# North Valley
# Specific Area Plan

**Adopted by:**

**Glendale City Council**
**December 12, 1989**

**Peoria City Council**
**January 9, 1990**

**Adopted December 12, 1989, by the City of Glendale City Council**

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**Adopted January 9, 1990, by the City of Peoria City Council**

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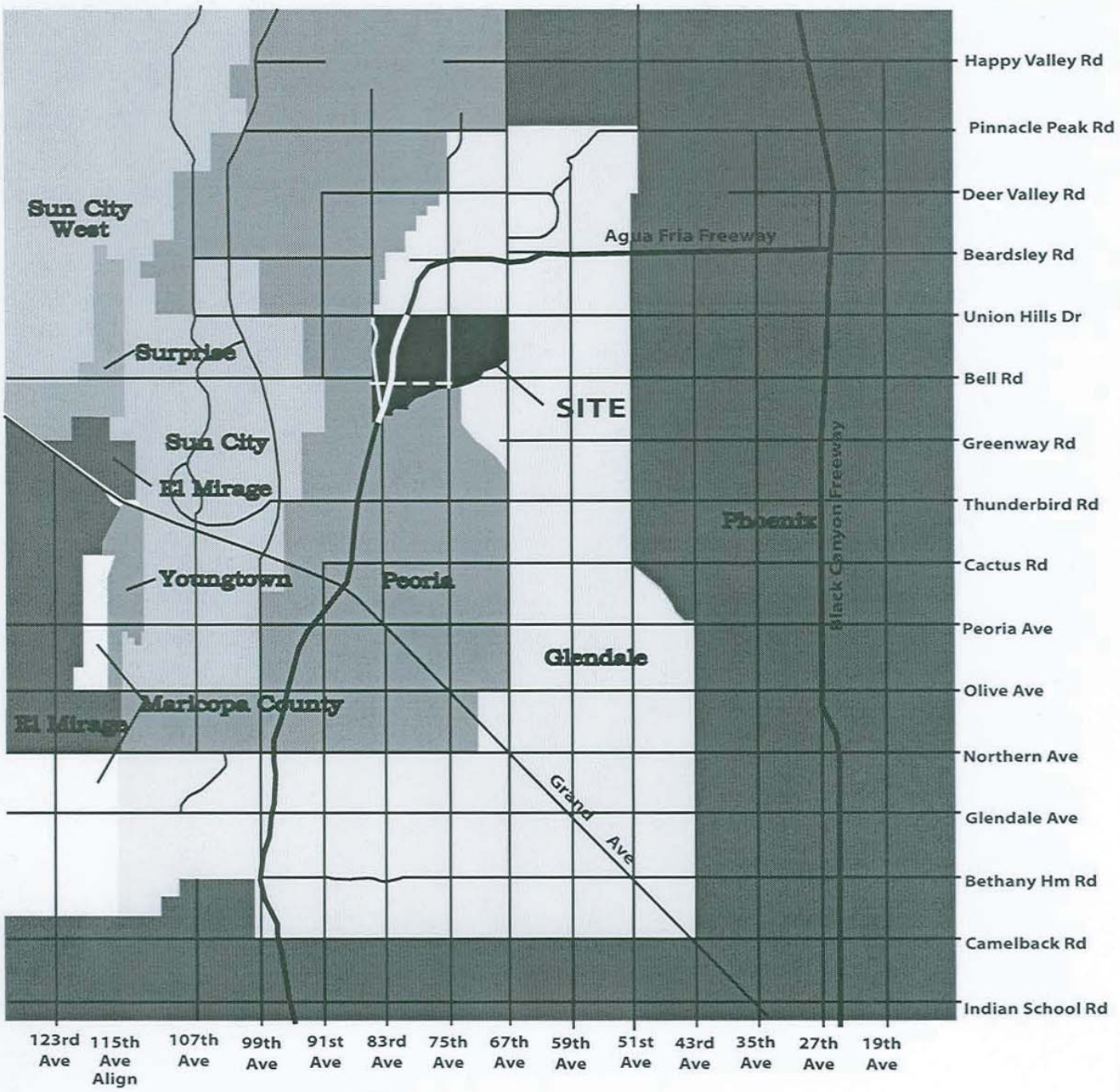
# Introduction

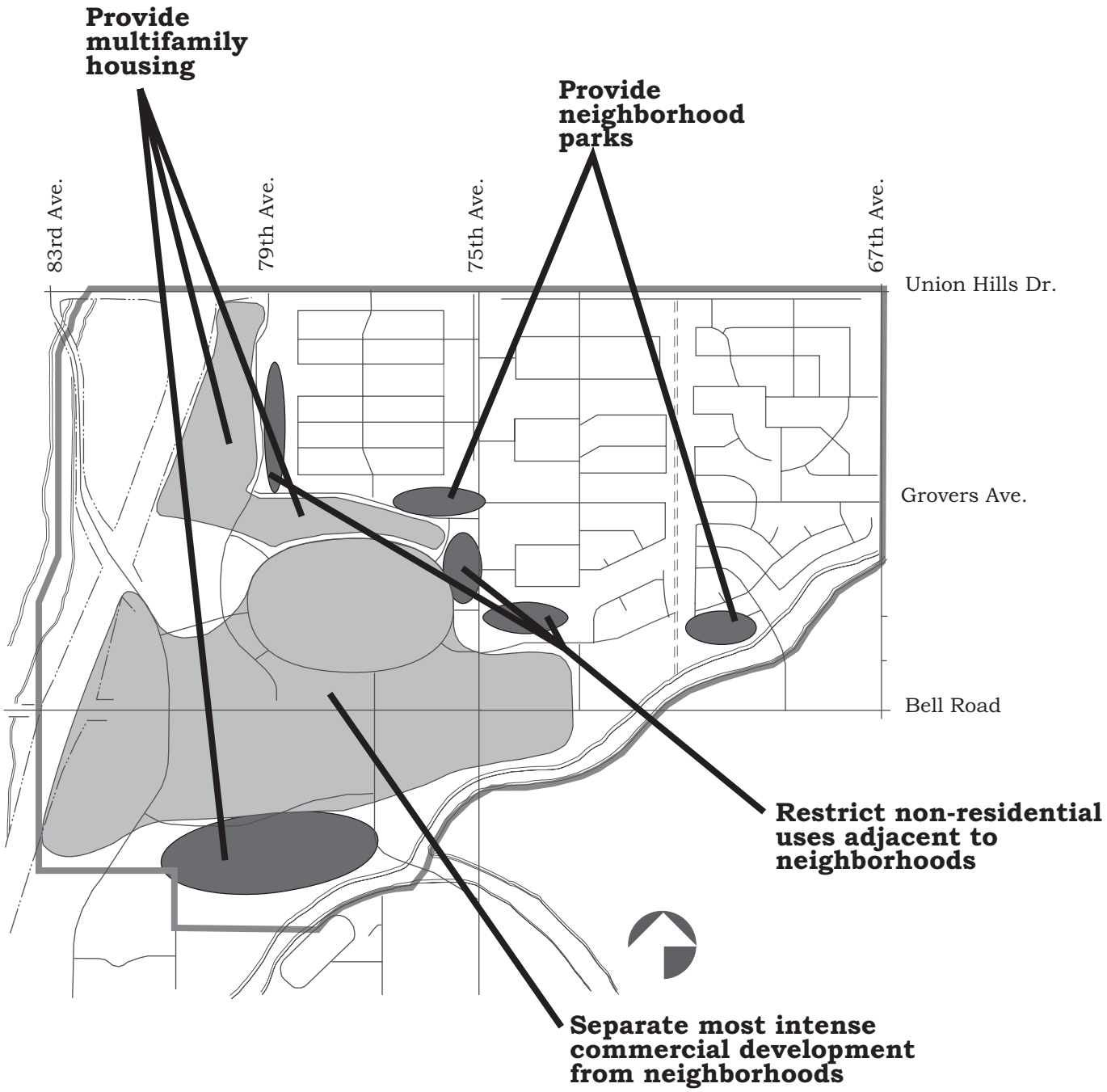



# Regional Vicinity Map 1

The North Valley Specific Area Plan is a master development plan for a mixed-use activity center built around a regional shopping center (Arrowhead Towne Center). The planning area is located in one of Glendale's and Peoria's developing employment centers adjacent to Bell Road and includes a range of commercial retail uses, office, light industrial, single-family residential, multi-family residential and business park uses. The planning area includes a two-square mile area in the northwestern portion of the Phoenix Metropolitan Area, two miles east of Sun City, and five miles west of Interstate 17 on Bell Road (see Map 1, page vi). The planning area is located within the political jurisdictions of the cities of Glendale and Peoria. The planning area has regional access provided by the Agua Fria Freeway (Loop 101) and Bell Road. The general boundaries of the planning area are Union Hills Drive to the north, 67th Avenue to the east, Skunk Creek to the south, and the New River to the west.

The primary purpose of the plan is to define the character of the proposed development, including land use, circulation, and urban design considerations. This specific plan provides a basis for future rezoning and development review actions and provides direction to residents, property owners, and developers as to the cities' expectations regarding development. The plan also integrates the infrastructure planning of both cities to avoid duplication or inadequate delivery of services.

# Land Use Element




# Land Use Issues

The Land Use Element describes the location of existing and proposed land uses within the plan area. The land use classifications for the cities of Glendale and Peoria are described by development intent and level of intensity. The majority of the land uses are commercial or employment in nature. The land use intensities for each development parcel establish the maximum building square footage or maximum number of residential dwelling units. The land use intensity guidelines will be implemented through a series of land use actions and development review processes.

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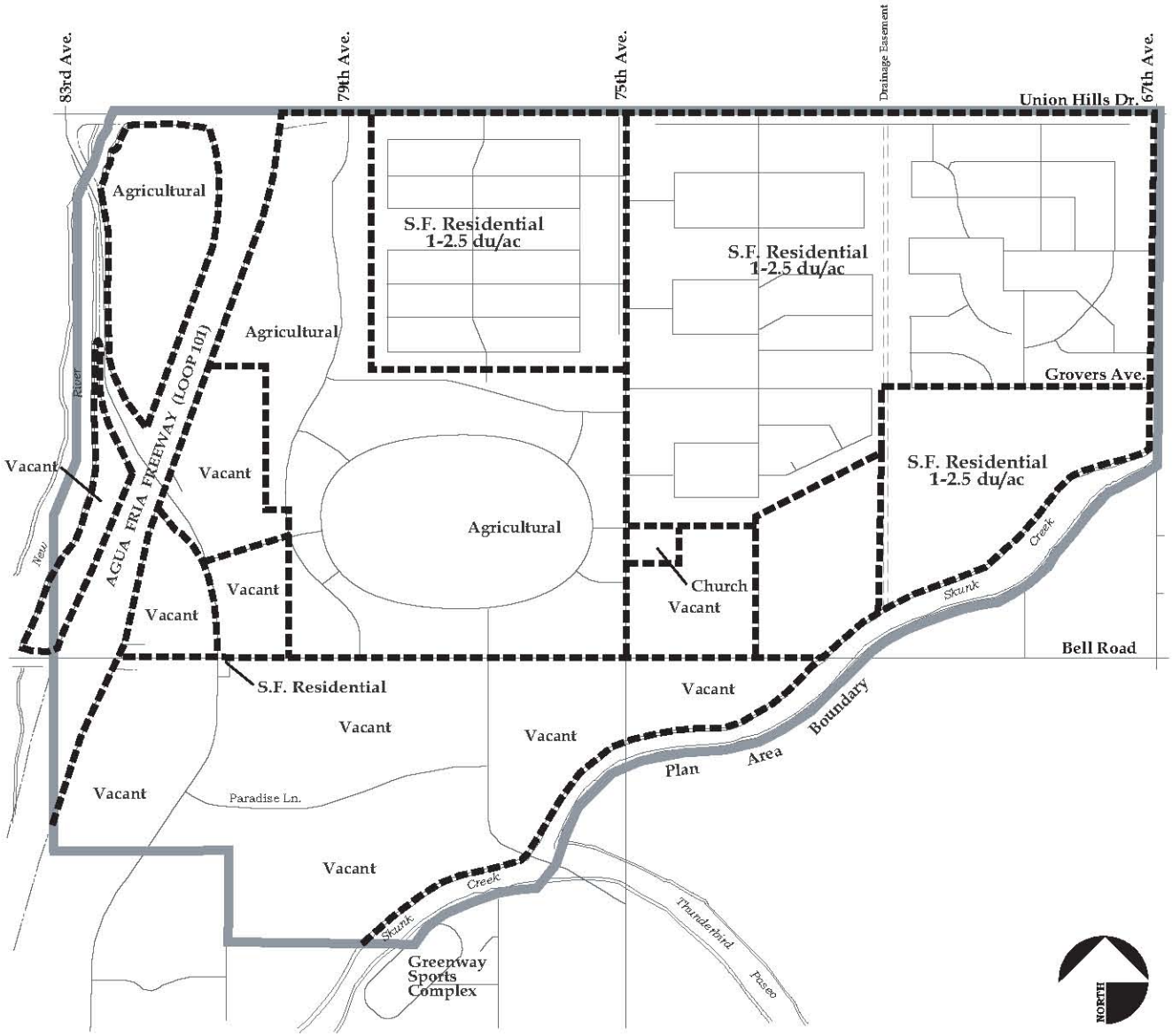
The majority of the existing development in the planning area is low density, single-family residential. Existing development includes the Hidden Manor, Secluded Acres, Secluded Estates, and Arrowhead Estates sub-divisions located in the northern portion of the planning area. There is a major City of Peoria recreational facility, the Greenway Sports Complex, located adjacent to the southern boundary of the planning area. The remainder of the planning area is either in agricultural use or vacant (see Map 2, page 4).

The cities of Glendale and Peoria have recently adopted general plans that include the planning area. The North Valley Specific Area Plan (NVSAP) is consistent with these existing plans in that it includes employment activities, commercial retail, and multi-family residential uses. Additionally, the NVSAP includes detailed changes in land use, building heights, and circulation systems not included in either general plan.

The planned land use mixture will create an attractive, functional relationship among regional employment, regional retail, neighborhood retail, multi-family and single-family residential uses. The plan identifies the type, location, and intensity of development for all parcels in the planning area and provides appropriate transitions between new development and existing single-family residential neighborhoods (see Map 3, page 9).




# Existing Land Uses In 1989

# Existing Land Uses Map 2

# *Land Use Classifications – City of Peoria*

### *Community Commercial (CC)*

The Community Commercial is a classification defined in the Peoria General Plan. Community Commercial areas are intended to accommodate the most intense retail and office development and serve the larger region.

### *Community Commercial - General Office (CC-GO)*

The Community Commercial – General Office is a classification for Community Commercial with an emphasis on office uses. This classification is for freestanding multistory office projects, either single buildings or a series of integrated buildings, which provide professional office and support services. This classification also permits commercial/retail development that is planned as an integral part of the office complex.

Multistory buildings will incorporate landscape themes, internal traffic circulation systems, and a strong pedestrian orientation, which links the various buildings to one another and to other areas within the North Valley Specific Area Plan.

### *Community Commercial – Multi-family (CC-MF)*

The Community Commercial – Multi-family is a residential classification, which allows a variety of multi-family projects ranging from townhomes to apartments. Multi-family development includes a maximum density of 26 units per acres. A typical project will include common open space, recreation areas, and other on-site facilities to accommodate the daily needs of the residents.

### *Parks and Open Space (P/OS)*

The Parks and Open Space category designates areas that are precluded from development except as improved open space and recreational facilities.

# *Land Use Classifications - City of Glendale*

### *Regional Center (RC)*

This classification includes the regional retail mall. The Regional Center will include at least four (4) full-line department stores as anchor tenants along with a wide range of retail businesses which are commonly and historically associated with regional malls. The mall will have open spaces with pedestrian orientation, a common landscape theme which is complementary to the overall landscape theme of the area, and a circulation system which links the regional mall to the ring road and adjacent major arterial streets.

### *Shopping Center (SC)*

This classification is a commercial retail development that is planned, constructed, and operated as a single entity. The center will accommodate several larger retail businesses within one or more functionally-related buildings that share a common architectural theme. The center will provide a place for the public to accomplish several shopping trips at one location. It will promote strong pedestrian orientation between businesses. The uses within the property designated as Shopping Center may be constructed in phases as long as architectural design, circulation system, signage, and landscape themes are implemented consistently.

A typical shopping center will include an anchor tenant with several smaller retail businesses commonly associated with, and ancillary to, a shopping center.

### *General Commercial (GC)*

An integrated series of freestanding commercial uses located in one area. These uses are commonly oriented toward the arterial street system but may, at the same time, be integrated around the periphery of the regional center. Common driveway entrances and a landscaping theme will be used to integrate the various freestanding commercial uses. The typical General Commercial use will serve both the destination-oriented consumer as well as those shoppers who are frequenting the regional center and shopping centers.

### *Limited Commercial (LC)*

A building or cluster of buildings built at a residential scale which provides retail or office space. The areas between the buildings and residential area will include significant landscape treatments. The commercial uses will not operate between 10:00 p.m. and 6:00 a.m. The commercial uses exclude automotive uses, convenience uses, restaurants, and cocktail lounges. All activities are within an enclosed building with no outside sales or storage.

Projects which involve more than one building have compatible architectural themes and landscape designs.

***General Office (GO)***

Freestanding multistory office projects, either single buildings or a series of integrated buildings, which provide office space and office support services.

Multi-story buildings will incorporate compatible architectural and landscape themes, internal traffic circulation systems, and a strong pedestrian orientation which links the various buildings to one another.

***Limited Office (LO)***

A building or a cluster of buildings built at a residential scale which provides office space. Areas around buildings will include significant landscape treatments when adjacent to residential uses. Lighting will be designed so as to limit light dispersion onto any adjacent residential properties. The buildings are intended to accommodate service businesses which have minimal impact on adjacent residential properties.

The typical project will have its own driveway entrances, parking area, identification signs, and landscaping. Projects which involve more than one building may share an architectural and landscape theme, parking, and driveway entrances.

***Light Industrial (LI)***

The land use designation allows for different types of manufacturing, distribution, office space, trade schools and/or related services to support the employment uses. Industrial uses in this area will provide for a wide variety of manufacturing and employment-related activities ranging from small employee-intensive businesses to large capital and employee-intensive businesses. Screened outside storage is permitted. This category may also include major recreational facilities subject to the Special Use District (SUD) review process.

***Business Park (BP)***

A large building or cluster of buildings developed as an entity on a single parcel. Business uses may include employee-intensive manufacturing operations within completely-enclosed buildings, office buildings, trade schools, and supporting retail activities. There is only very limited, screened outside storage. Buildings are visually pleasing with extensive landscaping around buildings and parking areas and activities within the buildings are generally quiet. Projects with multiple buildings provide strong pedestrian orientation between them. A typical project has vehicular access to a major street with on-site parking and a project identification sign.

