

FIGURE 25
FOREIGN TRADE ZONE
AND SUB ZONES IN PHOENIX



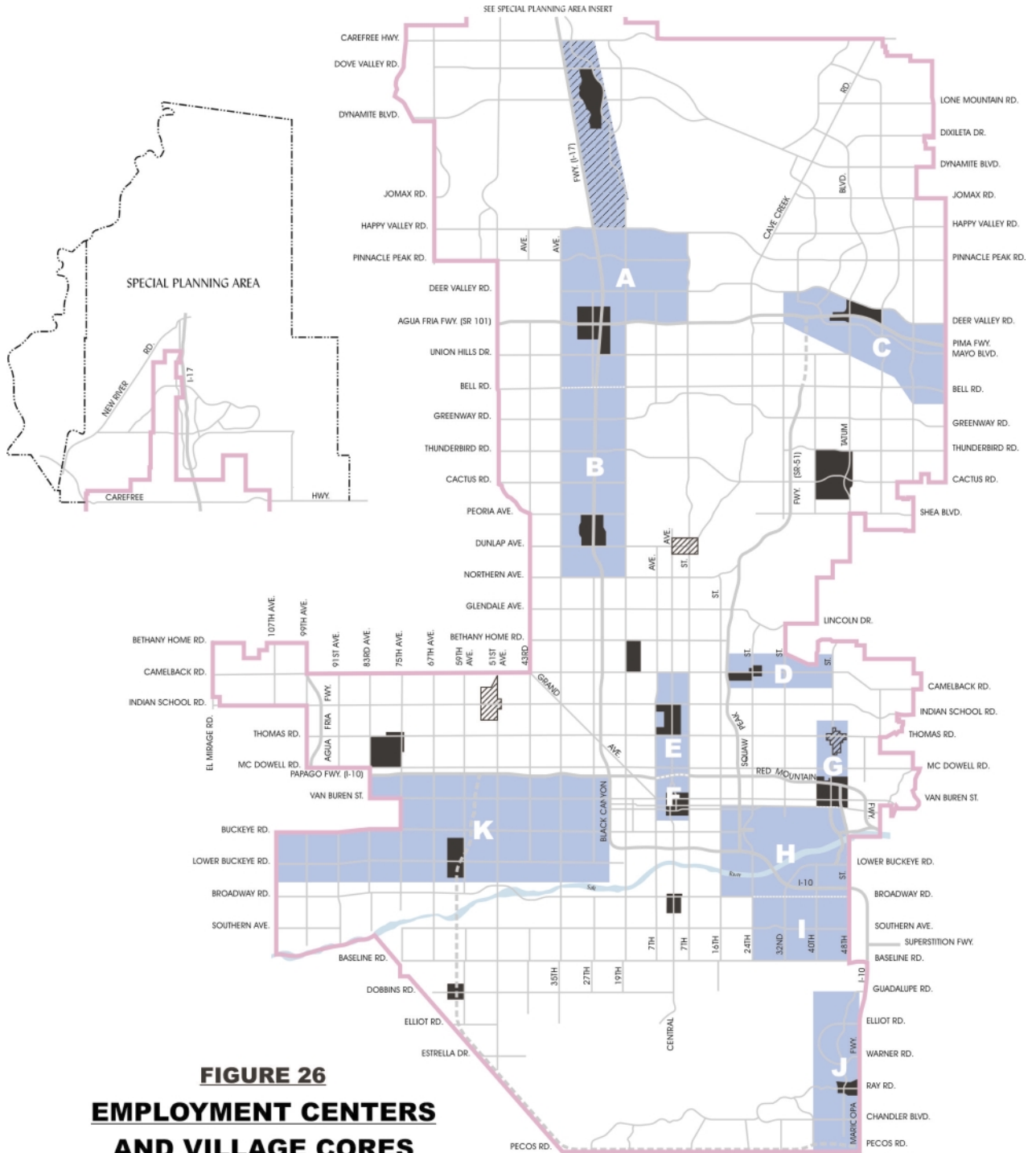


FIGURE 26
EMPLOYMENT CENTERS
AND VILLAGE CORES

- | | |
|-----------------------------------|-------------------------------|
| A -Deer Valley | H -Airport |
| B -North I-17 | I -South Mountain |
| C -Desert Ridge / Kierland | J -Ahwatukee Foothills |
| D -Camelback Corridor | K -Southwest Phoenix |
| E -North Central Avenue | Future Employment Centers |
| F -Downtown | Village Cores |
| G -Gateway | Secondary Cores |



GOAL 3 INFILL: VACANT AND UNDERDEVELOPED LAND IN THE OLDER PARTS OF THE CITY SHOULD BE DEVELOPED OR REDEVELOPED IN A MANNER THAT IS COMPATIBLE WITH VIABLE EXISTING DEVELOPMENT AND THE LONG TERM CHARACTER AND GOALS FOR THE AREA.

