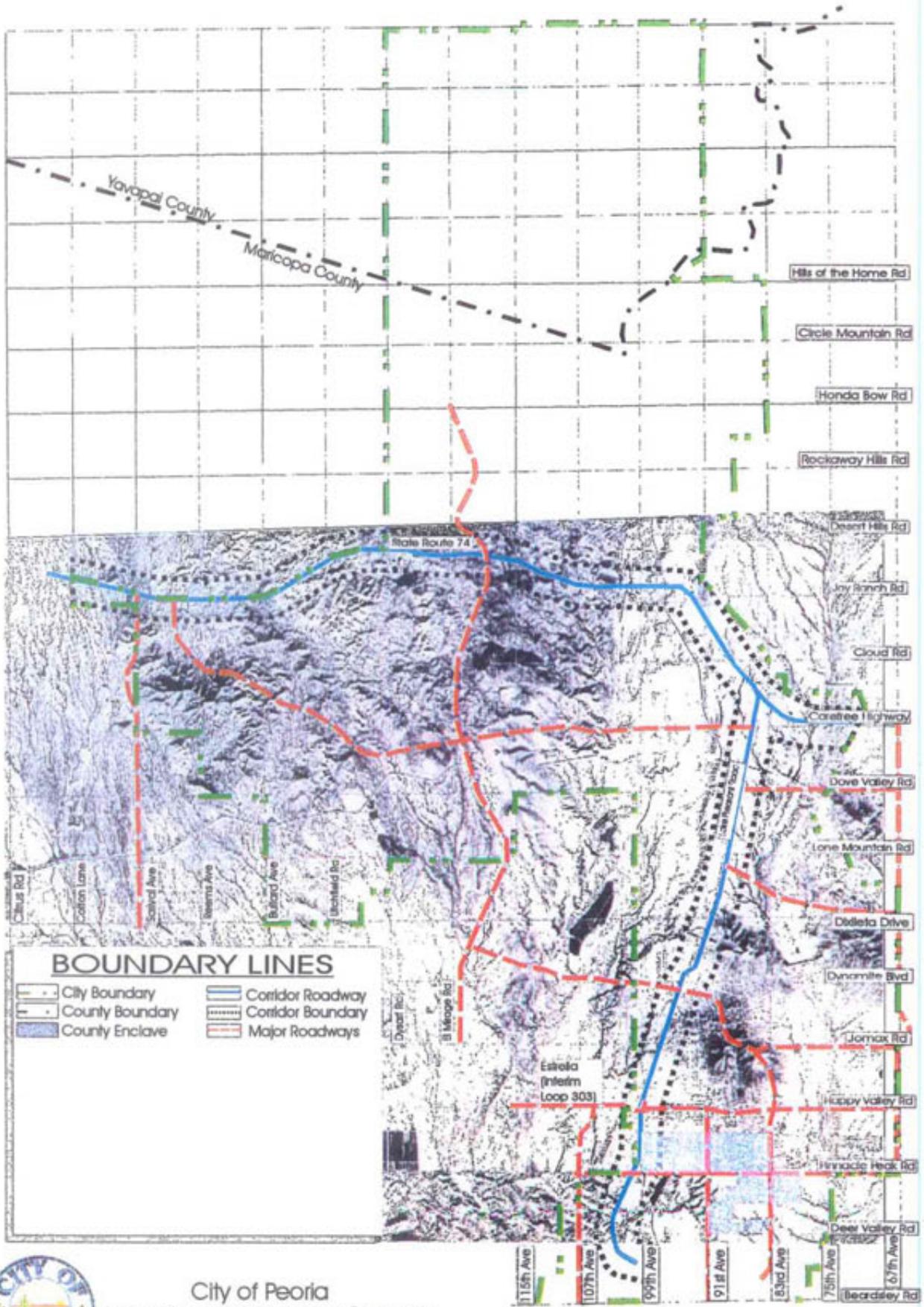


FIGURE 3

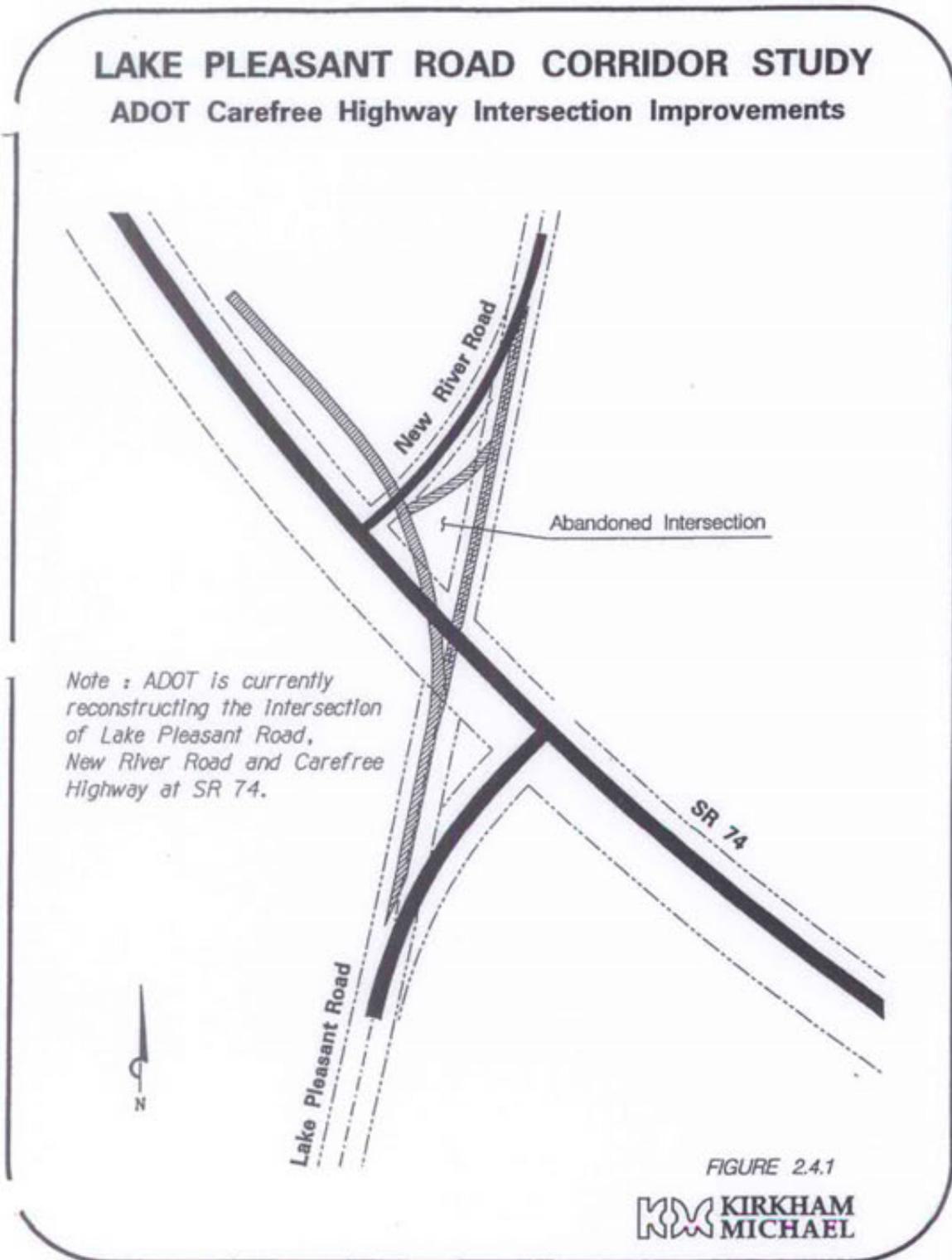
FUTURE ROADWAY ALIGNMENTS