***Single-Family Residential (SF)***

This residential classification, at a density of 1-2.5 dwelling units per gross acre, allows large parcels for residents who want the feeling of open space but do not really desire the rural lifestyle. A typical development includes larger-than-average houses on subdivided lots with

generous distances to streets and between residential dwelling units. The subdivision may include equestrian trails and be developed to rural standards.

***Multi-family Residential (MF)***

This residential classification, with a density range of 20 to 26 dwelling units per gross acre, allows a variety of multi-family projects, including townhomes and apartments. Other residential uses such as nursing homes and congregate care centers may be permitted, subject to the issuance of a use permit. All projects will include common open spaces, recreation areas, and other on-site facilities to accommodate the daily needs of residents.

The maximum multi-family density permitted is 26 units per net acre. Approval of any multi-family density greater than 21 units per acre requires a public hearing by the Planning Commission and approval of the density and site plan by the City Council. The Planning Commission shall evaluate the multi-family development on the following factors:

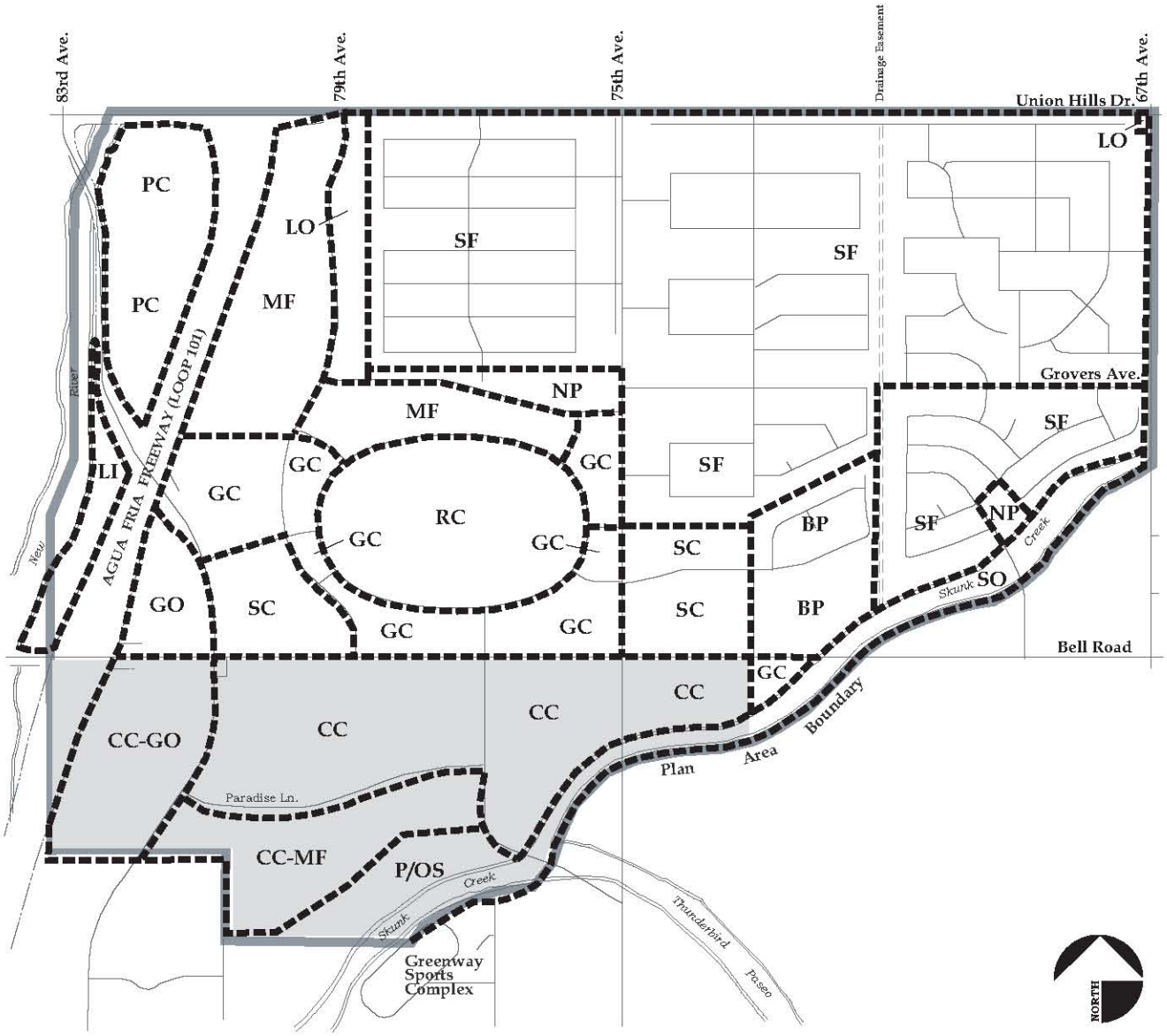
1. Building design quality.
2. Site design quality.
3. Provision of usable open space.
4. Provision of bicycle/pathways.
5. Impact on adjacent properties.
6. Provision of energy generation and conservation features in the development.

***Neighborhood Park (NP)***

Improved open space, which provides passive recreation opportunities to surrounding residents. Improvements may include picnic areas, tot lots, and major landscape features.

***Open Space (OS)***

Major natural features, which include a trail system for pedestrian, equestrian, and bicycle circulation. Private open space will include landscape buffer areas adjacent to residential areas, entry features, and project landscaping.




## Planned Land Uses

**GLENDALE**

- SF - Single-Family 1-2.5 du/acre
- MF - Multifamily 20-26 du/acre
- RC - Regional Center
- GC - General Commercial
- PC - Planned Commercial
- SC - Shopping Center
- LC - Limited Commercial
- LO - Limited Office
- GO - General Office
- BP - Business Park
- LI - Light Industrial
- NP - Neighborhood Park

**PEORIA**

- CC - Community Comm.
- CC/GO- Community Comm./ General Office
- CC/MF - Community Comm./ Multifamily
- P/OS - Parks/Open Space

NORTH

# Planned Land Uses Map 3

## *Land Use Intensity*

The proposed land use intensity for the planning area identifies the maximum development permitted on each of the 24 undeveloped parcels in the City of Glendale and six undeveloped parcels in the City of Peoria (see Appendix, Map 13, page 65). The maximum number of dwelling units for this planning area includes 3,544 multi-family units and 174 single-family units (see Appendix, Table 2, page 64). The table includes parcel sizes subject to changes in alignments or street right-of-way. The density transfer for multi-family parcel 3 reflects the provision of private open space buffers adjacent to the western boundary of the Hidden Manor subdivision.

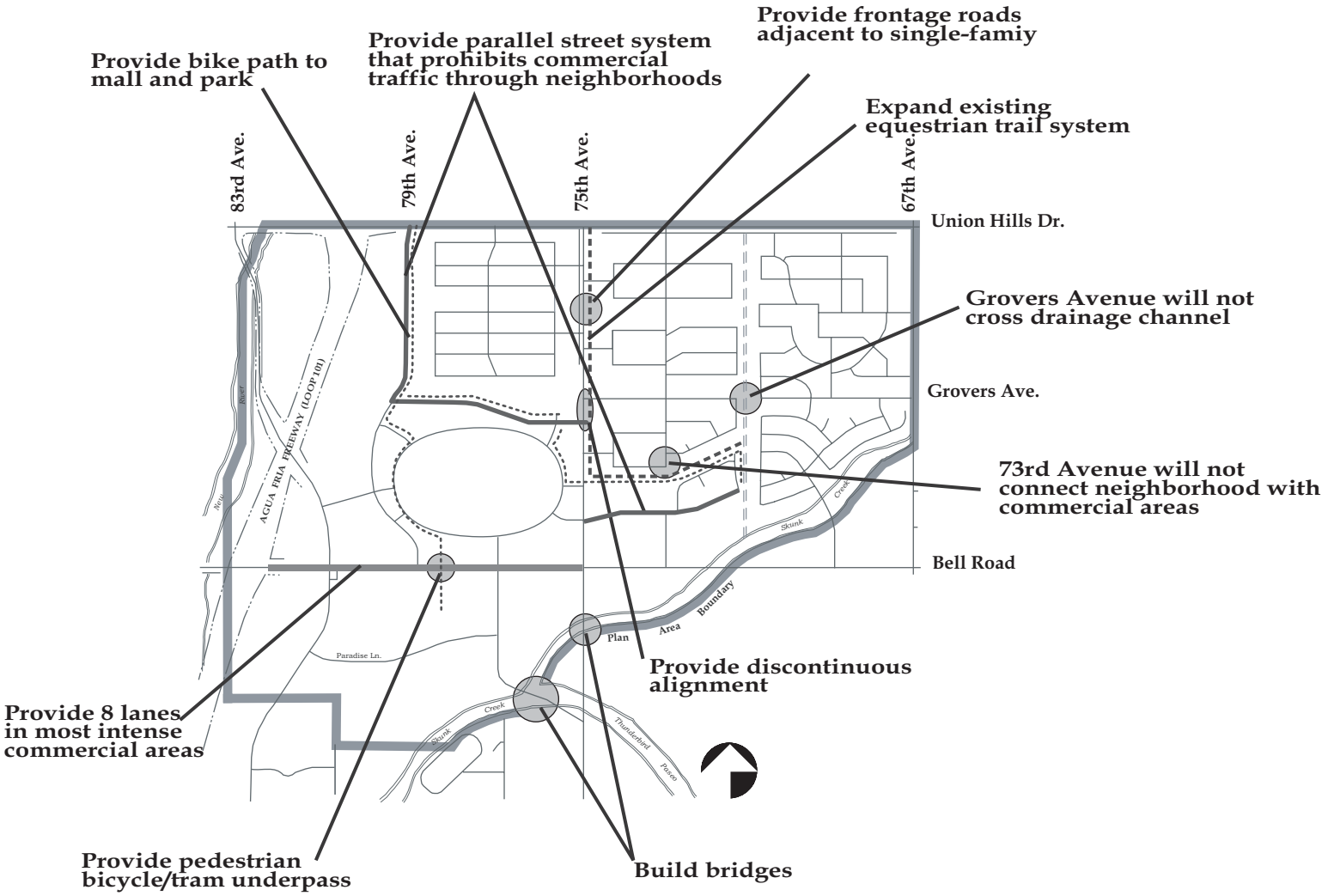
The development area's land use mixture is 47% commercial retail, 17% multi-family, 8% single-family, 7% general office, 8% light industrial, 7% business park, 3% limited office, and 3% neighborhood park. Approximately 70% of the development area is in Glendale and 30% in Peoria (see Table 1, page 11).

# TABLE 1

## LAND USE

| | Acres | Square Footage | Maximum Dwelling Units |
|---|---|---|---|
| ***City of Glendale*** | | | |
| Shopping Center | 122.0 | 1,605,910 | |
| General Commercial | 73.2 | 960,169 | |
| Limited Commercial | 6.6 | 86,402 | |
| Light Industrial | 12.3 | 161,148 | |
| Business Park | 47.4 | 620,207 | |
| Regional Center | 95.9 | 1,253,454 | |
| Multi-family | 80.2 | | 2,085 |
| Single-family | 69.3 | | 174 |
| General Office | 16.3 | 568,116 | |
| Limited Office | 22.6 | 219,756 | |
| Buffer-Open space | 3.0 | | |
| Neighborhood Park | 21.0 | | |
| **Total** | **569.8** | **5,465,152** | **2,259** |
| ***City of Peoria*** | | | |
| Community Commercial | 130.2 | 1,701,453 | |
| Multi-family | 56.1 | | 1,459 |
| General Office | 40.0 | 1,393,920 | |
| **Total** | **226.3** | **3,095,373** | **1,459** |
| **DEVELOPMENT AREA TOTAL** | **796.1** | **8,560,525** | **3,718** |

# Circulation Element




# Circulation Issues

The Circulation Element describes the type and location of streets, trails, bikeways, pedestrianways, and transit facilities that serve the plan area. A circulation system based on different modes of transportation is vital to the relationship between the various land uses. The importance of pedestrian-scale facilities within the project is reinforced by the provision of the Bell Road underpass.

A Transportation Management Association, established for the plan area, provides a long-term commitment to the management of transportation. This organization will work to reduce individual vehicle trips and maximize the efficiency of the circulation system.

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The planned circulation for the area includes an integrated system of public and private streets, urban freeway, equestrian trails, pedestrianways, bikeways, and public transit services. The street system is designed to minimize the impact on existing residential neighborhoods. The various modes of transportation available provide regional access to the planning area and internal circulation between land uses within the development.

## *Vehicular Circulation*

### *Street System*

The large volumes of traffic that will be generated by land uses inside and outside the planning area will be accommodated by a freeway and a series of arterial and collector streets. The freeway and arterial streets are designed to carry vehicular traffic to and from the planning area to locations outside the planning area. A series of collector streets, residential streets and private drives are designed to provide vehicular movement and access between land uses within the planning area (see Map 4, page 18).

The functional street classifications include:

Freeway – A freeway is designed to carry large volumes of high speed traffic and serve long, metropolitan-wide trips. The freeway includes six to eight travel lanes with access at interchanges only.

Super Arterial – A super arterial is an enhanced major arterial with eight continuous travel lanes. They move large volumes of high-speed traffic within major development areas. Access and turning movements are controlled to minimize unnecessary turning movements and maintain function of the street (see Exhibit 1, page 17).

Major Arterial – Major arterials move large volumes of moderate-speed traffic to and from freeways and serve some metropolitan-wide trips. They connect areas that are major traffic generators. There is controlled access for commercial uses along major arterials and residential areas are served from side streets.

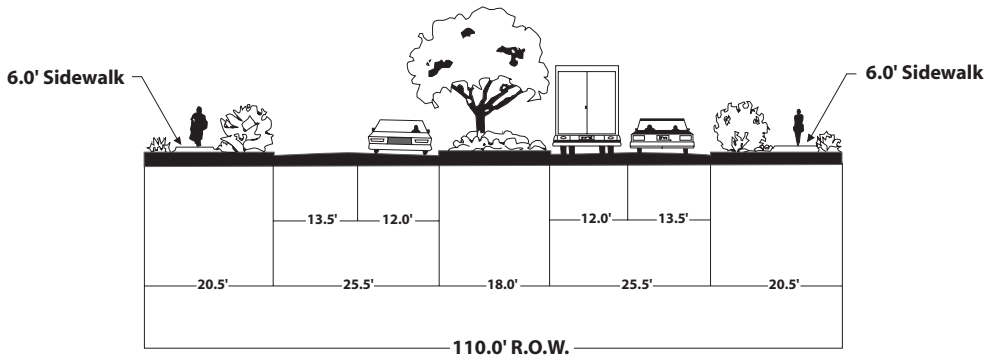
Arterial – Arterial streets move large volumes of traffic from one part of Glendale to another. Spacing of arterials is a function of land use density, not distance. Direct property access is a secondary concern to the movement of through traffic. Arterials are used primarily to connect neighborhoods to local commercial uses.

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

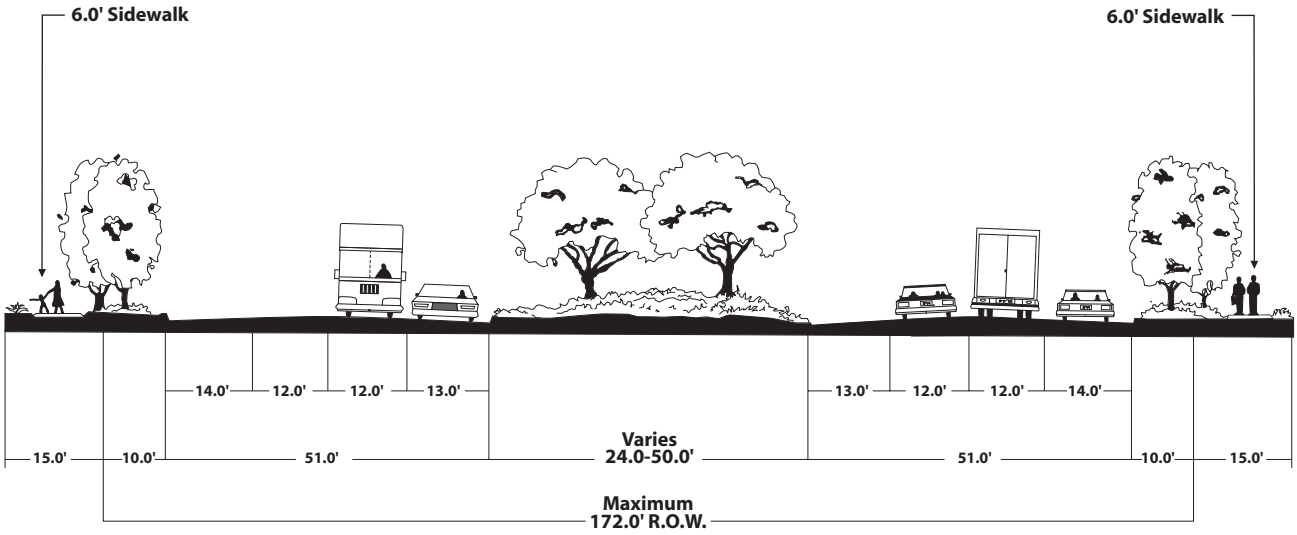
***Rights-of-Way***

The proposed right-of-way for the super arterial, major arterial, arterial, and collector streets within the planning area includes a variety of sizes (see Appendix, Map 14, page 66).