There is a significant amount of land in mostly small vacant parcels and larger, underutilized parcels that could develop and redevelop within the central villages. Development and redevelopment of this land is hampered by high land costs, potential environmental contamination, costs to relocate utilities, surrounding blight, difficulties in assembling parcels, crime and perceptions of crime, and/or concerns about the school systems. The city has provided incentives for developing these areas, through redevelopment area programs and a broader area single-family infill housing program. Figure 27 shows examples of infill owner-occupied and rental housing at different densities. The rental project includes ground level stores and restaurants.



New owner-occupied townhomes on infill site



Apartments over retail add new infill housing choices

FIGURE 27 - New Infill Owner-occupied and Rental Housing

Policy:

1. Identify infill development incentive districts in which fees may be waived and development standards modified based on use permit public hearings and an adopted plan for the districts. (Prior to adopting a plan, adopted redevelopment area, specific or neighborhood plans may be used.)

Recommendation:

- A. Adopt the proposed infill development incentive districts shown on the General Plan Land Use Map in Figure 28, and prepare an infill incentive districts plan for this area that includes new development prototypes and design guidelines.

Figure 28 depicts the locations of the proposed Infill Development Incentive districts

- B. Amend the Phoenix Zoning Ordinance to allow consideration of modifications to zoning ordinance standards within the adopted infill development incentive districts as use permit requests rather than variances. Such standards might include some adjustment of height, parking, setback and coverage requirements that apply citywide and are designed for suburban, not urban, locations. Public hearings on each case would still be required.
- C. Establish an interdepartmental infill team to provide expedited technical assistance in processing plans and resolving issues.
- D. Develop policies and recommendations to encourage compatible infill development for single-family detached and attached housing, multiple family housing, live/work housing, neighborhood retail, and office and industrial uses. Identify ways to provide parks/open space in infill area neighborhoods deficient in open space and recreational opportunities. These policies and recommendations should be based on analysis of the market dynamics of infill projects in various