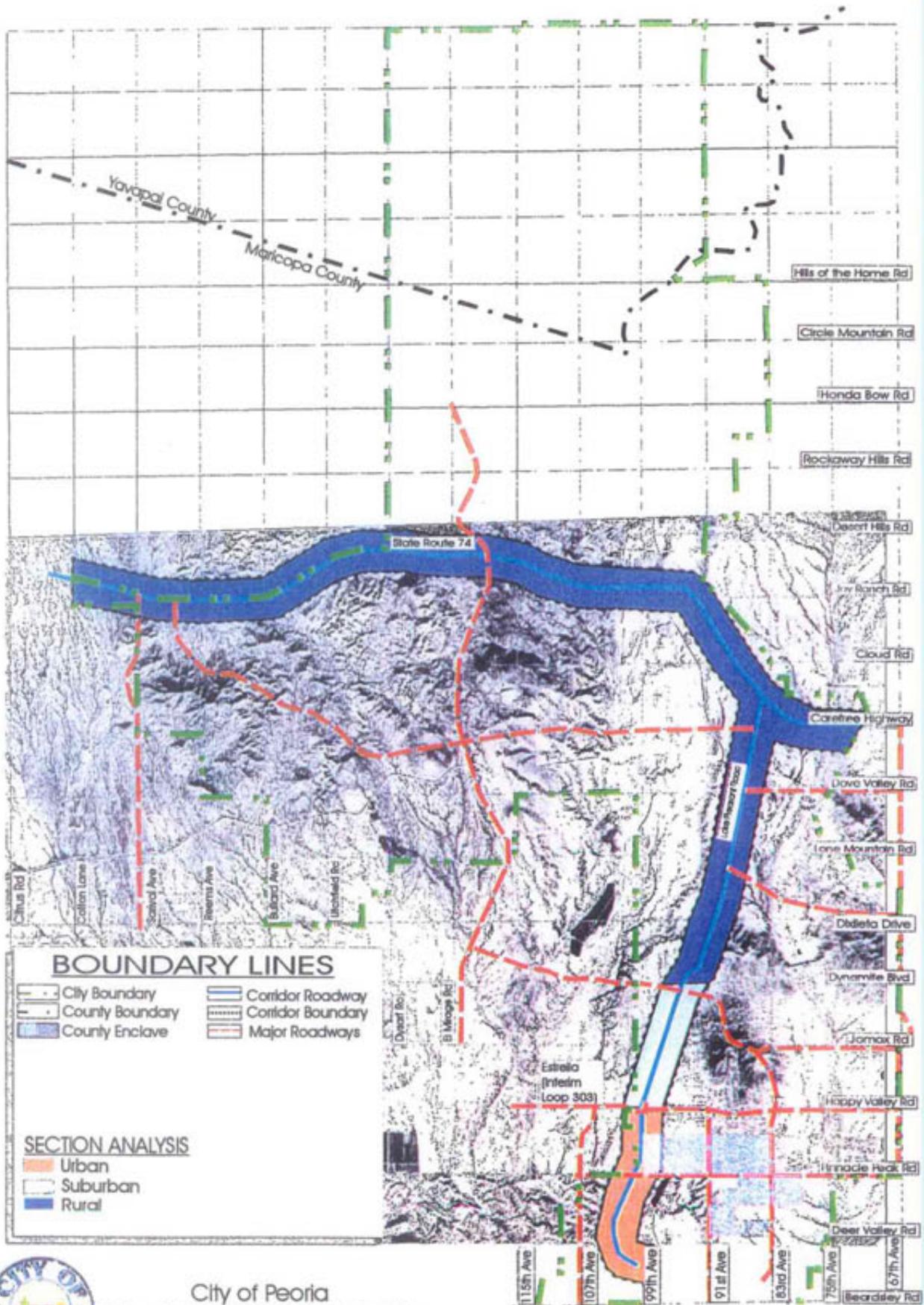


City of Peoria
 Lake Pleasant Parkway Corridor
 Specific Area Plan

FIGURE 3.1

PARKWAY RE-ALIGNMENT