# Sections: Super & Standard Arterials

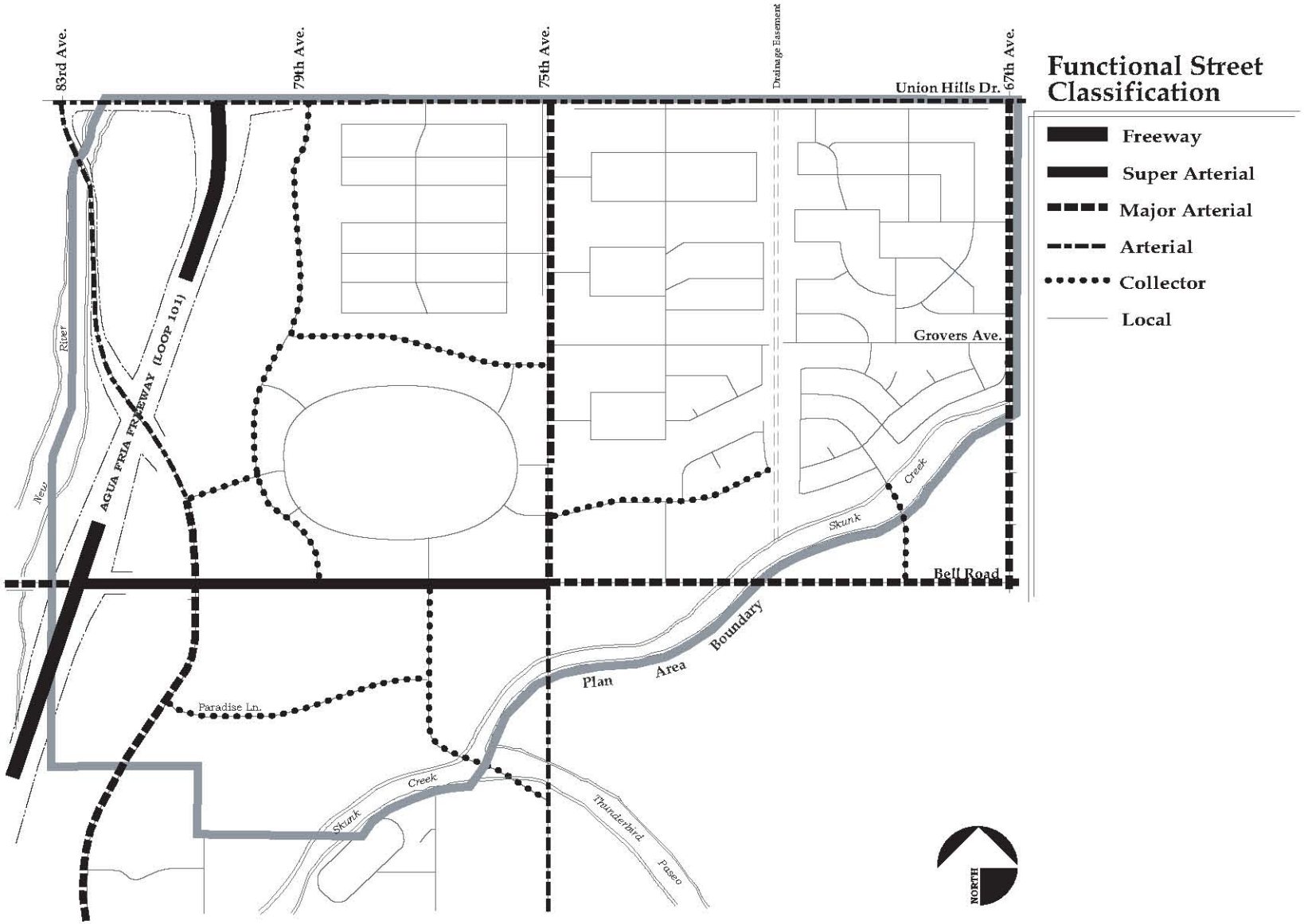



## Standard Arterial




## Super Arterial

## Exhibit 1




**Functional Street Classification Map 4**

### *Mall Access*

The private regional mall access drives include three different sections. The major drives include five travel lanes, raised landscape median, and pedestrianways/bikeways. The minor drives include four travel lanes, raised landscape median, and pedestrianways/bikeways where appropriate. The design of the ring road and mall drives is important to the function of the pedestrian and bicycle circulation systems for the planning area. The design of the ring road and mall drives will be part of the development review process.

The number and location of access points to the regional mall and other land uses off of the arterial street system is critical to provide efficient traffic flow and needed property access. Traffic flows and turning movements are controlled at these access points to provide safe entry and exit from the arterial street system (see Appendix, Map 15, page 67).

The major access points for the regional mall development, which includes all turning movements, include:

- 83rd Avenue and Campo Bello Drive
- 79th Avenue and Bell Road
- 77th Avenue and Bell Road
- 75th Avenue and Southeast Mall Entry Drive
- 75th Avenue and East Mall Entry Drive
- 79th Avenue and Campo Bello Drive
- 79th Avenue and Northwest Mall Entry Drive
- 79th Avenue and Southwest Mall Entry Drive

### *Medians*

All major arterial, arterial, and some collector streets within the planning area include landscape medians of varying sizes. The medians provide traffic safety for high-volume streets, control turning movements, and define the character of the street. Entry medians at intersections are also appropriate where a continuous median is not planned. The City has an adopted standard regarding median breaks and a process to address specific requests. The only two locations in the planning area where arterial medians will be specifically addressed is 75th Avenue from Bell Road to St. John Road and Bell Road from Skunk Creek to the Agua Fria Freeway.

### *75th Avenue – Bell Road to St. John Road*

The 75th Avenue frontage includes three access points. The major access point is the southeast mall drive, which will be a signalized intersection allowing all turning movements. Campo Bello Drive will also provide access to the mall.

The access provided by St. John Road will allow westbound left turns but not include left turns northbound on 75th Avenue. St. John Road functions as an access to the neighborhood park and the residential development to the west. It does not function as a major access point to the mall. The major turning movements are directed to the southeast mall entry drive.

***Bell Road – Skunk Creek to Agua Fria Freeway***

Bell Road is designed to accommodate high volumes of traffic with full access limited to quarter-mile signalized intersections. Additional right-turn movements are provided by individual driveways.

The Bell Road design includes an enhanced landscape median which varies in width from 24 to 50 feet. It serves as both a traffic safety control feature and a major design element for the planning area's major street. Additional median cuts would destroy the traffic safety provisions and negate a unique streetscape design for the planning area. At a travel speed of 30 miles per hour, vehicles will approach a signalized intersection every 30 seconds for turns left or right from Bell Road. Land uses adjacent to Bell Road are also accessed by the collector street system and the mall drive system on the north side of Bell Road.

The number of access points to existing residential development is not planned to change. The proposed area east of 75th Avenue, south of the existing residential development, will be served by Camino San Xavier and 73rd Avenue. Both sides of Bell Road will also be served by a 74th Avenue median break which allows left turns in only, and right turns in and out. Camino San Xavier will extend east through the business park into the planned single-family area.

Access to land south of Bell Road will be provided by 77th Avenue with Paradise Lane serving as the major collector between 83rd Avenue and 77th Avenue.

***Traffic Signals***

The proposed traffic signal system will include a series of upgraded, as well as new, signals. The signalization system will be interconnected with the signals at the Bell Road and Union Hills freeway interchanges. Upgraded existing signals include:

75th Avenue and Union Hills Drive
83rd Avenue and Bell Road
75th Avenue and Bell Road

New signal locations include:

79th Avenue and Union Hills Drive
83rd Avenue and Campo Bello Drive
79th Avenue and Campo Bello Drive
79th Avenue and Bell Road
77th Avenue and Bell Road
75th Avenue and East Mall Entry Drive
75th Avenue and Southeast Mall Entry Drive

Future signal locations which will be constructed when traffic conditions warrant their installation include:

73rd Avenue and Bell Road
75th Avenue and Grovers Avenue
77th Avenue and Paradise Lane
83rd Avenue and Paradise Lane
83rd Avenue and Union Hills Drive

## *Public Transit*

Planned transit includes local bus service, dial-a-ride services, and an internal tramway which serves portions of the planning area. The level of transit services will increase as both employment and residential elements are established. Transit service is necessary to provide access to developments in the area and to reduce traffic congestion.

### *Bus Service*

Bus service will be provided to the planning area through local and regional bus routes utilizing the adjacent arterial streets. The bus service will be accommodated by a bus stop developed in conjunction with the regional mall. The bus stop will provide shelter, parking for buses, and an information center. Land and parking for the bus stop will be provided with the development of the mall. The major bus routes that will serve the bus stop include Bell Road, 83rd Avenue, and 75th Avenue (see Map 5, page 23). This bus stop will not serve any park-and-ride operations. Express bus service requiring park-and-ride facilities will be included within the development. The location of the park-and-ride facilities will be on 83rd Avenue in close proximity to the Bell Road freeway interchange.

Local bus service will be limited to the major arterials with bus stops located at the quarter-mile driveway locations. The Bell Road route will access the mall site at 79th Avenue, continue to the major bus stop and back down 83rd Avenue to Bell Road continuing on its east/west route. The 83rd Avenue route will utilize Campo Bello Drive from the west. The 75th Avenue route will utilize Campo Bello Drive from the east.

### *Future Transit Options*

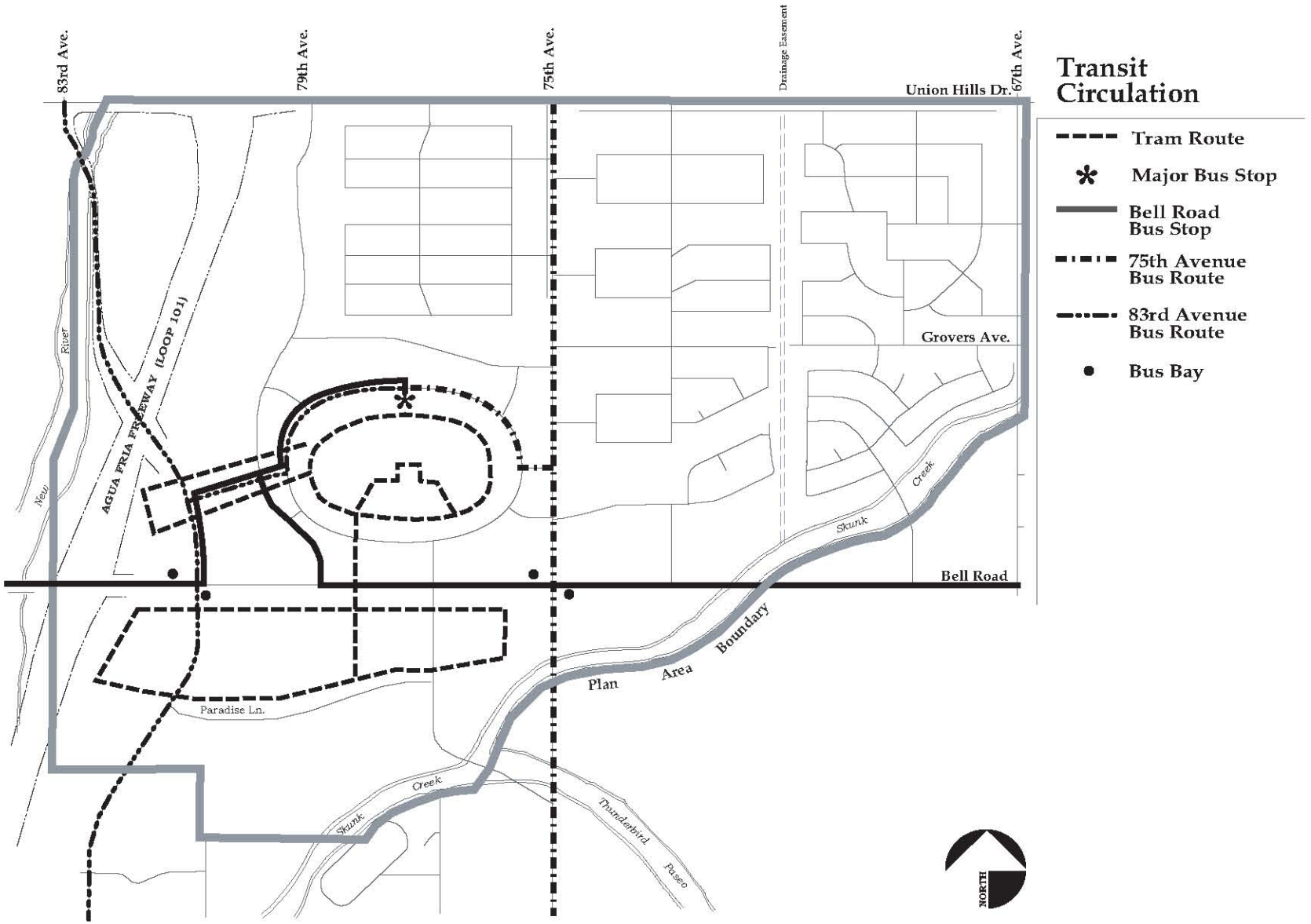
The Agua Fria Freeway (Loop 101) corridor provides a location for a future fixed rail system. This type of system would link with the major bus stop to provide required access to the project area. This type of transit service would provide a basis for additional bus service to be added to the project area.

### *Tram*

A tram system is planned in order to provide a safe and efficient means of transporting small groups between activity areas within the planning area. The tram will provide access to the area south of Bell Road through an underpass located between 79th and 77th Avenue. The underpass under Bell Road is critical to the pedestrian, bicycle, and tram circulation systems. As

congestion increases, the value of a grade-separated crossing of Bell Road will become more important.

The tram service will utilize a safari wagon, electric van, or similar low-maintenance vehicle. Initially, the tram would serve the regional mall, transit center, and the community commercial center south of Bell Road (see Map 5, page 23). As development increases within the area, the tram route can be expanded to serve employment centers, multi-family residential areas, and other commercial centers. Frequency and capacity of the service will be vital to its success. The level of service will vary by time of day and day of the week to reflect the activity within the project area.




**Transit Circulation**
**Map 5**

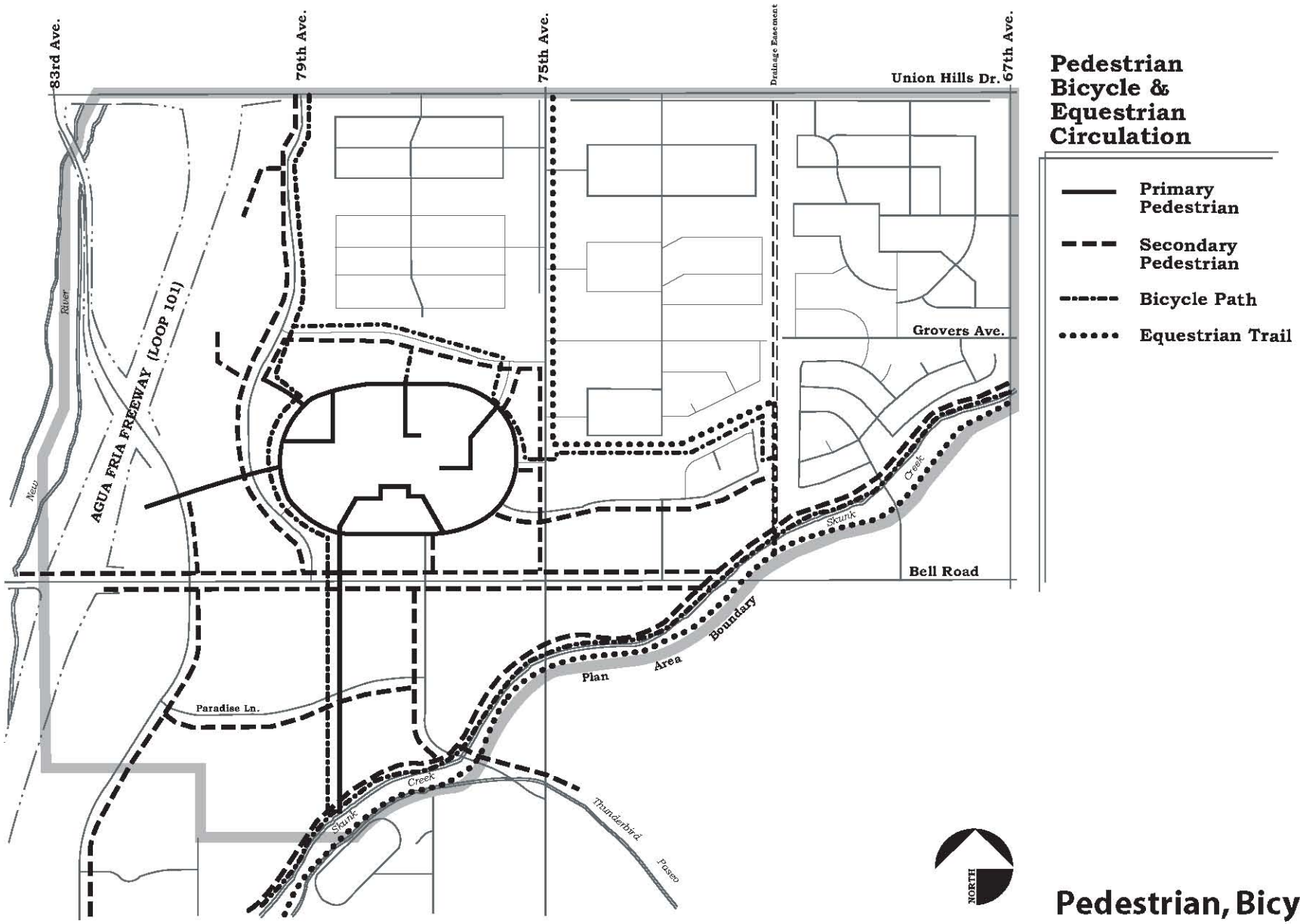
## *Pedestrian and Bicycle Circulation*

The circulation system within the planning area includes pedestrianways and bikeways. The regional mall is the focal point of the primary pedestrian movements with landscaped pedestrian paths extending from the parking lot to the mall entry points. The regional center is circled by a pedestrian and bike path system which extends south under Bell Road to Skunk Creek. Bicycle circulation extends between 75th and 79th avenues adjacent to the neighborhood park and north on 79th Avenue from St. John Road to Union Hills Drive (see Map 6, page 25). The bicycle circulation system extends east of 75th Avenue on the Campo Bello Drive alignment across the 71st Avenue drainageway to the proposed neighborhood park and Skunk Creek. A detailed bicycle and pedestrian plan will be developed in the first phase of development.

The arterial streets near the regional mall include sidewalks for pedestrians. The Bell Road corridor accommodates pedestrian circulation in an east-west direction. Additional north-south pedestrian circulation is provided along 83rd, 79th, and 75th avenues. The regional mall includes major pedestrian features extending into the parking area.

The majority of the pedestrianways around the regional mall are designed to accommodate bicycle circulation and to connect with major bicycle routes.

Special pedestrianways and bikeways radiate from the mall to Skunk Creek via the pedestrian underpass under Bell Road. The underpass will provide for pedestrian, bicycle, and tramway circulation. Pedestrianways and bikeways have been included in other plans as part of the overall Skunk Creek wash development.




**Pedestrian, Bicycle & Equestrian Circulation Map 6**

## *Transportation Management*

### *Traffic Analysis*

A traffic analysis completed for the planning area identifies the volume and characteristics of traffic that will be using the planned street system. The project-related traffic, combined with the 2015 background traffic volumes, provides the total average daily traffic for the planning area in the year 2015 (see Appendix, Map 16, page 68). The project-generated traffic will impact Bell Road, Union Hills Drive, 83rd Avenue, 75th Avenue, 67th Avenue, and the Agua Fria Freeway interchanges at Bell Road and Union Hills Drive. The 2015 traffic projections indicate that proposed development will generate approximately 57,000 more daily trips than previously projected by the Maricopa Association of Governments Transportation Planning Office system.

Certain assumptions were applied to projected traffic and site-generated traffic to establish the projected trip volumes for the overall street system. These volumes were utilized in designing the street system, including the number of travel lanes and turning movements. Included among these assumptions were a relatively large amount of transit usage and an active travel demand reduction program.