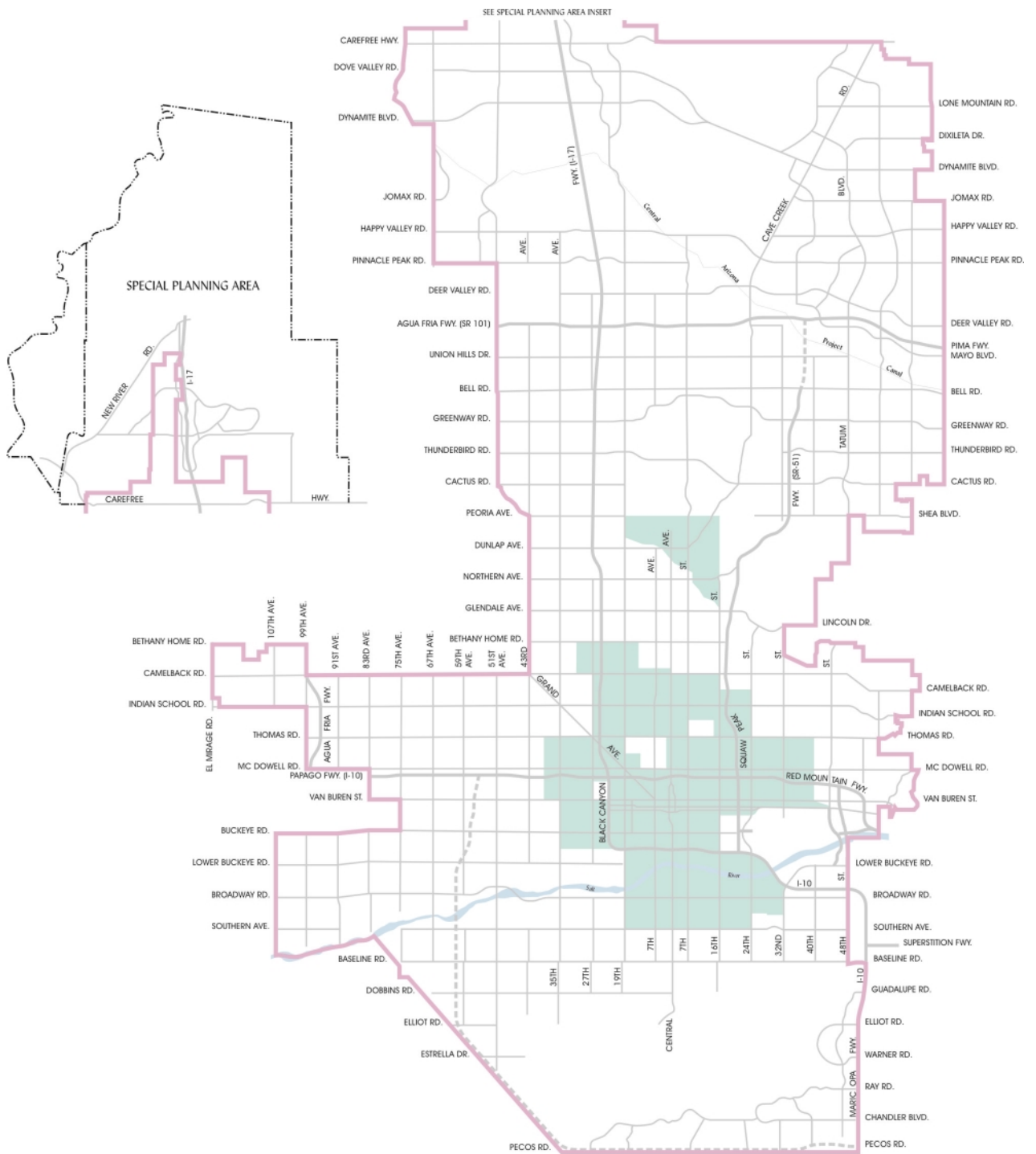


FIGURE 28
PROPOSED INFILL DEVELOPMENT
INCENTIVE DISTRICTS



locations within the infill development incentive districts. All infill development should encourage alternative modes of transportation.

- E. Provide financial assistance to development that meet published criteria within the infill development incentive districts.
- F. Develop programs to overcome disincentives to developing in brownfield areas. (See the Environmental Planning element, goal 3.)
- G. Develop programs for eliminating blight and encouraging redevelopment. (See the Conservation, Rehabilitation, and Redevelopment element, Goals 2, 3 and 5.)

BENCHMARK/PERFORMANCE MEASURE: ASSIST IN DEVELOPING NEW OR REHABILITATED HOUSING WITHIN THE INFILL DEVELOPMENT INCENTIVE DISTRICTS BY THE END OF 2010. DETERMINE THE TOTAL NUMBER OF NEW OR REHABILITATED UNITS ADDED AND THE NET GAIN OF UNITS IN THE DISTRICTS.

Policy:

- 2. Identify transitional neighborhoods in which the surrounding land use patterns, zoning districts, and resident desires indicate conversion to commercial and industrial uses.

The Neighborhood element identifies guidelines for determining when a neighborhood conversion could be appropriate. (See Goal 2, Policy 3.) The Neighborhood element and the Conservation, Rehabilitation, and Redevelopment element (Goals 3, 5, and 6) identify programs to help preserve, stabilize and upgrade neighborhoods.

Recommendations:

- A. Develop policies for orderly transitions that minimize impacts on existing residents during the transition,

including working from the perimeter to the interior and encouraging major assemblages.

- B. Show transitional land use areas on a map with a "T" and the colors of existing and future land use with stripes.

Policy:

- 3. Take advantage of the public investment in the Rio Salado Environmental Restoration Project to encourage adjacent compatible new and existing land uses that provide housing and jobs, and maximize opportunities for residents, workers and others to visit and access the river. The Rio Salado is also discussed in Goal 2 on linear open space in the Open Space element.

Recommendations:

- A. Develop an area plan for beyond the banks of the Rio Salado to identify areas to be preserved in their current land use or redeveloped with different uses. The plan should maximize the benefits of the public investment, consistent with input from all stakeholders and should include implementation strategies. Determine what incentives may be needed to encourage desired land uses.
- B. Identify locations for a Rio Salado scenic drive to provide access and visibility to the Rio Salado project, and new adjacent development.
- C. Identify alternative land uses for any lands shown as green (open space publicly owned) which are actually privately owned. Prior to adoption of an area plan, such land would have as an alternative land use, the abutting land use shown on the current map.

Policy:

- 4. Establish environmental restoration projects along the entire portion of the Rio Salado located within the Phoenix planning area.