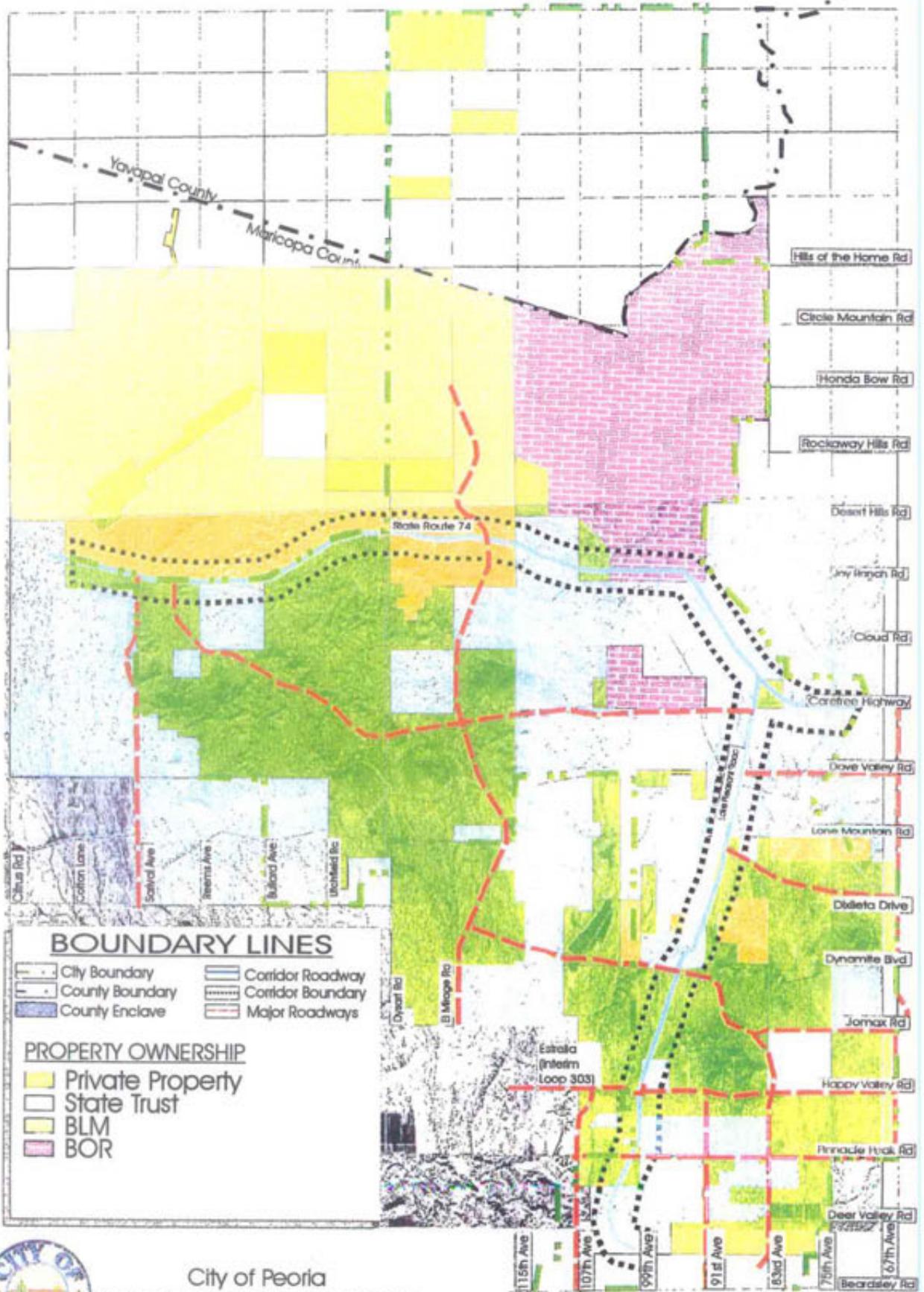




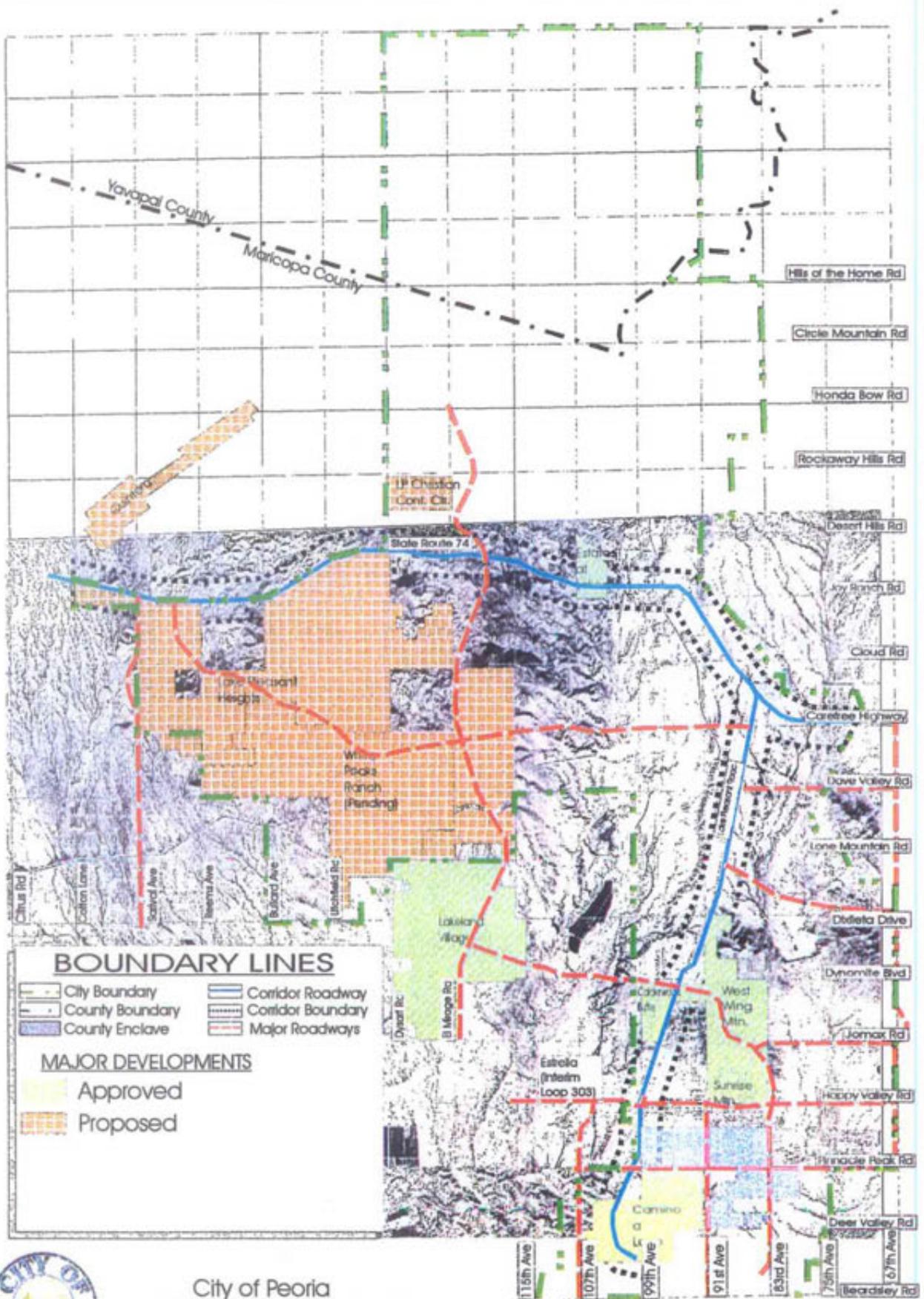
City of Peoria
 Lake Pleasant Parkway Corridor
 Specific Area Plan