### *Transportation Demand Management Program*

Transportation Demand Management (TDM) programs are intended to reduce peak-hour travel demand by automobile.

The primary focus of TDM programs is the control of work-related travel during the peak travel hours. Without a TDM program the street network in the specific plan area would have to be larger to carry the additional traffic. Strategies are directed at encouraging travel outside peak-hour travel periods and discouraging single-occupancy usage of automobiles. Strategies appropriate for the planning area include:

Transit Encouragement – Transit service to the planning area will grow with overall development and level of employment. Planning for transit activities will be included in the activities of the future Transportation Management Association to be established for the planning area. The trip reduction allocations included in the plan's traffic analysis indicate strong support for transit operations.

Variable Work Hours – Variable work hours can be implemented by employers to address the peak-hour reduction effort while using carpools to reinforce the effort.

Carpool/Vanpool Promotion – Organized transportation coordination will be considered by all employees. The potential for ridesharing is high for office uses.

Parking Management – Parking will be managed to reduce the convenience of single-occupancy uses and improve convenience for carpool/vanpool users. It establishes how effective transit promotions are for major employers.

Cycling – All developments should include safe storage facilities for bicycles with lockers and showers on the site of major developments. Encouraging cycling requires an ongoing commitment for safety, signage, and reduction of bicycle/vehicle conflicts.

***Transportation Management Association***

A Transportation Management Association will be established for the north valley planning area. Its operations and programs will be developed as part of the long range traffic management program for the planning area.

All office and retail development will be required to fund and participate in the TMA. Every commercial development will have a designated transportation coordinator who will represent the building or employer in fulfilling his obligations to the association. The TMA shall establish ride-sharing promotion, transit encouragements, and parking management policies for each phase of development. Ridesharing and parking management should be emphasized until transit service is developed.

Typical responsibilities of the TMA would include:

1. Developers providing physical improvements to encourage the use of ridesharing, transit, and cycling. These include bike racks, showers, lobby displays, bus shelters, and transit stations.

2. Building owners or managers assigning transportation coordinators to implement car and vanpool programs, promote transit, flex-time, and cycling among their tenants.

3. Employers playing a role in transit promotions and providing car and vanpool programs. They can ensure employee parking is not subsidized or, if it is subsidized, they can offer travel allowances to all employees. This process allows transit patrons and cyclists to be on an equal basis with drivers.

***Future Traffic Analysis***

The development of the later phases of the project will require additional traffic impact assessments to verify assumed trip reduction measures and projected level of service for major intersections. The first major traffic assessment will be required when 2,500,000 square feet of commercial space is occupied. This will allow for an analysis of the regional mall impact relative to trip reduction assumptions included in the original traffic analysis.

Approvals of development over the 2,500,000 square foot level will include specific trip reduction measures.

The second traffic assessment will be required when a total of 3,500,000 square feet of space is occupied. This phase should include office development which will allow for analysis of Transportation Management Association strategies. Each additional 1,000,000 square feet of development will be considered an additional development phase. Evaluation of each phase will provide specific objectives for the Transportation Management Association.

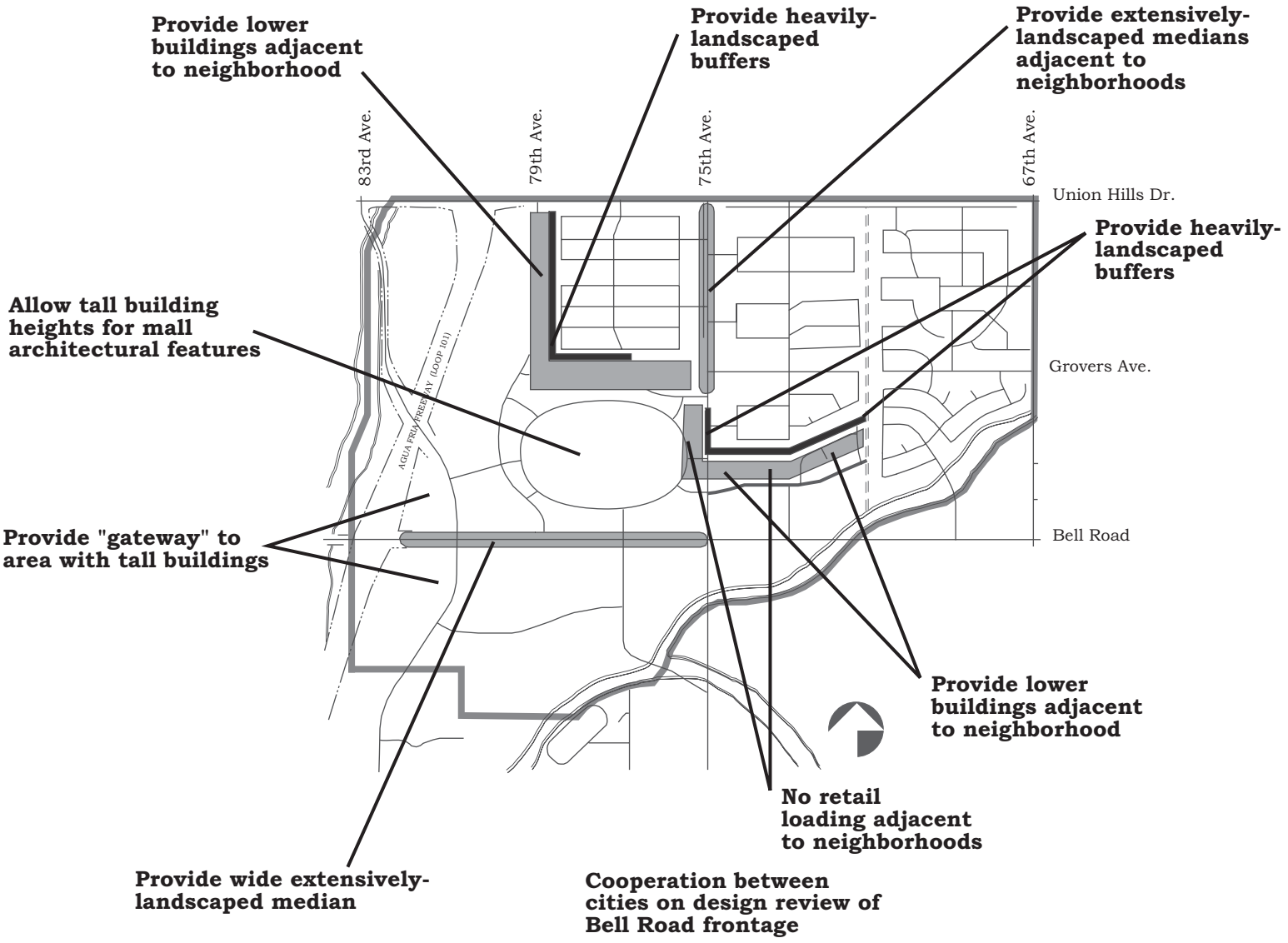
All traffic studies will be conducted by firms hired by the City of Glendale and/or the City of Peoria, and funded by developers, property owners, and the Transportation Management Association. At the completion of each analysis, a schedule for future traffic assessments and programs for the TMA will be established by the City. Approval of additional phases of development will include a review of the Transportation Management Association's performance. The TMA will develop a strategy which maximizes the components of transportation demand management:

- Management of trips by number and timing.

- System enhancements, capacity, and efficiency improvements.

All property owners shall contribute to the implementation of the TMA program. The allocation of contributions will be determined by the TMA.

# Urban Design Element




# Urban Design Issues

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

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The design elements within the planning area include buffering of existing residential development, landscape and streetscape standards, open space and neighborhood park development, and design guidelines for the various land use categories. Transitions are needed between land uses to avoid inappropriate changes in mass, scale, and building design. The design of the commercial and employment areas will impact the future residential environment.

## *Transition Areas*

The transition areas include the western and southern edges of the Hidden Manor Subdivision, 75th Avenue from Union Hills Drive to Bell Road, and the southern boundary of the Secluded Acres and Secluded Estates subdivisions.

*Hidden Manor West (79th Avenue, St. John Road to Unions Hills)*

A combination of landscape buffers and limited office development will provide a transition between the existing single-family residential and proposed multi-family areas (see Exhibit 2, page 32, and Exhibit 3, page 33). The transition includes a series of one-story office buildings which will move 79th Avenue to the west and includes a 60-foot landscape/retention area adjacent to the existing residential lots. The office buildings will be approximately 60 feet west of the existing residential boundary (see Exhibit 4, page 34).

The office parcel is not expected to develop in the first phase, so the building mass needed to block the traffic noise of 79th Avenue won't be present. As an interim measure, a six-foot-high earth berm will be constructed adjacent to the bike path on the east side of 79th Avenue, from the entry feature south to St. John Road. This berm will be removed as office development occurs and will not be sculpted or landscaped as a permanent berm would be.

*Hidden Manor South (Grovers Avenue, 79th to 75th Avenues)*

This transition includes a neighborhood park from 75th to 77th avenues, and landscape buffer between 77th and 79th avenues (see Exhibit 2, page 32, and Exhibit 4, page 34). Both the landscape buffer and the neighborhood park will be constructed in the first phase of development. The maintenance of the landscape buffer area will be the responsibility of the City of Glendale.

# Transition Plan: Hidden Manor - West & South

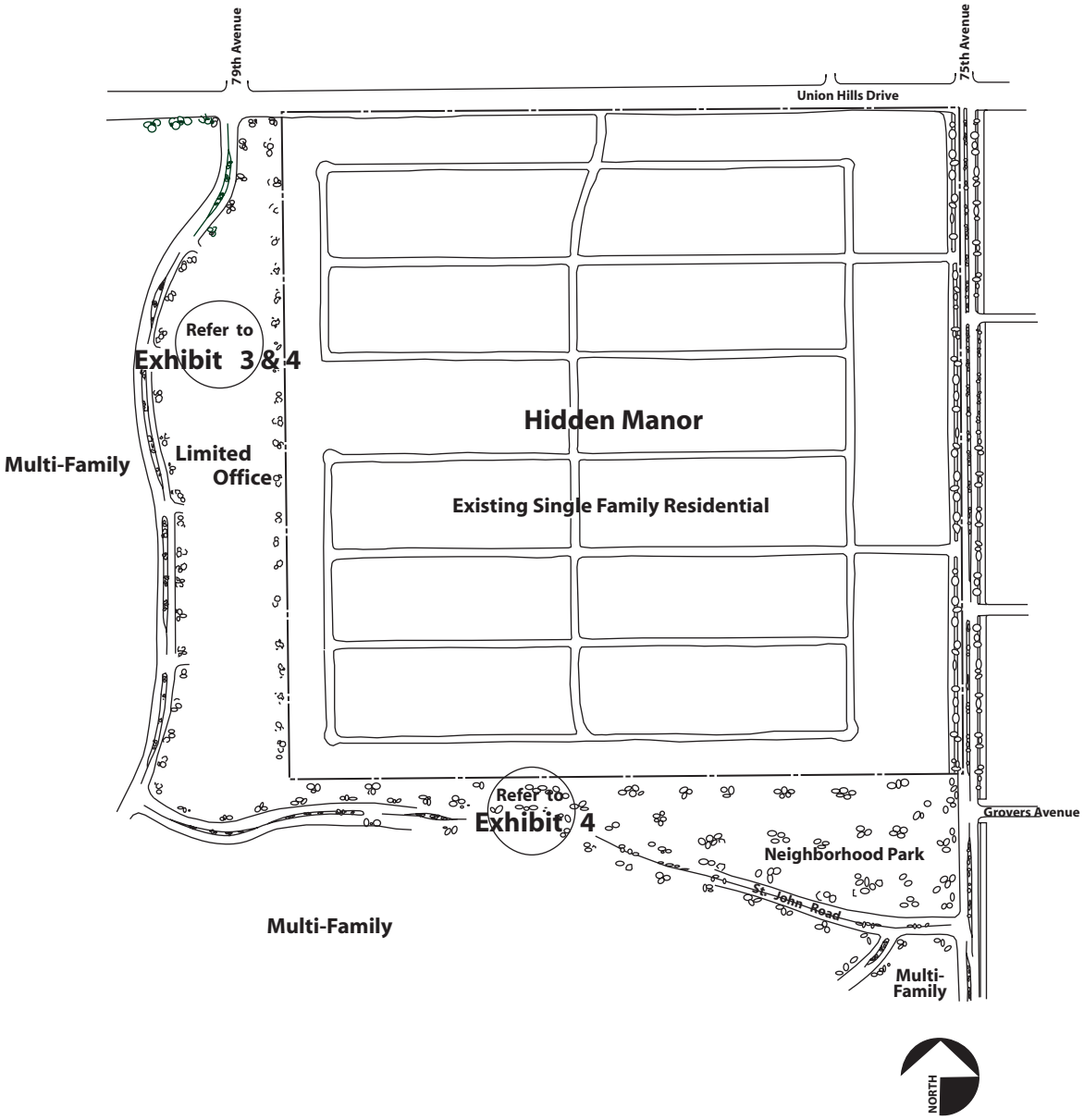
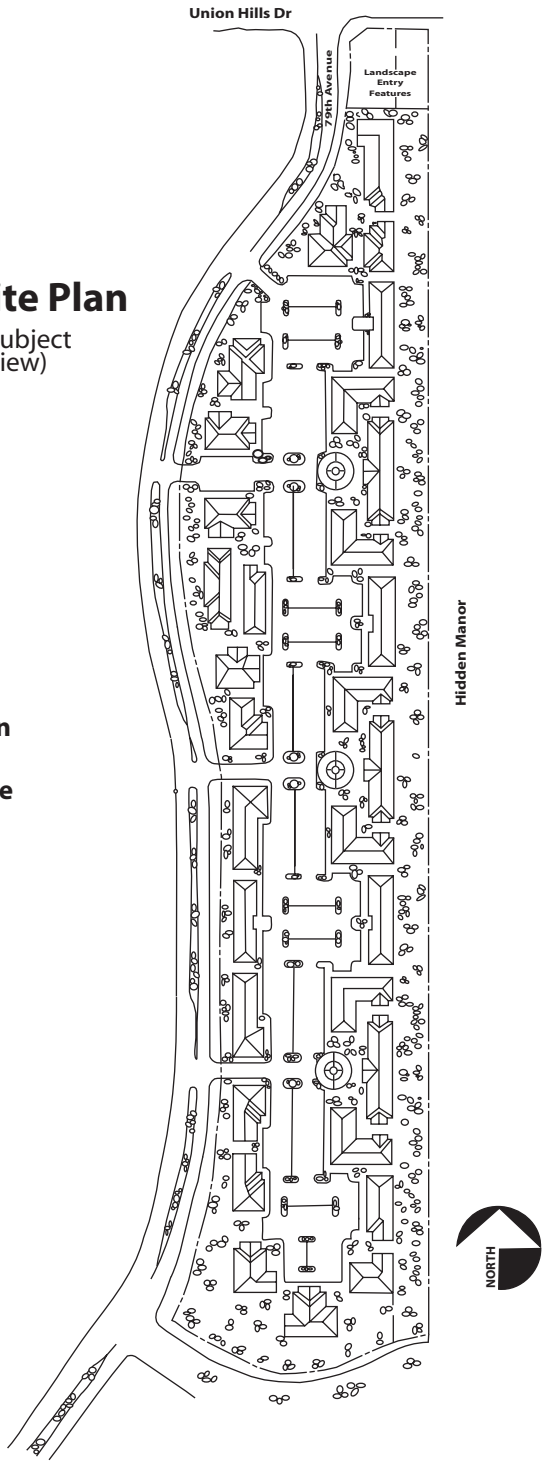



**Exhibit 2**

# Transition Plan: West of Hidden Manor- Limited Office

## Conceptual Site Plan

(Final Design is subject to Design Review)



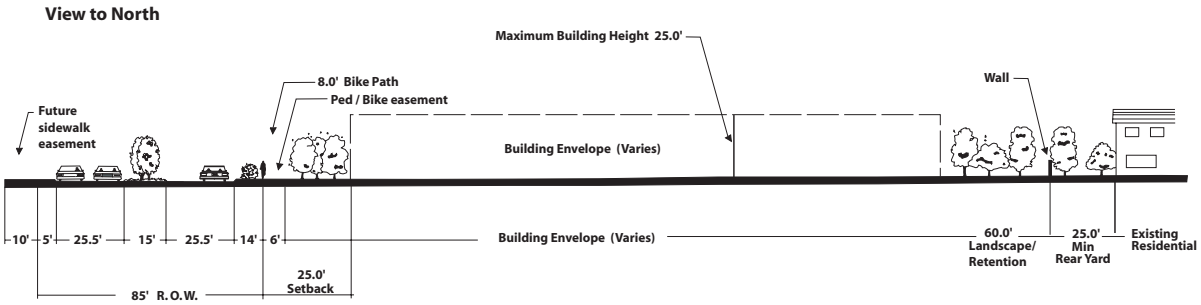

**Note:**

- **Location of buildings is conceptual**
- **Size of landscape entry feature is conceptual.**
- **Sound attenuation measures will be included in the design of the landscape feature.**
- **6-foot-high temporary berm along 79th Avenue**

**(see Page 38)**

**Exhibit 3**

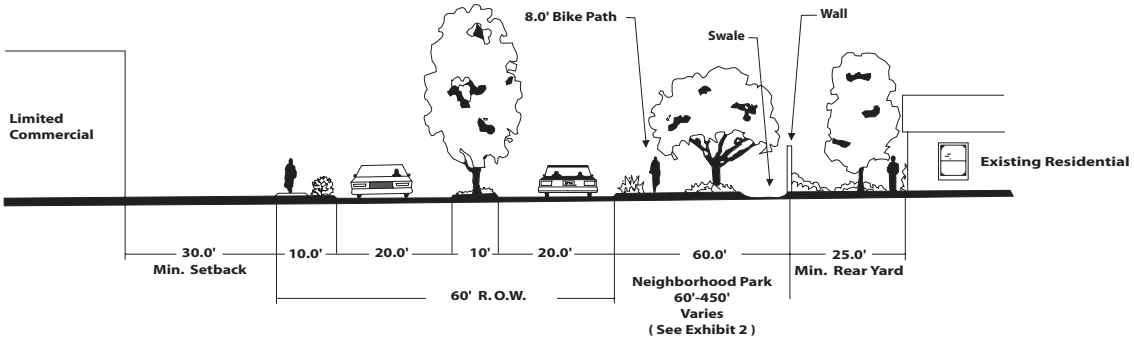
# Transition Section: Hidden Manor




**Notes:**

- 79th Avenue meanders between Union Hills & St. John - specific alignment to be developed.
- No parking adjacent to 79th Avenue.
- All trash enclosures, shade structures & mechanical equipment to be located within building envelope.
- Lighting to be directed toward office development & screened from residential.
- Single story building with height limited to 25'.
- Landscape buffer to be completed in Phase 1 of regional mall development. Additional sidewalk easement to be added on side of 79th Avenue when limited commercial develops.
- F.A.R. 0.25.