Recommendation:

- A. Work with the U.S. Army Corps of Engineers to fund additional Rio Salado projects to cover the areas west of 19th Avenue and east of I-10.

Policy:

- 5. Encourage the development or redevelopment of vacant and underutilized parcels within the urbanized area that is consistent with the character of the area or with the area's transitional objectives.

Recommendations:

- A. Maintain a current inventory of vacant land.
- B. Replace the current single-family infill housing program and boundaries with the proposed infill development incentive program and districts that meet state criteria.
- C. Identify obstacles to building on vacant individual "orphan" lots in developed single-family subdivisions throughout the city, and recommend strategies to assist.

GOAL 4 MIXED LAND USE DEVELOPMENT:
MIXED LAND USE PATTERNS SHOULD BE DEVELOPED WITHIN URBAN VILLAGES AND AT SMALLER SCALES TO MINIMIZE THE NUMBER AND LENGTH OF TRIPS.

Land use patterns, particularly as they impact transportation requirements, greatly affect air quality. Protecting and enhancing air quality should be important considerations in municipal land use and transportation planning. By collocating land uses and encouraging multi-modal transportation choices, cities help the community and individuals benefit from reduced traffic congestion, improved air quality, more opportunities for exercise and socialization, more integrated urban design and an improved quality of life. Good land use planning facilitates multi-purpose trips and sharing of parking. It locates schools next to parks and restaurants near offices, housing and theatres; and libraries and daycare near jobs, housing or shopping. It

encourages pedestrian and bicycle trips by providing safe, easy-to-use, attractive paths separated from vehicles. It avoids unrelated strip uses and single uses surrounded by vast surface parking lots. Figure 29 shows photos of mixed-use development.



Housing above offices or shops



Hotel locates in shopping center to provide easy access to retail and restaurants

FIGURE 29 - Mixed Use Development

Policies:

- 1. Support healthy urban villages, with a balanced mix of housing, employment opportunities and services as a principal means to reduce vehicle trip length and associated emissions.

Recommendation:

- A. Ensure where appropriate in new development projects, that the Phoenix

Zoning and Subdivision Ordinances allow both conventional subdivisions and traditional neighborhood development, also known as new urbanism, that calls for narrower streets, town centers, a mix of residential densities and neighborhood retail uses. This may require ordinance and design standard changes.

The traffic safety implications of additional intersections are addressed in the Circulation element, Goal 2c.

B. Encourage more mixed-use residential/commercial developments and consider the need for incentives and expedited reviews.

2. Strongly encourage within each urban village, mixed-use development projects that include amenities for transit use, ridesharing, bicycling and pedestrian access, which can play a significant role in reducing driving.
3. Ensure that the Zoning Ordinance allows opportunities for mixed-use development including residential, office, retail, and cultural and public facilities at varying levels of intensities, consistent with the components of the urban village model.
4. Expand the system of bicycling and pedestrian trails to more effectively link residential, retail, commercial and employment centers, schools and public facilities. (See the Bicycling element, Goal 1 for greater detail.)
5. Support the county's trip reduction regulations by encouraging large trip-generating employers to provide incentives for using alternatives to the single-occupancy vehicle. (See the Circulation element, Goal 2e for a discussion of travel demand management.)

Goal 5 INTEGRATION OF LAND USE AND TRANSPORTATION SYSTEMS: AN INTEGRATED LAND USE AND TRANSPORTATION SYSTEM, WHICH FURTHERS THE URBAN VILLAGE MODEL AND

MINIMIZES THE ADVERSE IMPACTS OF THE TRANSPORTATION SYSTEM ON HOUSING, BUSINESSES AND PUBLIC USES, SHOULD BE ENCOURAGED.

Policies:

1. Connect adjacent residential areas to create integrated neighborhoods through removing barriers that restrict interaction and effective use of public facilities, while avoiding opportunities for cut-through traffic.
2. Locate major traffic-generating land uses on major streets in areas planned for such uses, or near parkway and freeway access and transit centers or light rail transit stations, and avoid use of local streets.
3. Minimize the volumes and speed of through-traffic in residential neighborhoods, through design and traffic calming measures. See the Circulation element for greater detail.
4. Provide access by major streets, with internal circulation handled by a local street system that discourages through-traffic and provides safe pedestrian travel. Use local and collector streets, plus feeder bus lines, to bring people into the cores.
5. Use neighborhood circulators (minibuses), bicycle lanes, and pedestrian paths to reduce internal core vehicular trips.
6. Minimize the negative impact of traffic (noise, fumes, congestion, and accidents) by providing proper screening and setbacks, and by attempting to achieve a balance between development intensities and system capacities.
7. Allow housing in neighborhoods to front on collector streets to create a more friendly walking environment to schools and parks. Accomplish this by designing new neighborhoods in a way to discourage through-traffic, by having discontinuous collector streets and using other techniques to slow traffic.