FIGURE 5

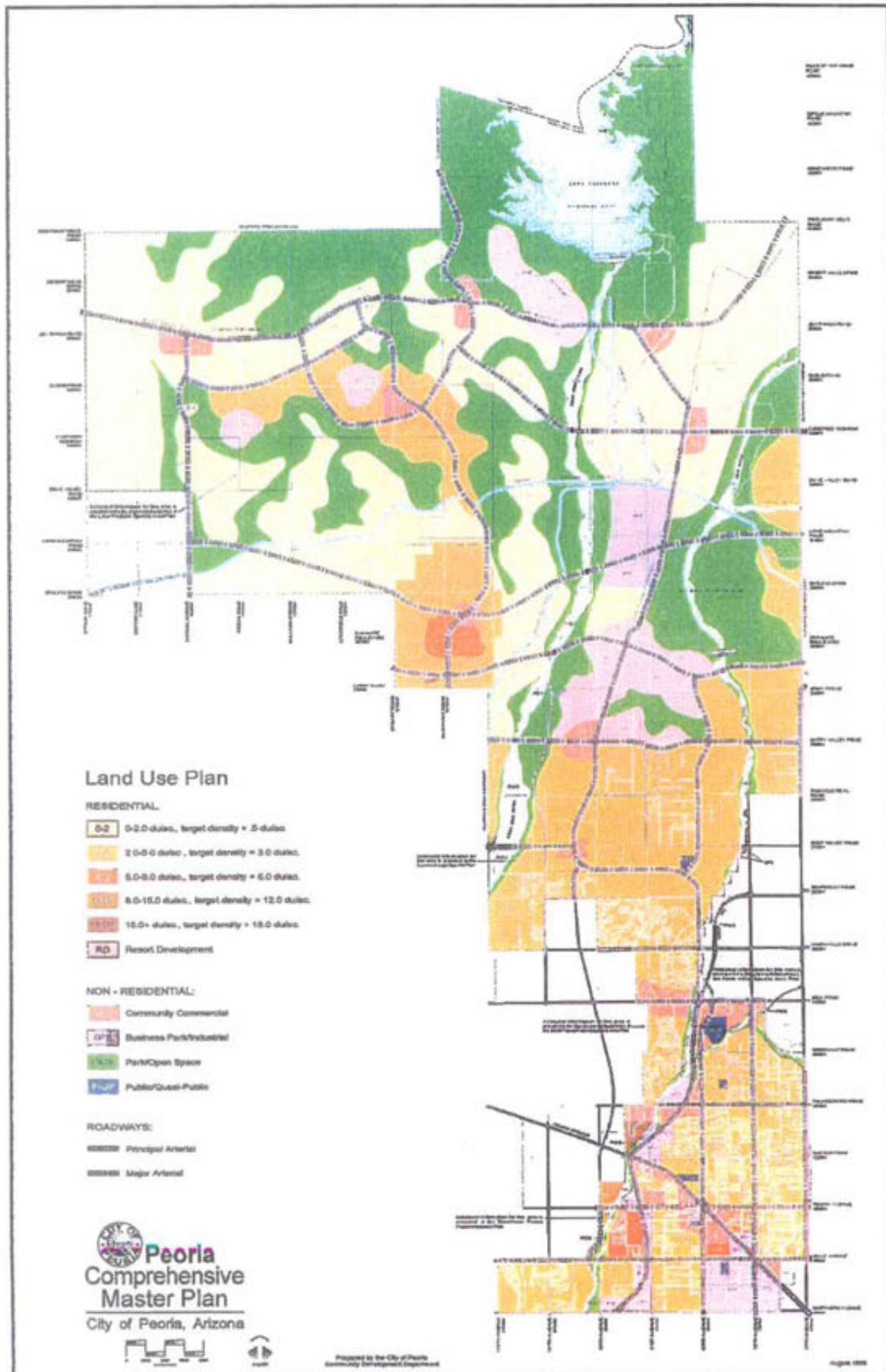
LAND OWNERSHIP MAP

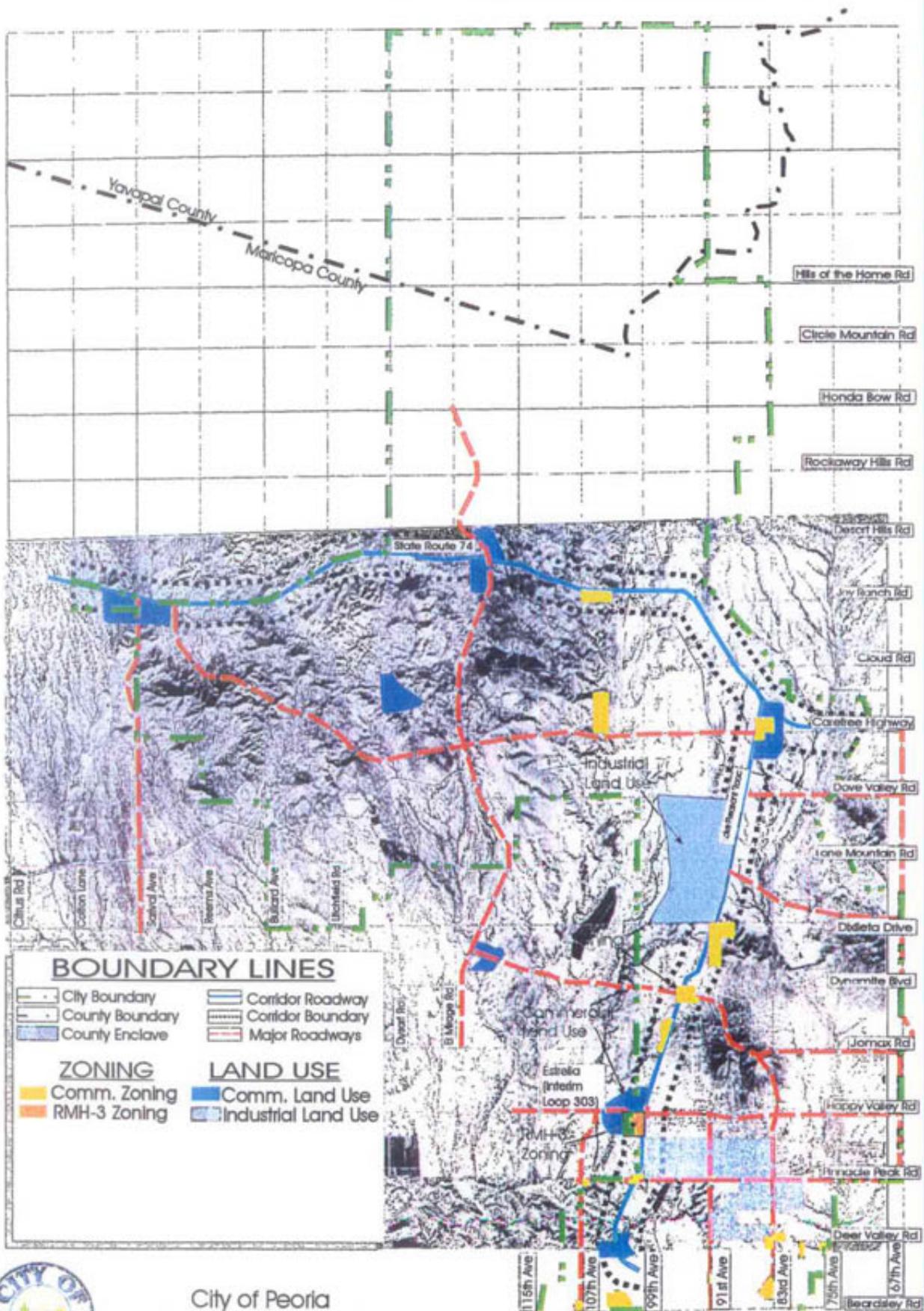


City of Peoria
 Lake Pleasant Parkway Corridor
 Specific Area Plan



City of Peoria
 Lake Pleasant Parkway Corridor
 Specific Area Plan





City of Peoria
Lake Pleasant Parkway Corridor
Specific Area Plan

ISSUE IDENTIFICATION AND ANALYSIS

Transportation

Given the existing and future conditions of transportation and land use within the corridor it is imperative that the city manage growth along the corridor effectively to allow for a sustainable community in north Peoria in conjunction with an efficient transportation system. This can be accomplished is by capitalizing on the city's current and future growth trends in north Peoria.

One way in which we can identify these trends is by looking at the previous analyses of transportation and land use.

In the Maricopa County transportation studies, analyses were performed based on year 2020 socioeconomic, land use and transportation forecasts. In the Northwest Valley Transportation Study, the study area was divided into traffic analysis zones (TAZs) where population and employment were forecasted and utilized in traffic generation models. These models assigned the daily traffic volumes to various proposed major street networks.

Results of the study show a projected increase in traffic volumes from 3,000 vehicles trips per day (VPD) to 30,000 - 50,000 VPD along portions of the Lake Pleasant Parkway in the year 2020. Projected daily traffic volumes are illustrated in Figure 9.

The primary east/west traffic flows are generated from the Estrella Road-Loop

303 (at Happy Valley Road), the 83rd Avenue Parkway alignment and the Lone Mountain Road alignment. These roadways are expected to carry the bulk of the east/west traffic generated from the developments of West Wing Mountain, Calderwood Butte, and Lakeland Village. The Lone Mountain Road alignment is one proposed alternative connection to I-17 from Lake Pleasant Road.

Again, Figure 3 Illustrates the proposed traffic circulation system in north Peoria resulting from the Northwest Valley Transportation Study. It is expected that this proposed roadway system will provide an acceptable level of service for the proposed roadway network in North Peoria as determined by the City Engineer.

Land Use

Following the analysis of the traffic circulation issues and the proposed roadway system, the determination of suitable land uses, in conjunction with the proposed roadway system, will serve as a critical issue in ensuring the successful implementation of the corridor plan.

The intent of the corridor plan is to preserve and enhance the unique natural qualities adjacent to the corridor while maximizing the economic opportunities presented due to the roadway's regional significance. In pursuing this intent, it is important that the city strive to achieve

ISSUE IDENTIFICATION AND ANALYSIS

one goal while minimizing the adverse affects on the other.

Should the city fail to properly plan and manage the growth along this corridor and given the anticipated traffic volumes, Lake Pleasant Parkway will most certainly develop as a commercial strip corridor contributing to congestion, pollution and serving to degrade the overall natural scenic beauty of north Peoria.