## Section A: West of Hidden Manor - Limited Office




## Section B: South of Hidden Manor St. John Road

# Exhibit 4

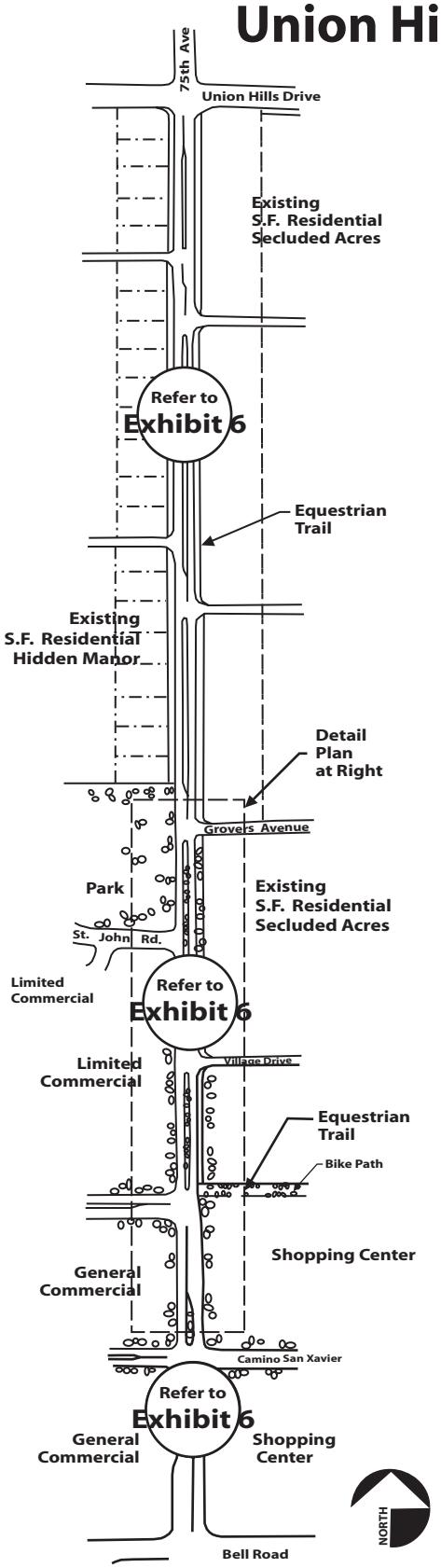
***75th Avenue***

The design of 75th Avenue includes three sections: Union Hills to Grovers, Grovers to East Mall Drive, and East Mall Drive to Bell Road. The Union Hills to Grovers section includes frontage roads on both sides of 75th Avenue and the addition of an equestrian trail along the eastern edge of the east frontage road (see Exhibit 5, page 36, and Exhibit 6, page 37). The frontage road median may include a decorative wall that could be integrated into the overall landscape design. The Grovers to East Mall Drive section maintains the frontage road on the east side, while the west side of 75th Avenue includes a neighborhood park, multi-family residential and limited commercial retail uses. This section also provides a landscape buffer and larger building setbacks on the west side of 75th Avenue to reduce visual impacts on the single-family residences fronting 75th Avenue on the east side (see Exhibit 5, page 36).

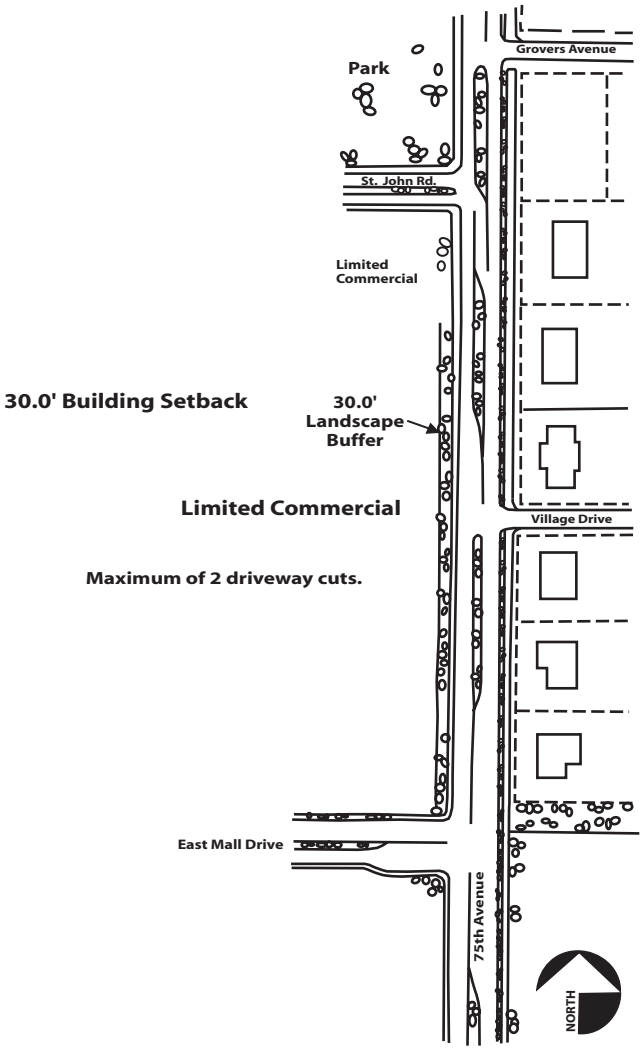
***Secluded Acres and Secluded Estates – (South Side)***

The transition between Secluded Acres/Secluded Estates and the proposed shopping center and business park includes an equestrian trail/buffer adjacent to existing residences (see Exhibit 7, page 38). The equestrian trail and bikeway continue to the 71st Avenue drainageway south on the west side of Parcel 16 to Camino San Xavier.

# Transition Area Plan: 75th Avenue from Union Hills Drive to Bell Road




## Detail Plan: 75th Avenue - Grovers Avenue to Campo Bello Drive

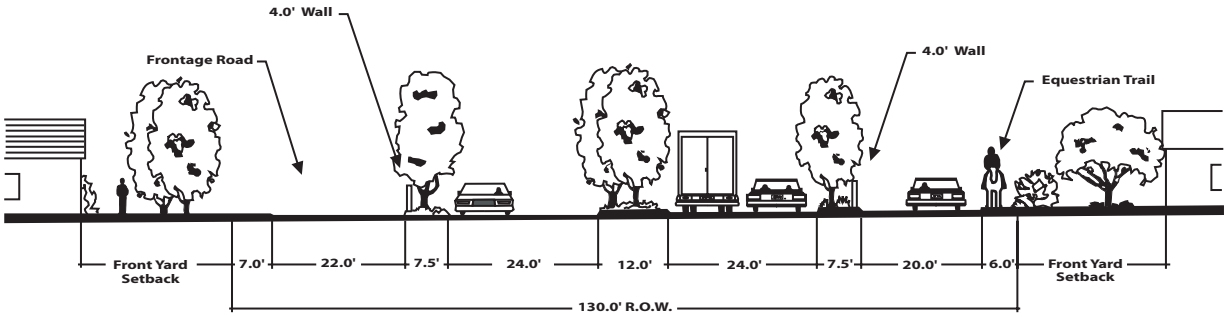



**Use Restrictions for Limited Commercial:**

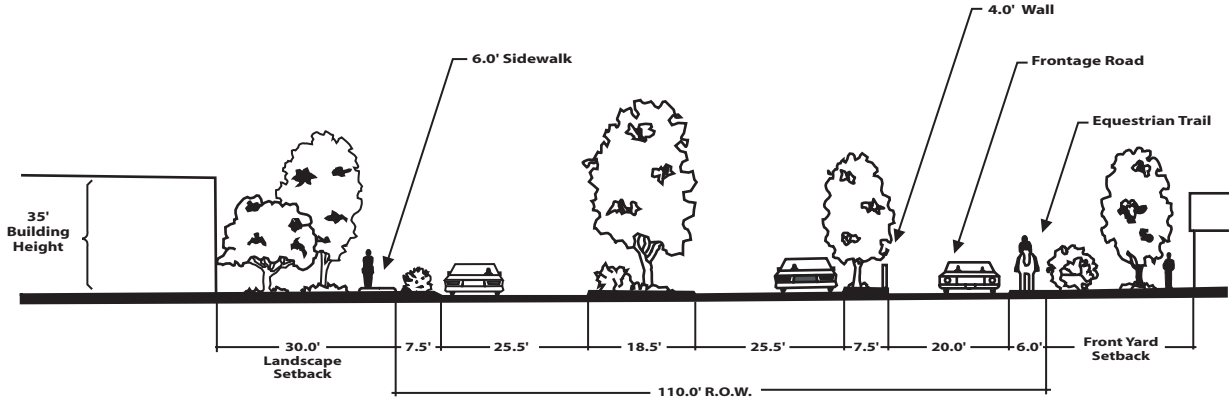
- No wholesaling, processing, or manufacturing.
- No outdoor sales or storage.
- No commercial activity between 10pm and 6am.
- No convenience uses, vehicle repairs or service facilities.
- No bars, cocktail lounges, or restaurants.
- No loading or trash pick up adjacent to 75th Avenue.

# Exhibit 5

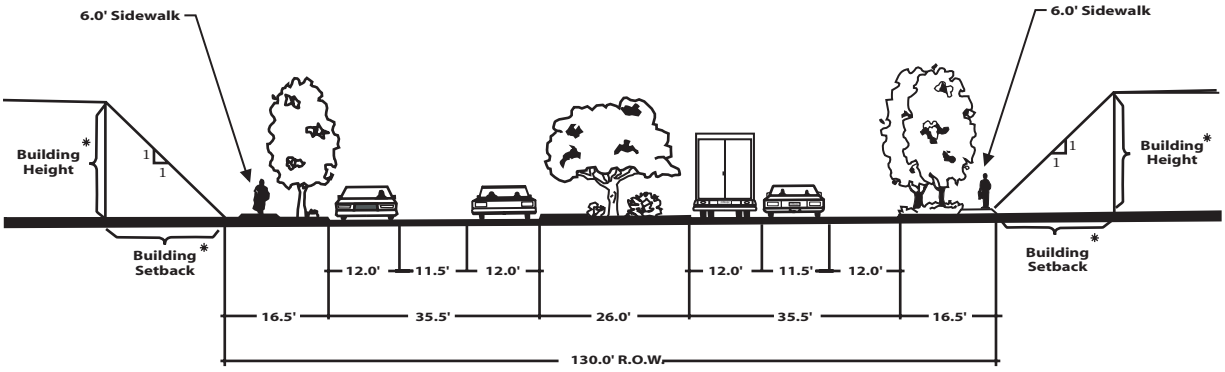
# Transition Sections: 75th Avenue from Union Hills Drive to Bell Road




## Section C: 75th Avenue from Union Hills Drive to Grovers Avenue




## Section D: 75th Avenue from Grovers Avenue to Campo Bello Drive

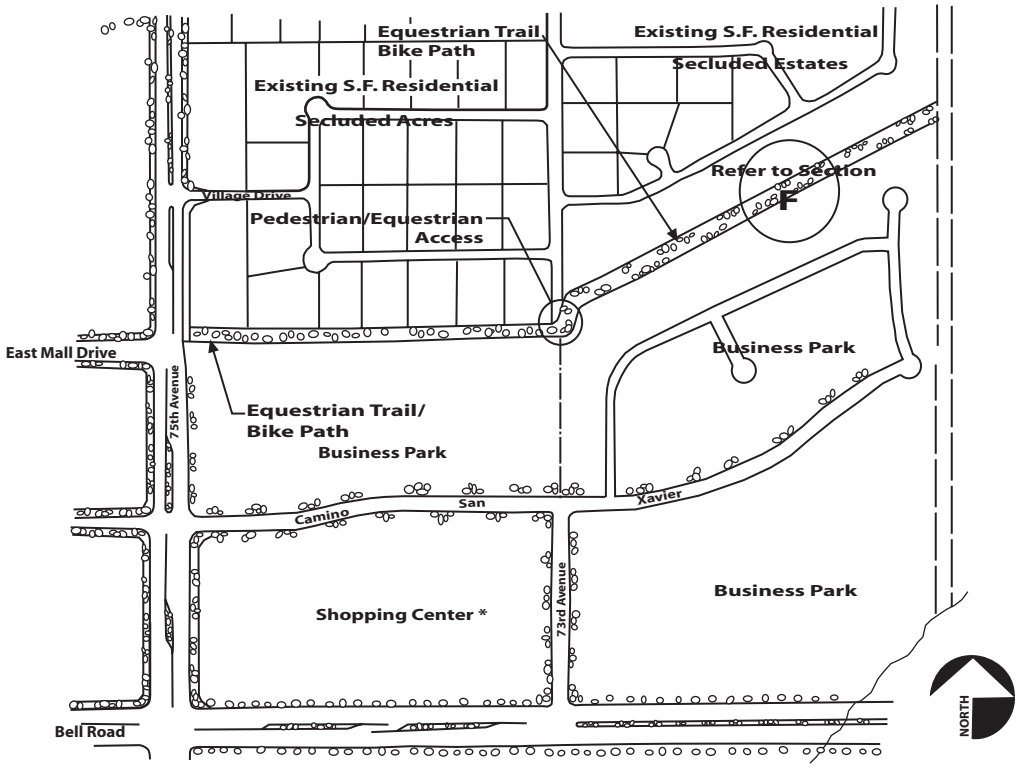



## Section E: Major Arterial - 75th & 83rd Avenues From Campo Bello Alignment to Bell Road

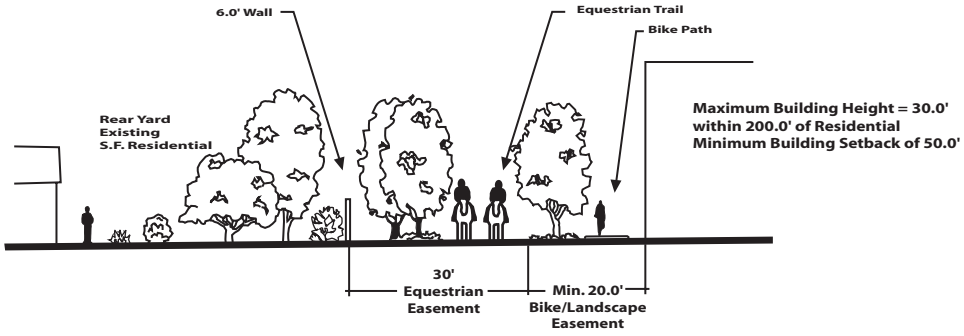
***The relationship between building height and setback is a ratio of 1:1**

# Exhibit 6

# Transition Plan & Section: Southern Boundary of Secluded Acres & Secluded Estates




**No loading or trash pick-up adjacent to residential**
*** No convenience uses permitted on this parcel**




## Section F: Equestrian Easement from 75th Avenue to Drainage Easement

# Exhibit 7

## *Landscape*

The design and location of landscape areas within the plan area are important in defining the character of development. The landscape concept can present a unified landscape environment within the mixture of land uses and various scales of development. The landscape concept has five primary objectives:

- Identify and enhance the planning area through the use of a limited palette of landscape materials.

- Define the streetscape through the use of landscape medians and special landscape areas surrounding major intersections.

- Identify and enhance the project through the use of special traffic control signals, street lighting, and street furniture.

- Provide landscape materials which match the scale of buildings within the plan area.

- Enhance the pedestrian scale of the project by providing shade and protection to pedestrian areas, bike paths, and parking areas within the plan area.

***Streetscape***

The scale and function of the streets within the plan area require different types of landscape. The streetscape is defined through right-of-way landscape, landscape buffer/retention, and major landscape features (see Map 7, page 42). Bell Road, as the major street, includes a large landscape median to provide a break in the unusually wide pavement sections. Between 79th and 77th avenues, the median provides space for major landscape features and project identity. Additional streetscape treatments in the area are:

- Major through streets which serve the commercial core, 83rd Avenue and 75th Avenue.

- 79th Avenue, between Union Hills Drive and Bell Road, which serves both residential areas and the commercial center.

- Major collector streets such as Campo Bello Drive west of the mall.

- St. John Road, west of 75th Avenue, which defines and serves the neighborhood park.

- The outer edge of the regional center ring road and also the pedestrianways.

- Major collector streets such as Paradise Lane and 77th Avenue.

- Landscape buffer treatments adjacent to all existing residential development.

- Major intersections at 83rd, 79th, 77th, 75th, and 73rd avenues along Bell Road and 79th Avenue at Union Hills Drive. The landscape can identify both the entrances to the area as well as entry to the regional center.

Each of these conditions requires a street tree or combination of street tree types as the dominant landscape element. Secondary elements such as ground cover and shrubs may vary within a condition but not the dominant tree. The consistent pattern will organize and define the various parts of the plan area.

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

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

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

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

- Design parking areas to be surrounded by a landscape perimeter sufficient to allow for a sidewalk with planting on both sides. This landscape perimeter may be broken by drives for access to the parking area, but these should be limited.

- Design retention areas as landscape opportunities. They provide the opportunity for additional planting and sculptural enhancements of the land. The earth taken from the area to provide the volume of retention can be used as berms around the basins to further enhance the sculptural quality of the basin.

- Landscape any part of development not used for building or parking. Like the retention areas, these areas provide an opportunity for additional enhancement of 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.