8. Prohibit new single-family housing from fronting on arterial streets, unless frontage roads are used, and require backup treatment to include detached sidewalks, with trees on both sides in adequate space to allow the long-term survival of the trees. Wall treatment should include a variety of materials and design to minimize a canyon-like appearance.

GOAL 6: PEDESTRIAN - ORIENTED DEVELOPMENT: DEVELOPMENT SHOULD BE DESIGNED OR RETROFITTED, AS FEASIBLE, TO FACILITATE SAFE, CONVENIENT, AND ATTRACTIVE PEDESTRIAN MOVEMENT.

Pedestrian-oriented development is designed to facilitate walking by persons whose entire trip, or part of a trip, is made by foot. Almost everyone is a pedestrian for some portion of a trip, including walking from housing or offices, to or from a car. Pedestrian-oriented development is based on the premise that the more attractive, interesting, well-maintained, safe and comfortable the pedestrian routes are, the more likely people will choose to be pedestrians and the longer the trip they will make. People will walk from a quarter to half a mile, or from 10 to 20 minutes, by choice if the experience along the route is enjoyable. Convenient and direct routes, with entrances close to pedestrian paths, are more likely to be used than routes that are filled with obstacles and are hard to find.

The benefits of increased pedestrian travel include reduced traffic congestion, air pollution, and land needed for parking for the community. The pedestrian saves money and obtains the benefits of exercise. Additional community benefits can include social interaction and increased unplanned shopping.

Community design can facilitate pedestrian trips even when there are single land use patterns, by providing convenient access via streets, sidewalks, linear parks, greenbelts, alleys, and trails. Pedestrian comfort should be facilitated by ensuring adequate shade trees and covered walkways, to encourage more walking in the hot weather. Figure 30 shows photos of pedestrian-oriented development.



Easy and attractive street level access to buildings supports walking



Wide, tree lined sidewalks encourage pedestrians

FIGURE 30 - Photos of Pedestrian-oriented Development

Policies:

1. Facilitate neighborhood access to shopping, public facilities, schools, open space and parks, through neighborhood design, pedestrian paths, and bicycle lanes.
2. Establish design standards and guidelines for parking lots and structures, setback and build-to lines, blank wall space, shade, and other elements affecting pedestrians, to encourage pedestrian activity and identify options for providing pedestrian-oriented design in different types of development.

Recommendations:

- A. Incorporate policies and design guidelines from the MAG Pedestrian Area Policies and Design Guidelines into the city's zoning and subdivision ordinances as appropriate.
- B. Incorporate Crime Prevention Through Environmental Design (CPTED) guidelines, into site plan and design guidelines as appropriate.

GOAL 7 TRANSIT-ORIENTED DEVELOPMENT (TOD): DEVELOPMENT SHOULD BE DESIGNED OR RETROFITTED, AS FEASIBLE, TO FACILITATE SAFE AND CONVENIENT ACCESS TO TRANSIT FACILITIES BY ALL EXISTING AND POTENTIAL USERS.

Transit-oriented development is pedestrian-oriented development designed to facilitate access to and use of transit facilities. It is designed to encourage an appropriate mixture and density of activity around transit stations and centers, to promote alternative modes of transportation and to increase ridership along the light rail corridor. To increase transit ridership, uses with high ridership potential are encouraged to locate close to transit stations and centers. The benefits of TOD are increased transit ridership, decreased roadway congestion and need for roadway expansion, improved air quality, increased access to jobs, increased property values, and decreased employee travel costs. The presence of transit centers and stations is most likely to result in new development when there are strong market conditions and desirability of the area residents, and lenders and developers are supportive of the principles of transit-oriented development. These principles include compact and mixed-use development and pedestrian-oriented design. The level of density and intensity of land uses in the TOD near transit facilities will depend on the character of the location - village core, regional, community or neighborhood center - and the proximity and scale of nearby neighborhoods. When translated into zoning regulations, TOD districts may include one set of standards for development closest to a transit facility, and another set for development further away but still within easy walking distance. Figure 31 shows a photo of transit-oriented development.