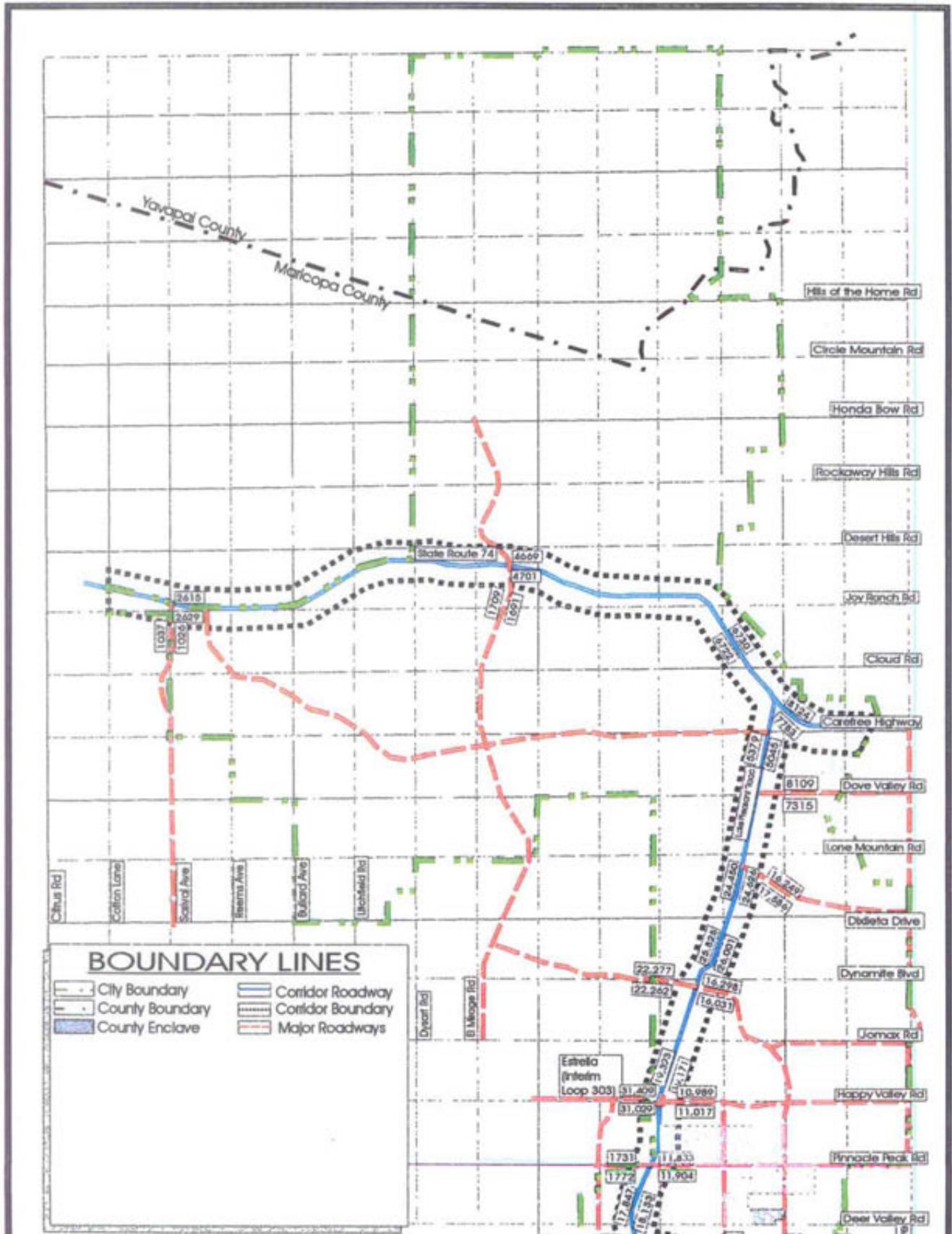
Conversely, should the city prohibit all economic opportunities along the corridor, given the anticipated population increase, north Peoria will not be

adequately served by retail and employment opportunities, thereby causing residents to seek employment and shopping opportunities elsewhere. This situation will cause its own unique issues of congestion, and loss of sales tax revenue preventing the city from becoming a self-sustaining community.

These two extreme examples illustrate the dichotomy facing the corridor area. The key to north Peoria's success will be to adequately address and plan for both of these issues.

FIGURE 9

2020 PROJECTED TRAFFIC VOLUMES



ACTION PLAN

The Plan

The *Lake Pleasant Parkway Corridor Specific Area Plan* will determine appropriate land uses along the Lake Pleasant Parkway Corridor and will provide guidelines for development along the Parkway Corridor. The *Specific Area Plan*:

- Identifies existing and future transportation corridors and issues impacting the Lake Pleasant Parkway Corridor.
- Identifies existing and future land use issues impacting the Lake Pleasant Parkway Corridor.
- Identifies goals and objectives which represent the needs of the existing and future residents.
- Establishes the general types, locations, and distribution of land uses desired by residents of Peoria.
- Establishes development policies for land uses relative to population and building density, and the character, and compatibility of land uses.
- Establishes land use policies that preserve important environmental features and open space.

- Recommends policies to stimulate specific types of economic development compatible with the region.

Proposed Land Use Concept

In discouraging strip development, while still providing for economic opportunities, future commercial land uses shall be restricted to Activity Nodes. Activity Nodes are described as areas of mixed-use development where residential, retail, employment and/or recreational opportunities are encouraged by the city.

The area of an activity node is generally described as a circular area having as its radius a distance of approximately a quarter-mile, extending from its centerpoint, with its centerpoint being the point of intersecting centerlines of two major streets. Activity Nodes may be expanded where determined by the City Council to be an improvement upon the plan.

Activity nodes are proposed at specific major street intersections based on various factors. Some of these factors include: existing land use, existing zoning and projected traffic generation. Specific locations of activity nodes are given under the Economic Development element of the Goals, Objectives and Policies section of this document.

ACTION PLAN

Activity Node Types

Two types of Activity Nodes are presented in this plan:

- Regional Activity Nodes
- Community Activity Nodes

A Regional Activity Node is intended as a regional service center with a service area over 10 miles.

Regional Activity Nodes provide mixed land use opportunities including, employment, retail and high density residential.

Community Activity Nodes are intended as local service centers providing local commercial retail opportunities for local development. Community Activity Nodes have a service area of 1 to 10 miles.

Allowed Land Uses

Allowed land uses for each type of activity node are given under the Land Use element of the Goals, Objectives and Policies section of this plan. The allowed land uses presented in this plan represent typical characteristics of different types of development within each activity node. It is not intended for these uses to be the only allowed uses, but to serve only as a

guide of what can be expected as each type of activity node develops.

Additional commercial opportunities, outside of the Activity Nodes, will be assessed and supported when consistent with the Goals, Objectives and Policies of this Plan. Such commercial development will not be supported when deemed by staff, Planning Commission and City Council to be inconsistent with the Goals, Objectives and Policies of this Plan

Additional commercial opportunities, including neighborhood, community and regional commercial outside of the corridor boundary will continue to be encouraged as allowed and provided for in the City of Peoria General Plan.

Proposed Development Policies

As was noted above, development has evolved along the Parkway in 3 distinct sections. These sections, as illustrated in Figure 4, will provide the basis for the implementation of this plan. Given the historical pattern of development in each section, unique policies will be proposed for each section, Urban, Suburban and Rural. Development and design policies along the corridor, will be proposed under Goals, Objectives and Policies.

GOALS , OBJECTIVES AND POLICIES

In order to protect, preserve and enhance the scenic, physical, visual and economic qualities of the corridor, it is important that the City of Peoria articulate the goals, objectives and policies of the plan in a comprehensive manner that is easily understood by the user of this document

To help in the understanding of this document and as provided in the City of Peoria's General Plan, the following definitions for goals, objectives and policies are provided:

- **Goal** - A desired end which, if pursued over the long-term, will ultimately result in the attainment of a desired living environment.
- **Objective** - A desired short-term end which, if pursued and accomplished in conjunction with other objectives,

will ultimately result in the attainment of the goal to which it relates.

- **Policy** - A means to attain the established objective and ultimately the established goal. Policies prescribe or represent a course of action.

In order to assist in the readability of this document the following 6 plan elements are provided where specific goals, objectives and policies are identified:

- Transportation
- Economic Development
- Land Use
- Development Polices
- Architectural Design Policies
- Landscape Design Policies

TRANSPORTATION

GOALS , OBJECTIVES AND POLICIES

GOAL A:

Provide a transportation circulation system that provides for safe and efficient traffic flow.