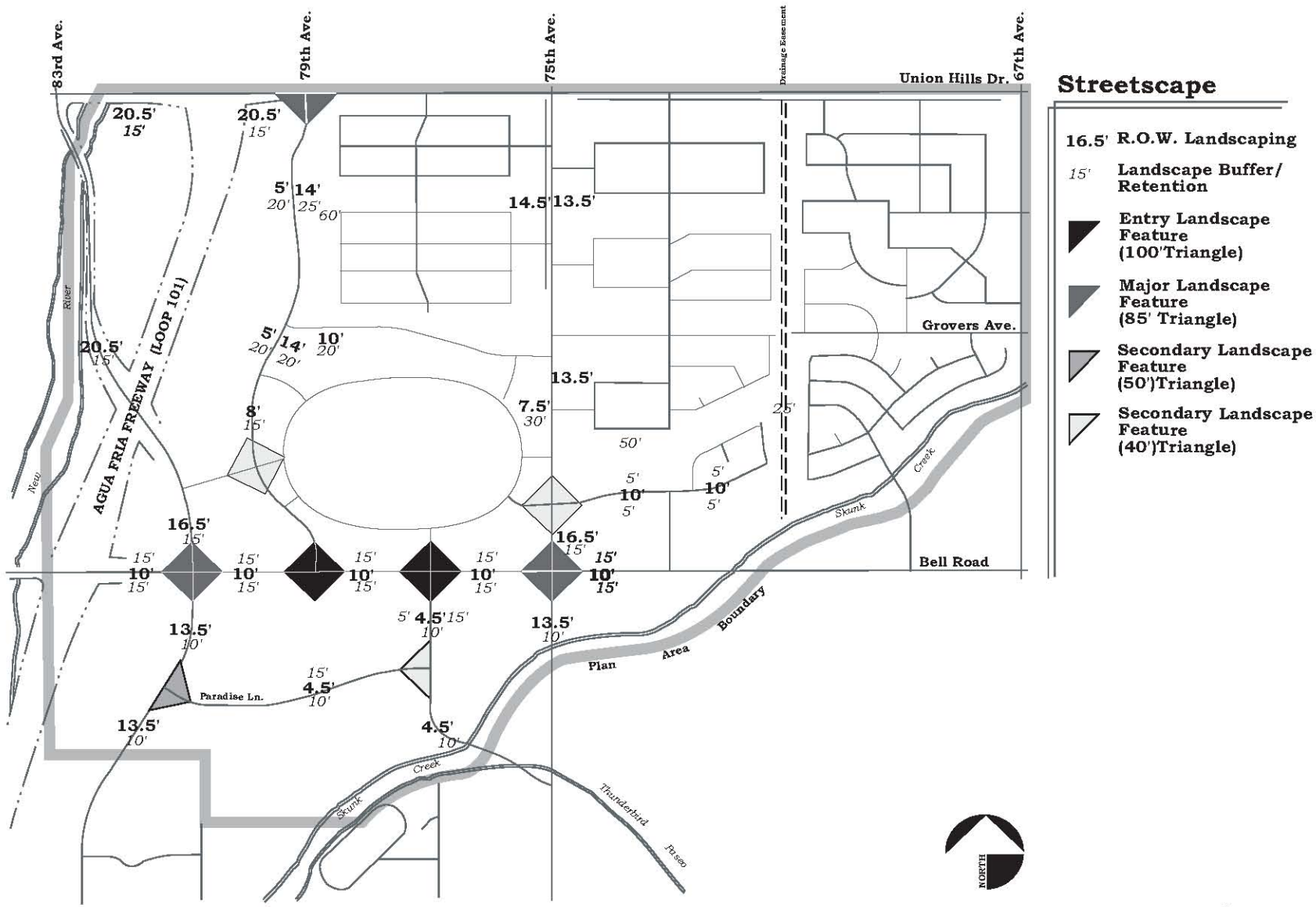
***Open Space***

The only existing landscaped open space near the plan area is the Greenway Sports Complex. Two planned neighborhood parks are near 75th Avenue and St. John Road and adjacent to Skunk

Creek at the 71st Avenue alignment. Skunk Creek serves as the connecting open space element north and south of Bell Road.

***Neighborhood Park***

A park is planned on the north side of the Regional Center adjacent to St. John Road. The design of this area will provide an open space of varying size for game activities. Within this area will also be a pedestrian/bike path. The park facilities will be planned and designed through a separate process.




## Streetscape

- 16.5' R.O.W. Landscaping
- 15' Landscape Buffer/ Retention
- Entry Landscape Feature (100'Triangle)
- Major Landscape Feature (85' Triangle)
- Secondary Landscape Feature (50')Triangle)
- Secondary Landscape Feature (40')Triangle)

# Streetscape Map 7

## *Design Guidelines*

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

## *General Guidelines*

### *Site Design*

Develop each parcel so that 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 pedestrian circulation to open space features and promote safe vehicular movements.

- Enhance pedestrian areas and sidewalks by utilizing building arcades, colonnades, and shade structures.

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

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

### *Building Design*

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

- Adapt standard franchise 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, the construction materials found historically in the region, emphasis on the natural landscape or manmade landscape elements whose imagery has become synonymous with the region.

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

standing apart from the rest of the development. When contrast is appropriate or beneficial to the overall development, it should be encouraged. An example is a building whose location also provides the opportunity to accentuate a major intersection or project entrance.

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

***Signage***

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

***Parking***

Parking fields should be contained within a parcel with controlled point access from adjoining thoroughfares. They should be broken up in scale by landscaping treatments to provide shade and 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 through the consistent implementation 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. Streetlights shall utilize a low-pressure sodium system within the public right-of-way. Parking lot lighting may employ metal halide lamps. The height of the lights within the parking areas shall be consistent with the adjacent buildings. Landscape lighting should be concealed or painted to blend into the landscape and should use mercury vapor lamps. Sidewalk lighting, bollards, and other building entrance and pedestrianway lighting should be either incandescent or quartz.

***Retail Guidelines***

Retail land use comprises the major portion of development in the plan area. It is the core of the plan organization. This land use category provides the widest variety of development forms, parcel sizes, and configurations.

***Site Design***

The storefronts and entrances should relate to both their immediate parking and the pedestrian/greenspace whenever possible. 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. The pedestrian zones should be linked from parcel to parcel to facilitate pedestrian movement and reinforce the idea of unity within the planning area. Service entrances and docks should be organized in a common zone to mitigate their impact and facilitate circulation of service vehicular traffic.

***Building Design***

Buildings should employ a discrete palette of materials in a defined range of colors. The building materials and colors should be consistent with the regional building vernacular. Appropriate materials should include, but not be limited to:

- Common clay brick
- Stucco or "dryvit" type systems, provided that finishes be smooth or sand
- Split-fence concrete block
- Granite, marble, or other natural stone
- Ceramic tile
- Architectural metal

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

- Desert hues and other earth tones including light brown, cream, and tan
- Muted shades of blue, mauve, lavender
- 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

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 style.

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

Consistent building heights contribute to the definition of an identifiable district and should be encouraged. The parapets of flat-roofed buildings, for example, should not exceed the cornice line of neighboring buildings with pitched roofs.

The buildings within this category should maintain a consistent minimum setback from the edge of the pedestrian walk. Locating similar uses around a common open space element is appropriate.

The frontage along the pedestrian walk should be merchandized to enliven the street scene and enhance the experience of shopping in the district.

### *Lighting*

Parking lot light standards should be uniform throughout the North Valley Specific Area Plan. The standards should be as short as economically practical within the retail parcels, but their height could be increased on the mall site due to its unique nature and greater parking areas. The source of lighting in the parking lots should be metal halide while landscape lights should be incandescent. Lighting should be integrated into the landscape design of the parking area. Lighting should match the scale of the building and not impact adjacent properties. Special consideration for lighting is necessary when adjacent to residential properties.

## *Office, Business Park and Industrial Guidelines*

High-rise office and low-rise business parks and industrial buildings comprise the building types within this group. The office uses occupy a prominent site east of the Bell Road interchange which serves as an entrance to the planning area. Their design will serve as a major entry statement for the regional mall area.

### *Site Design*

The office buildings should be oriented towards the Bell Road and 83rd Avenue intersection surrounded by landscaped open space. The tall office buildings should form a gateway and entrance marker for the area. They should be sited in such a way that reinforces the gateway concept. Associated parking structures should be placed behind the buildings and shielded from public view. A significant amount of green space should be provided at the intersection of 83rd Avenue and Bell Road.

The business park areas should organize buildings around a vehicular pedestrian spine. When adjacent to residential uses or streets, the business park should define its perimeter through landscaping.

### *Building Design*

The tall office buildings should employ a similar palette of building materials and pattern of window openings. The building forms should be compatible. The buildings should not include large expanses of reflective glass, blank walls, or precast concrete panels. The buildings should include articulated wall planes, projections and recesses to provide shadow and depth, combine multi-story forms with stepped, stacked, and sloped facades. Their architecture should utilize materials compatible with the southwestern climate. Small-scale materials such as brick, marble, granite, and block are encouraged.

Parking structures should incorporate architectural treatment compatible with the buildings. Ramps should be confined to the interior bays of parking structures to afford more visually-pleasing garage exteriors. Structures should be architecturally compatible with associated office or hotel buildings.

### *Lighting*

The tall office buildings at the intersection of 83rd Avenue and Bell Road should have light standards of a uniform design and be as low as practical.

Lighting in the business park and industrial areas should be less dramatic than that of the tall office buildings, befitting its design function and role as a less dominant land use in the overall scheme. Lighting in the parking areas and on the building faces should be adequate for safety and visibility of directional signage. Lighting levels in the service areas should be kept to a minimum.

## *Multifamily Residential Guidelines*

Multifamily land uses are planned on three parcels: south of Union Hills and west of 79th Avenue; south of St. John Road between 79th Avenue and the neighborhood park at 75th Avenue; and between Paradise Lane and Skunk Creek. Each of these parcels will 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.

### *Site Design*

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

It is appropriate to locate project amenities, such as tennis courts, in view of major thoroughfares to create larger areas of open space along these edges of public exposure.

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.

Each residence should have a private open space area separated from parking areas.

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

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

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

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

***Building Design***

Buildings should be designed to meet the general guidelines described earlier in this section with respect to color and material. 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 sized to promote diversity within the housing alternatives provided by these developments. Roof mounted equipment, including antennas, should not be visible from public streets or surrounding parcels.

Covered parking structures should reflect 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.

***Lighting***

Lighting in residential parcels should be predominantly metal halide except for landscape lighting, which may be incandescent.

## *Building Heights*

### *City of Glendale*

The building heights in the planning area reflect the range of land uses and their relationship to existing residential development (see Map 8, page 50). The majority of the parcels reflect the building heights established by the Glendale General Plan. Those parcels, which are different, include:

| | | **Height** |
|---|---|---|
| Parcel 17 | General Office | 150 feet |
| Parcel 8 | Regional Center | 80 feet |
| Parcel 7 | Multi-family | 42 feet |
| Parcel 14 | Limited Comm. | 35 feet |
| Parcel 13 | General Comm. | 35 feet |
| Parcel 3 | Multi-family | 42 feet |

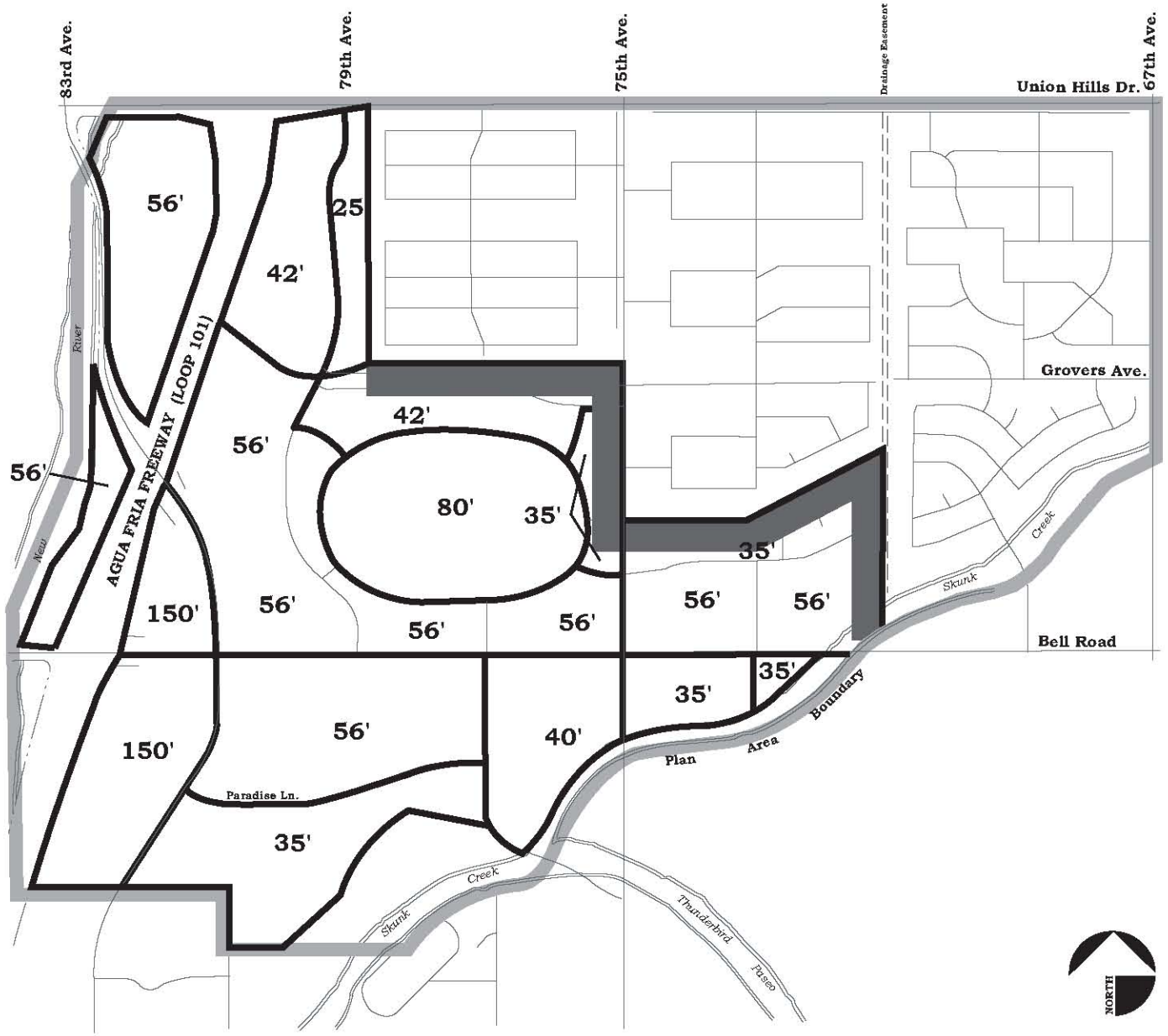
The Design Review for Parcel 17 shall include the total site in the first development phase. The objective of providing taller entry buildings as a gateway treatment will be maintained.

### *City of Peoria*

Building heights in the planning area reflect the land uses and character to be established along Bell Road in the Peoria project area. The heights for the individual parcels are as follows:

| | | **Height** |
|---|---|---|
| Parcel 19 | Regional Comm. - General Office | 150 feet |
| Parcel 20 | Regional Comm. | 56 feet |
| Parcel 21 | Regional Comm. Multi-family | 35 feet |
| Parcel 23 | Regional Comm. | 40 feet |
| Parcel 24 | Regional Comm. | 40 feet |
| Parcel 25 | Regional Comm. | 35 feet |

Heights greater than those permitted within the commercial or residential zoning districts can be established through the review procedures of the PAD zoning district.



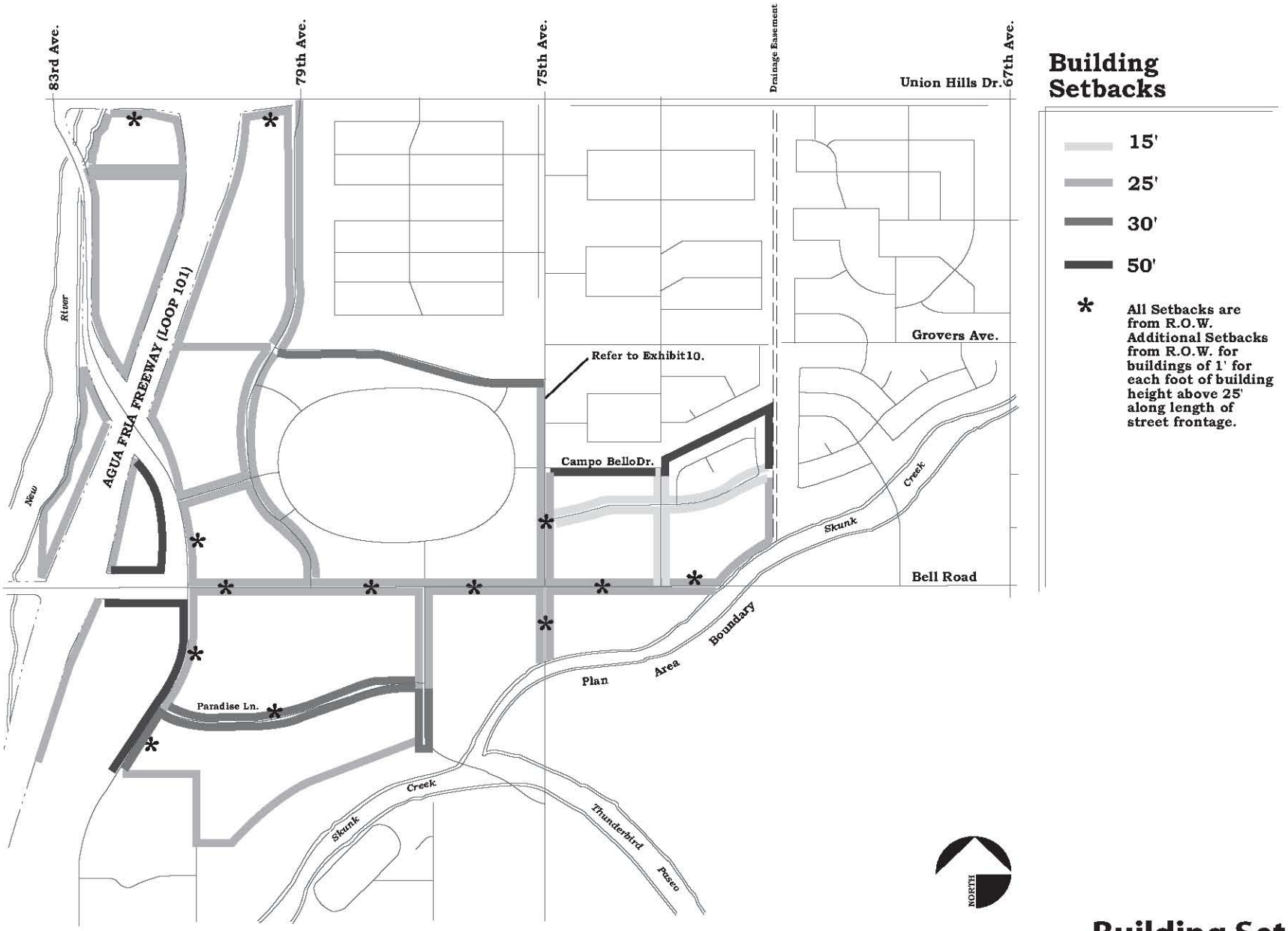

**Maximum Building Heights**

- 30' within 200' of residential

# Maximum Building Heights Map 8

## *Building Setbacks*

The intent of the building setbacks is to establish a suburban character for the mixture of land uses in the planning area. The setbacks also provide a buffer between new development and existing residential areas. The setbacks are from street right-of-way or from the parcel boundary when adjacent to existing development. The predominant minimum building setback of 25 feet is in place for most arterial frontages. The setback will increase in a 1' to 1' ratio for taller structures (see Map 9, page 52). The General Office parcels have a minimum setback of 50 feet. Setbacks from internal private streets will be established during the development review process.