OBJECTIVE A-1:

Strive to minimize conflicting traffic movements and reduce neighborhood cut-through traffic.

Policy A-1.1:

All non-residential development adjacent to single-family residential areas shall provide a neighborhood street circulation plan to reduce non-residential traffic in single-family residential areas.

Policy A-1.2:

Access to the Parkway shall be limited to mile and half-mile intersections only. Limited right-in/right-out access may be allowed as determined by the City Engineer.

Policy A-1.3:

Median breaks shall be prohibited unless otherwise determined by the City Engineer.

Policy A-1.4:

Traffic signals shall be located where necessary or as determined by the City Engineer or other appropriate jurisdiction.

Policy A-1.5:

Where necessary, the City Engineer may require acceleration/deceleration

lanes.

Policy A-1.6:

Joint and cross-access shall be utilized to the maximum extent possible.

GOAL B:

Design a transportation circulation system that preserves and enhances the existing character of the corridor area.

OBJECTIVE B-1:

Strive to minimize roadway impact on surrounding environment.

Policy B-1.1:

Cuts and fills shall be minimized and shall be landscaped and restored to blend with the existing terrain.

Policy B-1.2:

Impacts to riparian areas shall be limited to utility, infrastructure and road crossings. All disturbed riparian areas shall be restored to their pre-disturbed condition.

OBJECTIVE B-2:

Strive for roadway design that maximizes scenic quality.

Policy B-2.1:

Roadways should maintain their non-linear alignment where possible.

Policy B-2.2:

Where possible roadside tables,

TRANSPORTATION

GOALS , OBJECTIVES AND POLICIES

lookout points and other amenities should be provided to allow for opportunities to experience the natural beauty of north Peoria.

Policy B-2.3:

Design of roadside furniture shall be compatible with the desert environment.

GOAL C:

Create a corridor that promotes opportunities for alternative modes of travel.

OBJECTIVE C-1:

Promote a local trail network that provides links to a regional trail network .

Policy C-1.1:

All development within the plan boundary shall comply with the adopted City of Peoria Rivers and Trails Master

Plans.

Policy C-1.2:

Parkway design should consider provisions for regional pedestrian and trail linkages.

OBJECTIVE C-2:

Promote pedestrian and bike traffic within activity nodes.

Policy C-2.1:

A pedestrian circulation plan should be developed for each activity node.

Policy C-2.2:

All developments shall provide pedestrian and bike linkages within activity nodes.

Policy C-2.3:

Parkway design should consider provisions for regional pedestrian and trail linkages.

ECONOMIC DEVELOPMENT

GOALS, OBJECTIVES AND POLICIES

GOAL D:

Encourage the development of a self-sustaining community in north Peoria that is compatible with the existing qualities of the Parkway Corridor.

OBJECTIVE D-1:

Provide areas for regional development by promoting development in north Peoria that capitalizes on regional opportunities by providing employment, residential, recreational and service opportunities for residents of northern Maricopa County and southern Yavapai County.

Policy D-1.1:

A Regional Activity Node shall be located at the intersection of Carefree Highway and Lake Pleasant Parkway as depicted in Figure 10. Uses allowed for this activity node shall be as listed under the Land Use section of this plan.

OBJECTIVE D-2:

Provide areas for local retail facilities, promote the capture of retail sales expenditures and prevent retail sales leakages by providing commercial retail and service opportunities for residents in north Peoria.

Policy D-2.1:

A Community Activity Node shall be located at the intersection of Deer Valley Road and Lake Pleasant Parkway as depicted in Figure 10.

Uses allowed for this activity node shall be as listed under the Land Use section of this plan.

Policy D-2.2:

A Community Activity Node shall be located at the intersection of Happy Valley Road and Lake Pleasant Parkway as depicted in Figure 10. Uses allowed for this activity node shall be as listed under the Land Use section of this plan.

Policy D-2.3:

A Community Activity Node shall be located at the intersection of Dynamite Boulevard and Lake Pleasant Parkway as depicted in Figure 10. Uses allowed for this activity node shall be as listed under the Land Use section of this plan.

Policy D-2.4:

A Community Activity Node shall be located at the intersection of El Mirage Road and State Route 74 as depicted in Figure 10. Uses allowed for this activity node shall be as listed under the Land Use section of this plan.

Policy D-2.4:

A Community Activity Node shall be located on State Route 74 and ¼-mile east of Sarival Avenue as depicted in Figure 10. Uses allowed for this activity node shall be as listed under the Land Use section of this plan.

ECONOMIC DEVELOPMENT

GOALS , OBJECTIVES AND POLICIES

OBJECTIVE D-3:

Promote the development of a regional employment center north of the Dynamite Boulevard alignment and south of the Central Arizona Project canal between the Agua Fria River and Lake Pleasant Parkway.

with the Goals, Objectives and Policies of this Plan and in locations where determined, by the City Council, to further the goal of encouraging the development of a self-sustaining and balanced community in North Peoria.

Policy D-3.1:

Encourage development of existing Business Park/Industrial land use designations in north Peoria and expand where appropriate.

OBJECTIVE D-4:

Promote centralized non-residential activities in appropriate locations within the corridor consistent with the Goals, Objectives and Policies of this Plan and prevent strip commercial development.

Policy D-4.1:

Future non-residential uses outside Activity Nodes shall be consistent

OBJECTIVE D-5:

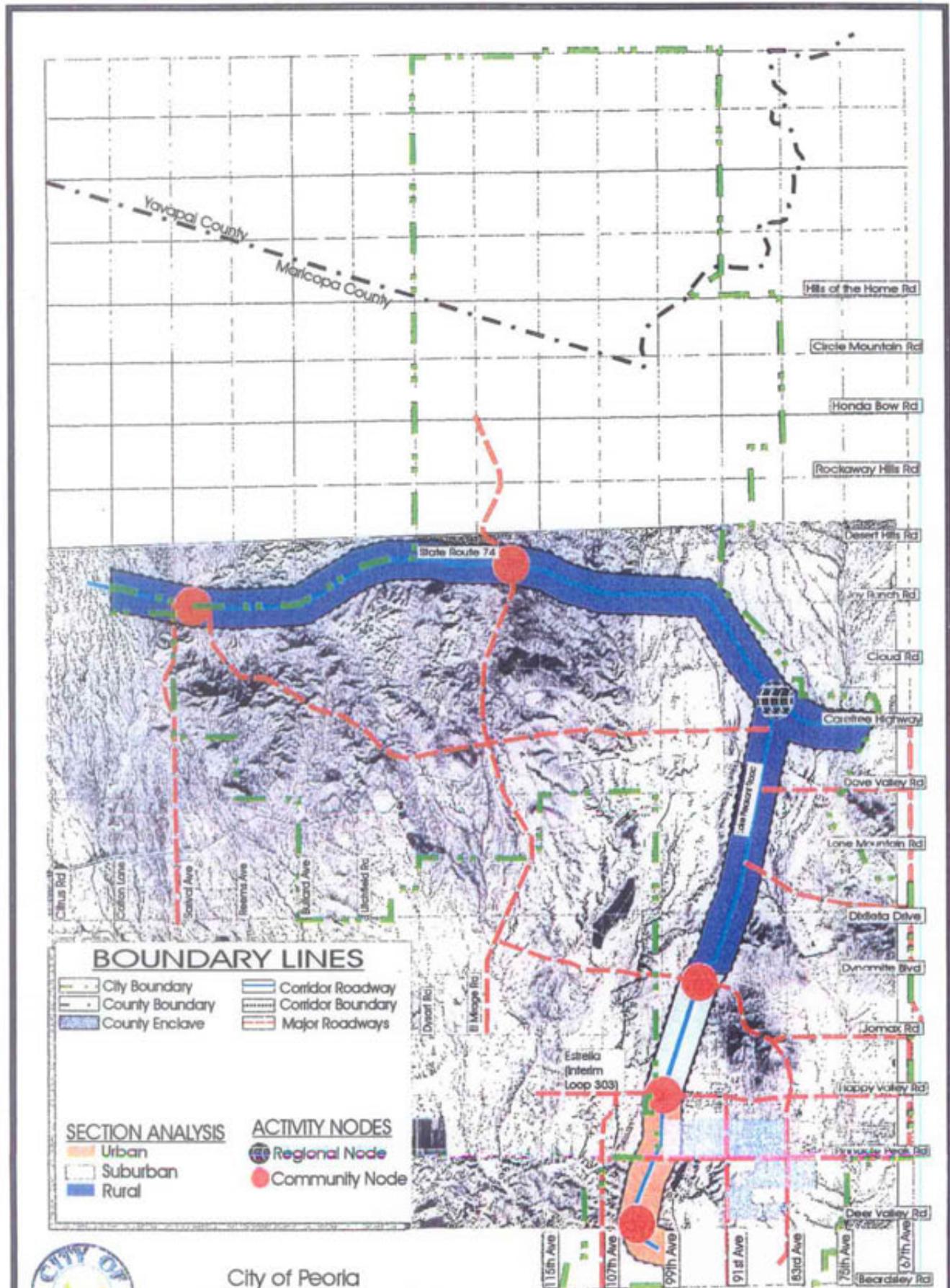
Encourage and promote non-residential development within the urban and suburban sections of the corridor where such development is consistent with the Goals, Objectives and Policies of this Plan.

Policy D-5.1:

Non-residential development outside activity nodes within the urban and suburban sections of the corridor shall be directed to intersections where such development is consistent with the Goals, Objectives and Policies of this Plan.

FIGURE 10

ACTIVITY NODES MAP



LAND USE

GOALS, OBJECTIVES AND POLICIES

GOAL E:

Provide for the orderly development of the corridor that is sensitive to the existing environmental qualities of the corridor.

OBJECTIVE E-1:

Discourage strip commercial development.

Policy E-1.1:

Non-residential development shall be restricted to appropriate activity nodes or areas designated for such use on the General Plan and/or previously approved land use plans or locations where determined, by the City Council, to be consistent with the Goals, Objectives and Policies of this Plan.

Policy E-1.2:

Development within the corridor and outside of the established activity nodes shall comply with the existing, or approved amendments to, the General Plan land use plan.

Policy E-1.3:

Creation of additional activity nodes shall be prohibited without an amendment to the Lake Pleasant Corridor Plan supported by the appropriate market research and traffic study analyses.

OBJECTIVE E-2:

Promote economic development within the established activity nodes.

Policy E-2.1:

Development within Community

Activity Nodes is intended to accommodate single-family residential development and neighborhood and community shopping and service facilities. The general character of non-residential uses include, but are not limited to, grocery, bakeries, drugstores, bookstores, sporting goods, music, garden supplies, gas stations, specialty shops, restaurants, fast-food, medical and dental offices, governmental services, schools, indoor recreational facilities, theaters, retail sales of new merchandise and other uses of similar character.

Policy E-2.2:

Development within Regional Activity Nodes is intended to accommodate single-family and multi-family residential development and neighborhood, community and regional shopping, service and employment facilities. The general character of non-residential uses include, but are not limited to, uses allowed under Community Activity Nodes, business park/industrial uses, industrial research and development, national call centers, regional office/medical centers, regional shopping malls, mini-storage (subject to design and landscape requirements), RV/Boat storage (subject to design and landscape requirements), outdoor recreational facilities, regional employment centers and other uses of similar character.

LAND USE

GOALS , OBJECTIVES AND POLICIES

Policy E-2.3:

Mixed-Use Development shall be allowed within any Activity Node as provided for in the General Plan.

GOAL F:

Promote higher density core development areas which minimize travel distances to employment centers and encourage development that promotes resort development land uses, residential and recreational opportunities.

OBJECTIVE F-1:

Direct higher density core development to appropriate Activity Nodes and discourage higher density

core development outside Activity Nodes.

Policy F-1.1:

Single-family residential development in excess of 2 dwelling units per acre may be permitted within all Activity Nodes subject to the Mixed Use requirements as outlined in the City of Peoria General Plan.

Policy F-1.2:

Encourage multi-family residential developments within Regional Activity Nodes subject to the Mixed Use requirements as outlined in the City of Peoria General Plan.

DEVELOPMENT POLICIES

GOALS , OBJECTIVES AND POLICIES

GOAL G:

Promote development that preserves and enhances the natural environment along the Corridor.

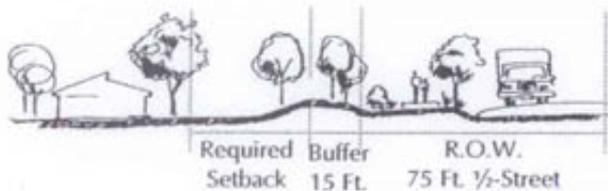
OBJECTIVE G-1:

Preserve, re-vegetate and maintain a native vegetation buffer area adjacent to the right-of-way where all development including buildings, permanent above grade utilities, parking lots, signs and screen walls, shall be prohibited. Temporary above grade utilities may be permitted through the temporary use permit process.

Policy G-1.1:

Development within the Urban Section shall have a scenic corridor buffer of 15 feet from the right-of-way line. (see Urban cross-section below)

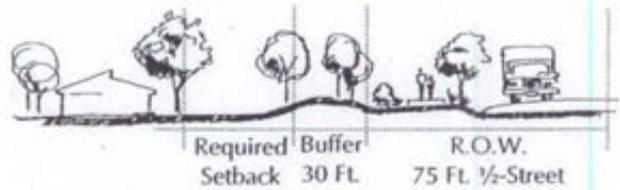
Urban cross-section



Policy G-1.2:

Development within the Suburban Section shall have a scenic corridor buffer of 30 feet from the right-of-way line. (see Suburban cross-section below)

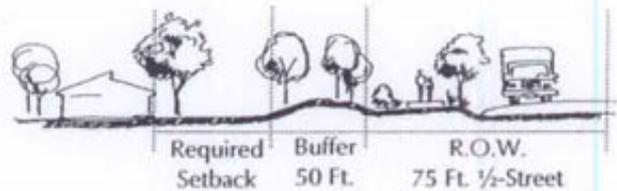
Suburban cross-section



Policy G-1.3:

Development within the Rural Section shall have a scenic corridor buffer of 50 feet from the right-of-way line. (see Rural cross-section below)

Rural cross-section



Policy G-1.4:

All driveways within the buffer area shall not exceed 20% of the buffer area. All required setbacks shall be measured from the required buffer. For purposes of residential densities, land area included in the required buffer may be considered part of gross parcel area when determining permitted residential densities.

OBJECTIVE G-2:

Encourage development within the specific area plan boundary that is sensitive in preserving the views to existing natural features.

DEVELOPMENT POLICIES

GOALS , OBJECTIVES AND POLICIES

Policy G-2.1:

The maximum height of a sign within the half-mile (1/2) specific area plan boundary shall be as follows:

Outside Activity Nodes – Not to exceed 8 feet in height from the adjacent grade and 32 square feet in area.

Within Activity Nodes – Single-user signs shall not exceed 12 feet in height from the adjacent grade and 48 square feet in area. Multi-user/tenant signs shall not exceed 14 feet in height from the adjacent grade and 72 square feet in area.