**Building Setbacks**
**Map 9**

## *Implementation*

This plan provides the basis for future public infrastructure within the City of Glendale and the City of Peoria. The majority of the infrastructure improvements are planned to be constructed through three improvement districts. The Bell Road improvement district will extend from Skunk Creek to the Agua Fria Freeway. Both cities have individual improvement districts to provide streets, storm sewer, water and sewer lines, landscaping, and pedestrian/bikeway systems.

The plan also provides for future public participation during the development of the plan area. In the City of Glendale:

- The proposed development area north of Bell Road, west of the 71st Avenue alignment, is included in a Planned Area Development (PAD) request filed by Westcor Partners. This rezoning action will formalize the land uses, circulation system and design parameters established within this plan and will also define responsibilities for public improvements and future transportation management actions.

- All properties are subject to development review. This review will apply specific design standards included in the plan as well as other applicable development requirements, such as residential and commercial design expectations.

- Some properties will require a public meeting prior to the approval of any development plans, including Parcel Numbers 3, 4, 7, 8, 14, 15, 16, 28, and 30 (see Appendix, Map 13, page 65). Approval of multi-family densities greater than 21 units per net acre requires a public hearing by the Planning and Zoning Commission.

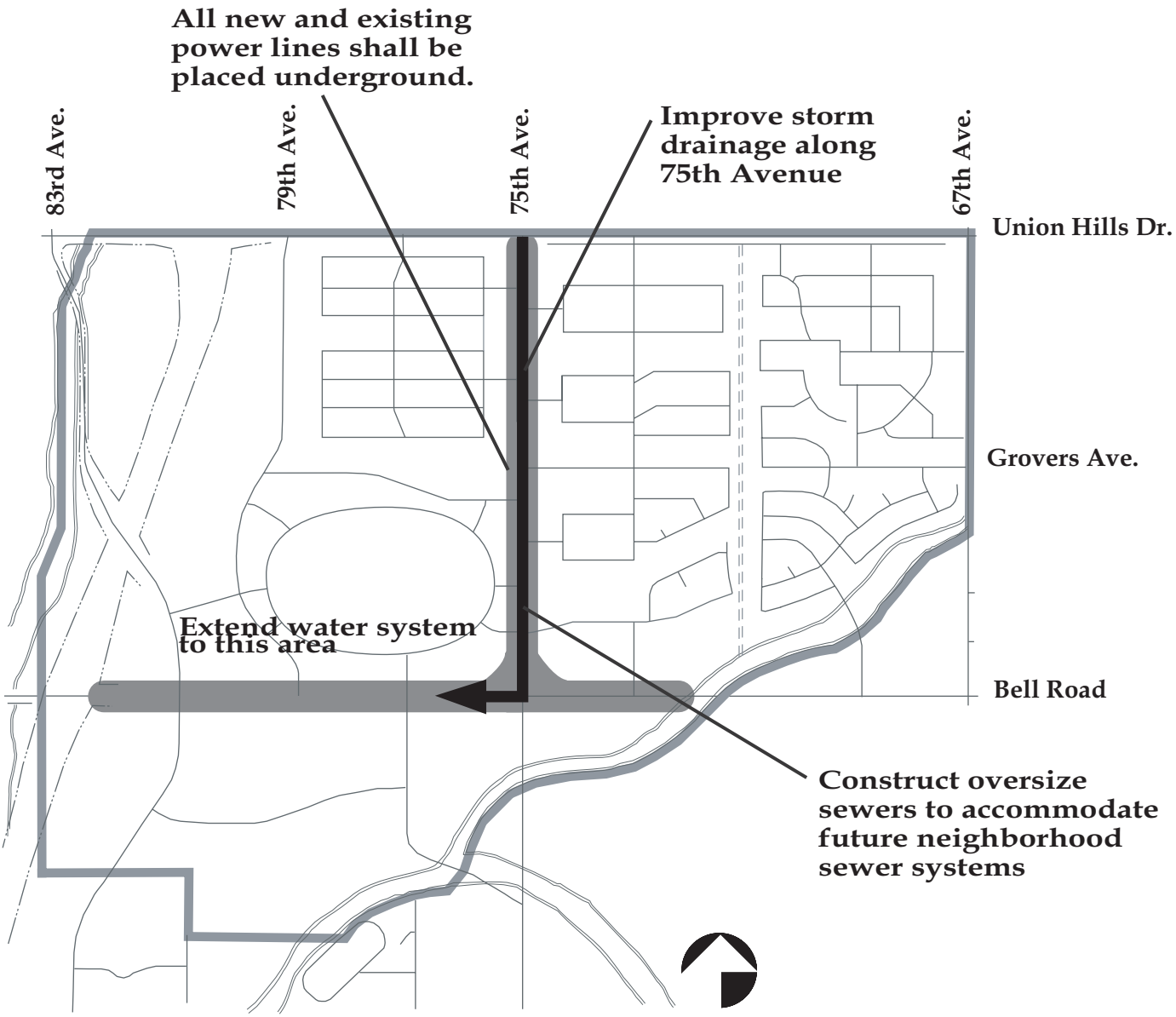
Properties in the City of Peoria will also be subject to public review:

- Most properties in the planning area will be rezoned to PAD to accommodate the land use mixtures, intensities, building heights and design standards proposed in this plan.

- All properties are subject to Site Plan review, where specific design features will be implemented.

In addition to these review processes, all properties adjacent to Bell Road shall be subject to development review by both the City of Peoria and the City of Glendale.

# Utilities Element




# Utilities Issues

The Utilities Element defines the major water, wastewater, and storm water systems for the plan area. Both the City of Glendale and the City of Peoria will provide the infrastructure to accommodate the proposed level of development, as well as enhancing service to existing residents.

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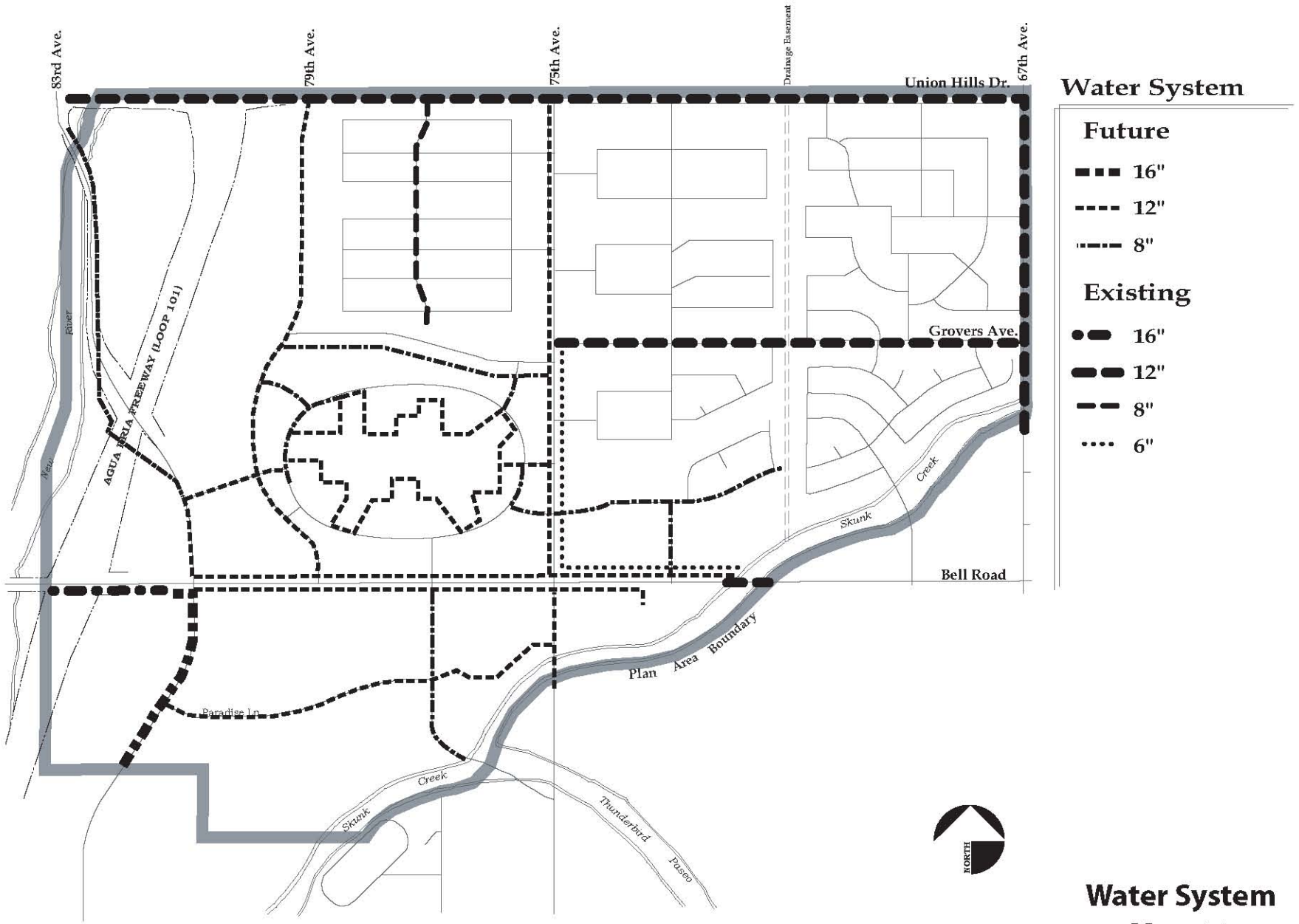
## *Water System*

Glendale has existing water distribution lines serving the existing residential areas in the planning area. Each municipality will provide water service through its own water system. Various line sizes and locations are planned (see Map 10, page 58). The City of Peoria has several existing wells located within or adjacent to the planning area, which can serve as a source of their water supply. Existing wells within the City of Glendale are used for irrigation purposes only and may continue to serve as an irrigation supply for landscaped areas.



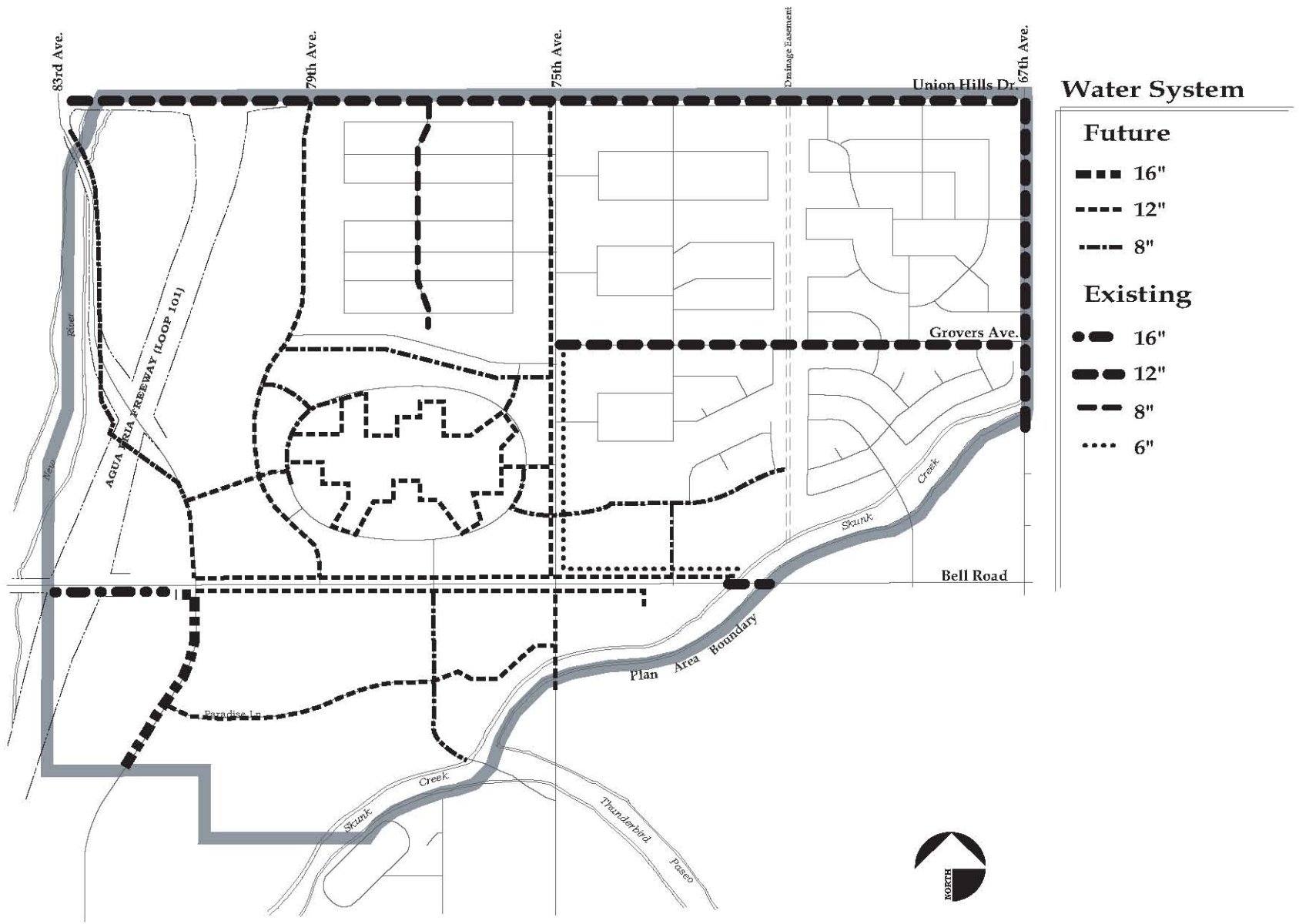

**Water System**
**Map 10**

## *Sewer System*

There are no existing sanitary sewer facilities in the planning area. Each municipality will provide its own sewer service. New gravity mains and a pump station and force main will be installed as part of the City of Glendale system. The pump stations will be located near the northeast corner of the Agua Fria Freeway and Bell Road (see Map 11, page 60).

An underground force main located along the east side of the Agua Fria Freeway will convey sewage to the existing gravity system on Union Hills Drive. The City of Glendale system is sized to accept flows from the existing residential areas south of Union Hills and north of Skunk Creek.

The City of Peoria plans to extend a gravity main along 83rd Avenue to an existing interceptor at Thunderbird Road. A new line on Paradise Lane will serve properties from 83rd Avenue extending to the area east of 75th Avenue.

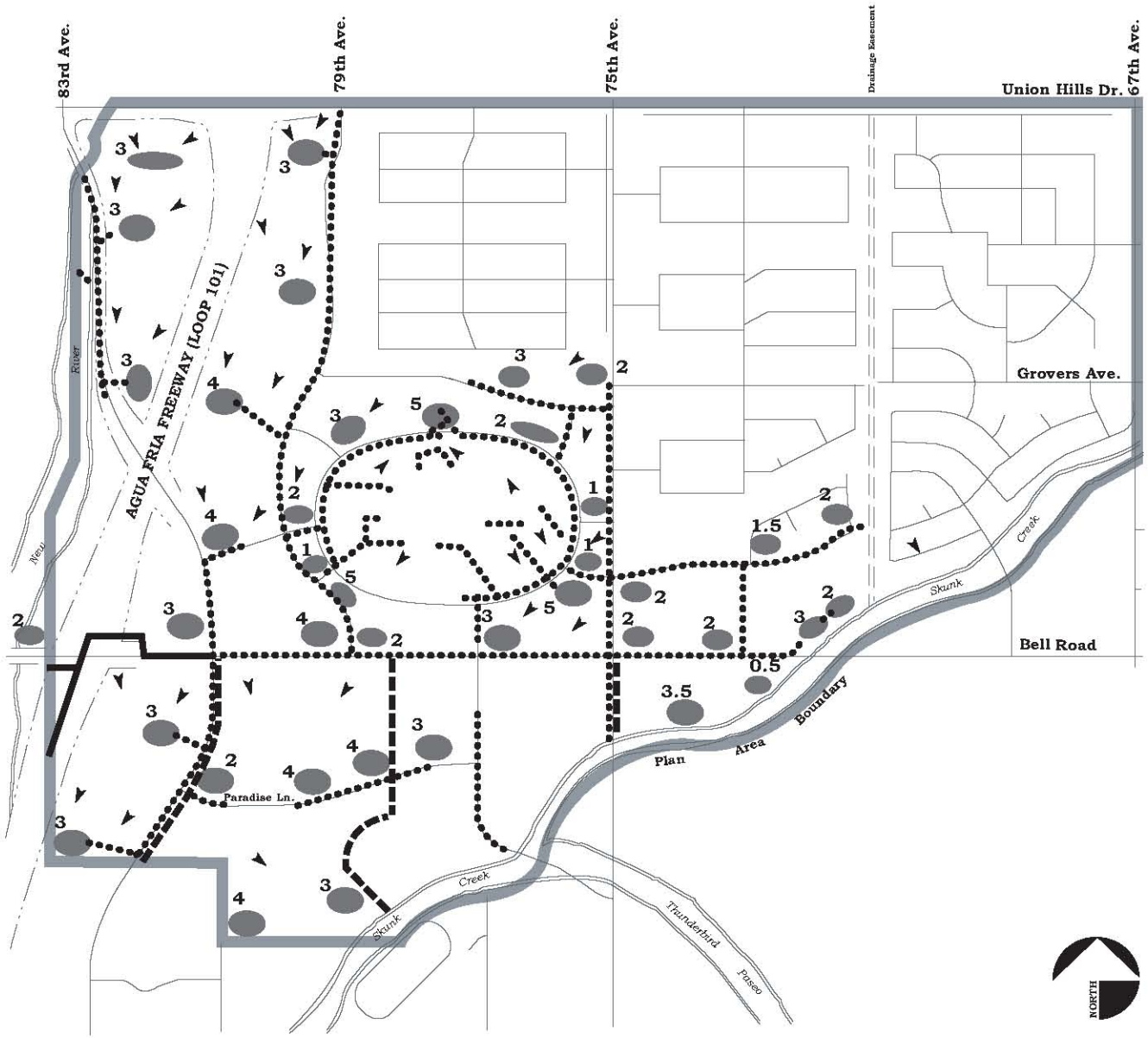



**Wastewater System**
**Map 11**

## *Storm water*

The storm water management system includes a combination of storm drains, retention basins, and streets. The regional mall and associated commercial areas will have major retention facilities located on parcels fronting the Bell Road underpass. All runoff will be transmitted by overland flow or storm drains installed in public streets. The sizes of the storm drains vary. The major storm drains are in 75th Avenue and included in the Bell Road underpass structure.

The retention requirements for a 100-year, 2-hour storm are indicated for each parcel (see Map 12, page 62). Properties not adjacent to a major retention area will require additional smaller retention areas to meter their runoff to the storm drain system. Properties which border Skunk Creek may utilize a direct drainage system into the wash together with an approved erosion protection plan.