Policy G-2.2:

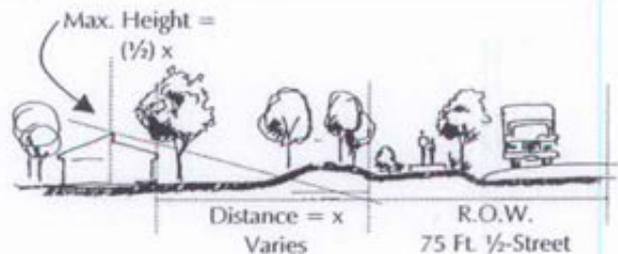
Pole signs shall be prohibited. All free-standing signs shall be monument type, rural in character and require landscaping as provided for under Landscape Policies.



follows:

Urban Section - Not to exceed the maximum height of the underlying zoning district. Exceptions to height requirements in non-residential zoning districts may be allowed as provided for in section 14.13.5.E. in the City of Peoria Zoning Ordinance

Rural or Suburban Section - Not to exceed one-half (1/2) the distance of the structure from the future right-of-way line, or the maximum height of the underlying zoning district, whichever is less, see figure below. Exceptions to height requirements in non-residential zoning districts may be allowed as provided for in section 14.13.5.E. in the City of Peoria Zoning Ordinance.



OBJECTIVE G-3:

Require landscaping that provides screening for purposes of buffering dissimilar uses.

Policy G-2.3:

The maximum height of a principle or accessory structure within the half-mile (1/2) plan boundary shall be as

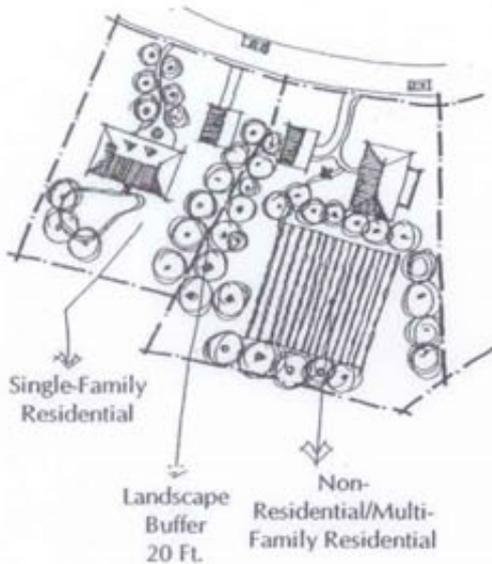
Policy G-3.1:

Non-residential and multi-family residential uses shall be buffered from single-family residential uses by a

DEVELOPMENT POLICIES

GOALS , OBJECTIVES AND POLICIES

minimum twenty (20) foot landscape buffer.

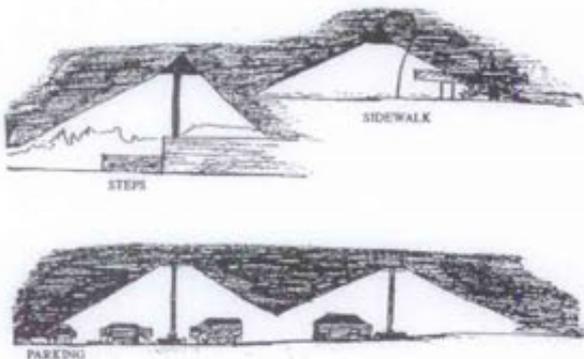


OBJECTIVE G-4:

Maintain the rural integrity of the night time skies.

Policy G-4.1:

All outdoor artificial illuminating devices in excess of 150 watts shall properly filtered and shielded. Neon lighting visible from the street right-of-way shall be prohibited.



Policy G-4.2:

Low Pressure Sodium lighting is encouraged. Fixtures utilizing Metal Halide as its lighting source shall not exceed twenty (20) feet. All exterior lighting fixtures within one-hundred fifty (150) feet of a single-family residential district shall not exceed twenty (20) feet in height.

OBJECTIVE G-5:

Minimize intrusions of the built environment.

Policy G-5.1:

Avoid developments that incorporate mass grading and promote developments that provide well defined construction envelopes.

GOAL H:

Advocate developments that promote the City's overall vision.

OBJECTIVE H-1:

The City's vision should be maintained and enhanced whenever possible.

Policy H-1.1:

All development within the Corridor area shall comply with the City of Peoria's Hillside Ordinance, Parks and Open Spaces Master Plan, Rivers and Trails Master Plans, Desert Lands Conservation Master Plan and Lake Pleasant/North Peoria Area Plan.

DESIGN POLICIES

GOALS, OBJECTIVES AND POLICIES

GOAL I:

Preserve and enhance the rural, desert character of the Lake Pleasant Parkway Corridor.

OBJECTIVE I-1:

Maintain compliance with existing ordinances and plans.

Policy I-1.1:

All development within the Corridor area shall comply with the City of Peoria's Design Review Manual.

OBJECTIVE I-2:

Development within the corridor boundary shall promote and enhance the existing character of the corridor.

Policy I-2.1:

Development styles within the Corridor Boundary shall reflect a southwestern style, such styles include but are not limited to Territorial, Spanish Colonial, Mission, Santa Fe, Santa Barbara Mission, or other similar variation.

Policy I-2.2:

The following roof materials shall be prohibited within the Corridor Boundary: asphaltic shingles, wooden shake shingles, exposed-untreated metal.

GOAL J:

Promote architectural design that minimizes aesthetic intrusions and enhances the rural setting.

OBJECTIVE J-1:

Encourage design of functional design elements that are sensitive to scenic views and the rural setting.

Policy J-1.1:

Service entry-ways shall be oriented away from roadways.

Policy J-1.2:

Mechanical equipment shall be underground or ground mounted and fully screened. If roof mounted equipment is required it shall be fully screened by building elements or integrated into building design.

Policy J-1.3:

Free-standing canopies shall be prohibited.

Policy J-1.4:

Flat, square roof canopies shall be prohibited. Sloped roof canopies shall be architecturally integrated with the principle building. All canopy lighting shall be fully recessed.

OBJECTIVE J-2:

Encourage architectural design, color and materials that enhance the rural setting.

Policy J-2.1:

Exterior paint colors shall not exceed a Light Reflecting Value (LRV) of 40%.

LANDSCAPE/SCREENING POLICIES

GOALS , OBJECTIVES AND POLICIES

GOAL K:

Preserve and enhance the natural, desert vegetation of the Lake Pleasant Parkway Corridor.

OBJECTIVE K-1:

Landscape plans will be sensitive to the existing vegetation along the corridor.

Policy K-1.1:

Streetscapes shall consist of native vegetation.

Policy K-1.2:

Existing vegetation adjacent to the parkway and within the required buffer area shall be retained and/or relocated to the maximum extent possible.

GOAL L:

Integrate the man-made, built environment and minimize the environmental impact of development.

OBJECTIVE L-1:

Require landscaping that provides screening for purposes of buffering unlike uses.

Policy L-1.1:

Non-residential and multi-family residential uses shall be buffered from

single-family residential uses by a minimum twenty (20) foot landscape buffer. Total landscaping required for buffers shall be one tree and three shrubs for every 15 feet. Trees shall be a minimum 24" box and shrubs shall be a minimum 5 gallon. Area within this buffer shall not be used to satisfy the on-site landscape area requirements.

Policy L-1.2:

Areas of disturbance within the required scenic buffer shall be re-vegetated with native desert vegetation.

Policy L-1.3:

All monument signs shall require a landscape area equal to four (4) square feet for each square foot of sign area to be located adjacent to its base.

Policy L-1.4:

All mini-storage and boat/RV storage shall be screened as required by the City of Peoria Design Review Manual Section 20-70-12.C.1.q.

Policy L-1.5:

All outdoor storage areas shall meet the minimum building setback requirements for the underlying zoning district in which the use is located.