## Master Drainage Plan

- Storm Drain
- Drainage Easement
- ADOT Storm Drain
- Flow
- Retention / Detention Basin (Diagrammatic Representation of Area Only, Not Location)
- 4 Acre Feet

# Master Drainage Plan
# Map 12

# *Appendix*

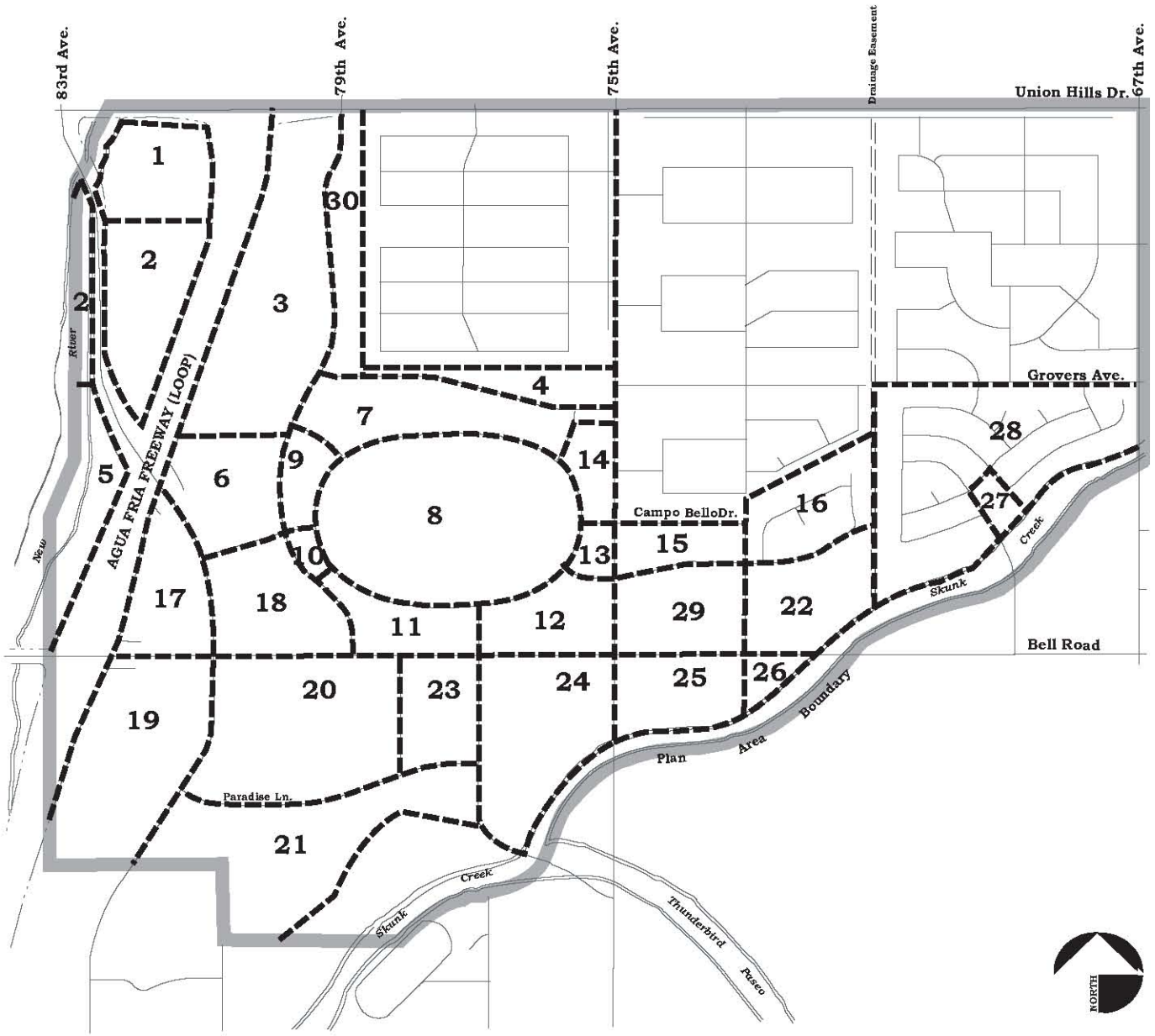
# TABLE 2

## LAND USE INTENSITY

| PARCEL | LAND USE | ACRES | UNITS PER ACRE | MAXIMUM DEVELOPMENT UNITS | F.A.R. | BUILDING AREA (SQ.FEET) |
|---|---|---|---|---|---|---|
| 1 | Shopping Center | 14.6 | | | .30 | 191,709 |
| 2 | Shopping Center | 51.7 | | | .30 | 675,555 |
| 3 | Multi-family | 53.8 | 21-26 | 1136 - 1399 | | |
| 4 | Neighborhood Park | 11.0 | | | | |
| 5 | Light Industrial* | 12.3 | | | .30 | 161,148 |
| 6 | General Commercial | 26.4 | | | .30 | 345,467 |
| 7 | Multi-family | 26.4 | 20-26 | 686 | | |
| 8 | Regional Center | 95.9 | | | .30 | 1,253,454 |
| 9 | General Commercial | 7.6 | | | .50 | 99,357 |
| 10 | General Commercial | 3.9 | | | .30 | 51,974 |
| 11 | General Commercial | 12.8 | | | .30 | 168,022 |
| 12 | General Commercial | 15.1 | | | .30 | 198,201 |
| 13 | General Commercial | 4.0 | | | .30 | 52,707 |
| 14 | Limited Commercial | 6.6 | | | .30 | 86,402 |
| 15 | Shopping Center | 14.7 | | | .30 | 192,230 |
| 16 | Business Park | 25.0 | | | .30 | 327,876 |
| 17 | General Office | 16.3 | | | .80 | 568,116 |
| 18 | Shopping Center | 22.4 | | | .30 | 292,828 |
| 19 | RC-General Office | 40.0 | | | .80 | 1,393,920 |
| 20 | RC-Retail | 52.1 | | | .30 | 680,843 |
| 21 | Multi-family | 56.1 | 26 | 1,459 | | |
| 22 | Business Park | 22.4 | | | .30 | 292,331 |
| 23 | RC-Retail | 19.2 | | | .30 | 250,905 |
| 24 | RC-Retail | 39.3 | | | .30 | 513,572 |
| 25 | RC-Retail | 19.6 | | | .30 | 256,132 |
| 26 | General Commercial | 3.4 | | | .30 | 44,431 |
| 27 | Neighborhood Park | 10.0 | | | | |
| 28 | Single-Family | 69.3 | 1-2.5 | 174 | | |
| 29 | Shopping Center | 18.6 | | | .30 | 243,588 |
| 30 | Limited Office | 22.6 | | _____ | .25 | 219,756 |
| **DEVELOPMENT AREA TOTAL:** | | 796.1 | | 3,718 | | 8,560,525 |

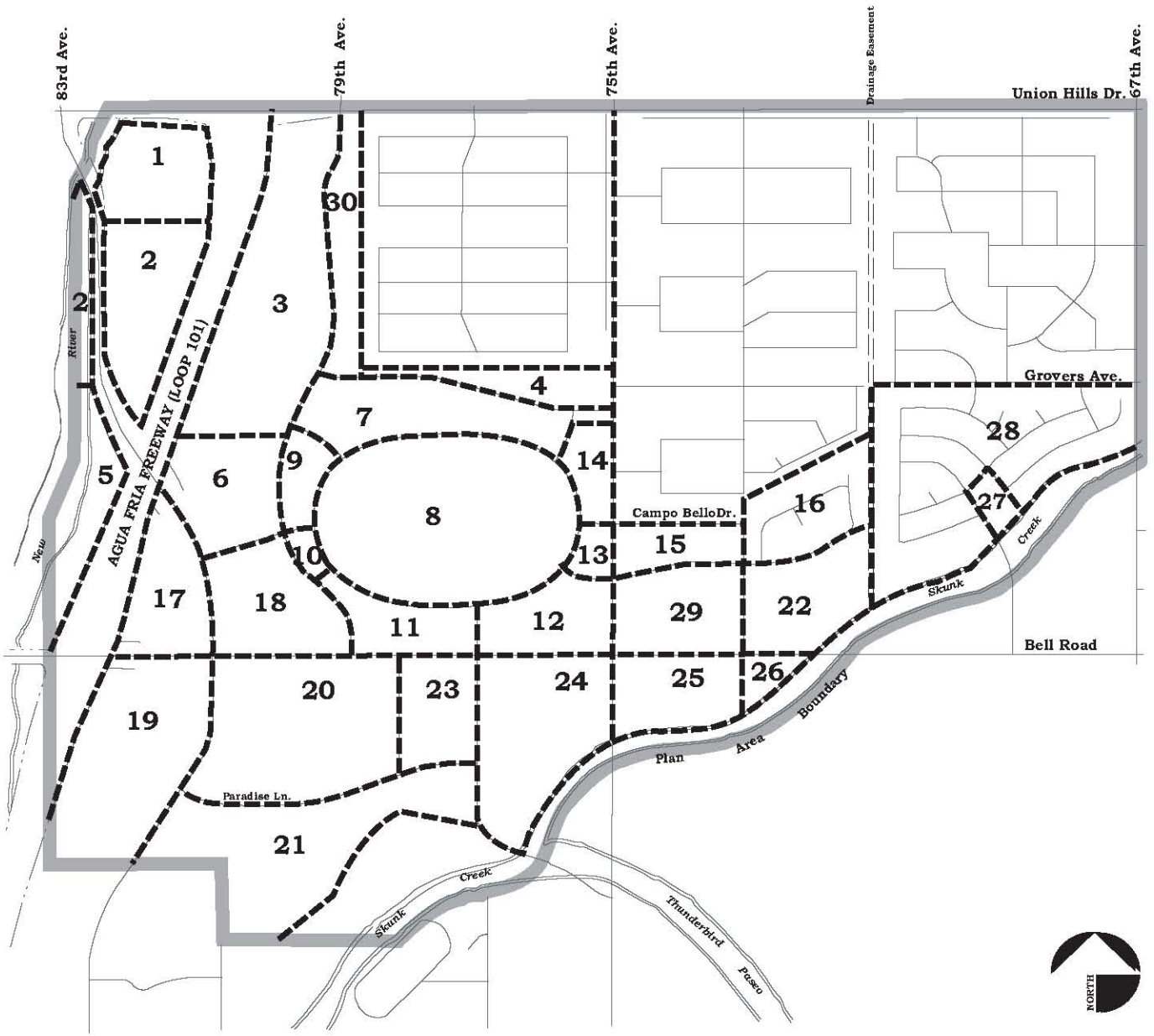
*7.4 Acres West of 83rd Avenue in Floodway

Acreages subject to adjustment based on final street alignment.



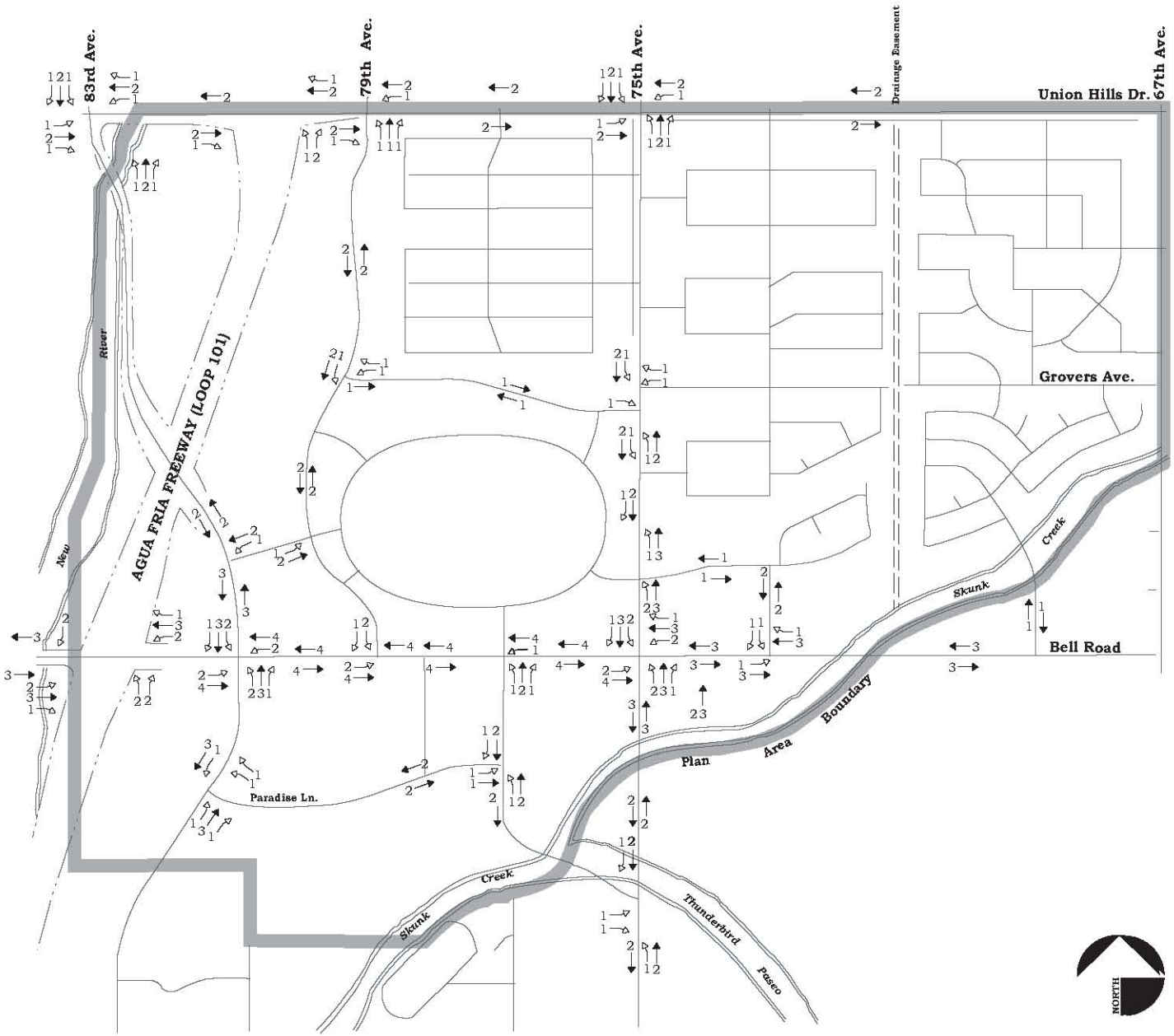

**Land Use Parcel Identification**

**Land Use Parcel Identification Map 13**




**Land Use Parcel Identification**

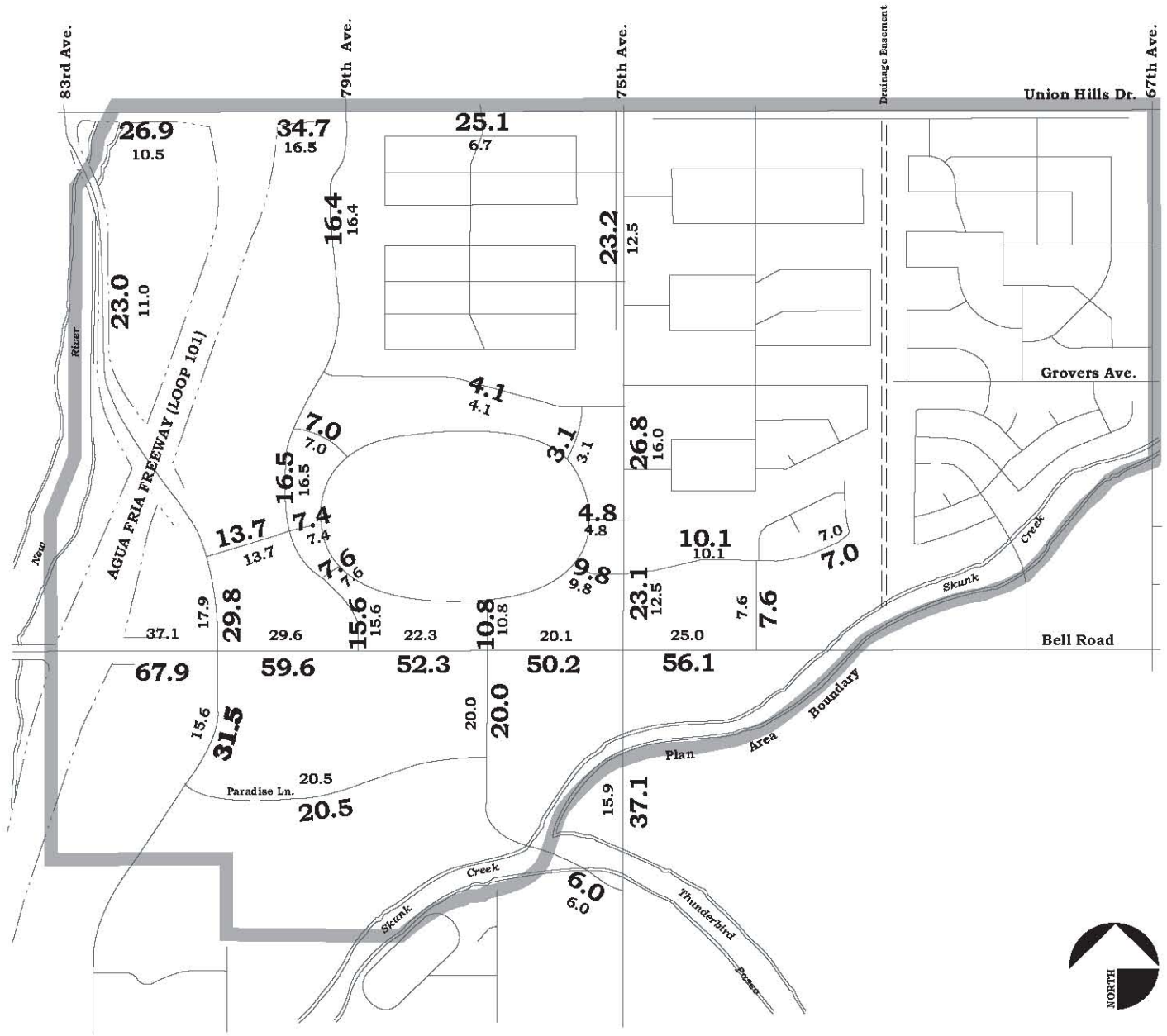
**Planned Street Rights-Of-Way Map 14**




## Vehicular Circulation Plan

- * Thru Traffic
- * Turn Lane
- *1,2,3 & 4 Number Of Lanes

# Vehicular Circulation Plan Map15




**Projected Traffic Volumes* 2015 A.D.T.**
**(Numbers in 1,00's)**

**56.1** Total Traffic

**25.1** Site Traffic

* Assumes Traffic Management Association and Specific Trip Reduction Programs.

# Projected Traffic Volumes Map 16

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