FIGURE 31 - Easy Access to Transit from Offices and Restaurant

Policies:

1. Develop land use and design regulations governing land close to transit centers and light rail stations, to maximize the potential for ridership.

Recommendation:

- A. Establish transit station zoning overlay or replacement districts approximately one quarter-mile from each future light rail station, to encourage land uses that would benefit most from proximity to transit and prohibit those uses that have few employees or customers, or are only auto-oriented. Include desired uses and prohibited uses; intensity, density and development standards appropriate to the location; and design guidelines in the districts. The interim overlay zoning ordinance will limit and not expand uses allowed in the district, will not replace the public process for the rezoning of any land within the district, and will not remove any underlying standards of existing special planning and historic districts.
2. Provide incentives for development that will generate a high potential for transit riders close to transit facilities.

Recommendations:

- A. Identify opportunities for integrating transit facilities into or close to new development, and market those opportunities.
 - B. Encourage high-density housing and high intensity employment uses to locate adjacent or close to transit stations.
 - C. Develop criteria for offering incentives beyond what could be provided in the overlay districts, for developers who build transit-oriented development.
 - D. Research the feasibility and effectiveness of offering some kinds of monetary or other incentives to businesses, employees, and residents who move into transit-oriented development zones.
3. Promote compact, mixed uses, and pedestrian-oriented land development adjacent to transit stations.

Recommendations:

- A. Educate the public, elected and appointed officials, and developers about the benefits of transit-oriented development.
 - B. Continue to research and explore various methods of implementing transit-oriented development.
 - C. Promote commercial uses near transit stations that serve those living and working in the area.
4. Provide safe, convenient and attractive pedestrian and vehicular connections for transit riders from stations to homes and businesses.
5. Include affordable and accessible housing in all city-adopted area plans, for areas around light rail stations or transit centers or other transit hubs when new housing is an appropriate land use.

Recommendation:

- A. Study the inclusion of accessible housing at a higher standard and percentage than current city standard in all city-adopted area plans for areas around light rail stations and transit centers or other transit hubs when new housing is appropriate.

GOAL 8 INCOMPATIBLE LAND USES: HOUSING ADJACENT OR WITHIN THE VICINITY OF INCOMPATIBLE LAND USES SHOULD BE PROTECTED FROM THE IMPACTS OF THOSE LAND USES, TO THE GREATEST EXTENT FEASIBLE.

Incompatible land uses include those uses that:

- Emit high levels of noise, odors, air or water pollutants, or glare
- Cause high volumes of air, auto or truck traffic
- Are perceived to devalue land because of their concentrations of populations requiring some type of services or the behavior of their clientele that affects adjacent properties

See the Environmental Planning element for a discussion of noise policies and recommendations other than those related to airports.

Policy:

- 1. Recognize the impact that airports have on residential and other noise-sensitive land uses, and take appropriate steps to notify property owners and protect existing and future development from those impacts.

Recommendation:

- A. Publish noise contour maps for Phoenix Sky Harbor International, Deer Valley, Scottsdale and Glendale airports in the Phoenix General Plan, and in the future locate noise-sensitive land uses outside the 65DNL contours. (See "DNL" definition under C.)

Figure 32 shows 1999 noise contours for Phoenix Sky Harbor International Airport.

Figure 33 shows 2001 noise contours for Deer Valley Airport.

Figure 34 shows 1999 noise contours for Scottsdale Airport.

Figure 35 shows 1994 noise contours for Glendale Airport.

Policy:

2. Encourage the Aviation Department to develop a program, such as a job center, to reach out to the surrounding neighborhoods.

Policy:

3. Implement the recommendations of the Phoenix Sky Harbor International Airport F.A.R. Part 150 Noise Compatibility Study, designed to minimize the impacts of airport noise on sensitive land uses, approved by the Federal Aviation Administration (FAA).

Recommendations:

- A. Record with the county a map showing the exterior boundaries of territory in the vicinity of a public airport. Territory within the vicinity of a public airport means property that is within the traffic pattern airspace defined by the Federal Aviation Administration (FAA) or that experiences a day or night average sound level of 60 decibels or higher.
- B. Retain land use designations on the General Plan map that are compatible with airport operations. Rezone the airports and other industrially developed properties within the areas to an industrial district.
- C. Adopt airport noise overlay zoning districts for all areas at 65DNL or higher, based on 1999 noise contours. Within these areas do not rezone to residential districts or allow noise-sensitive uses in

any nonresidential districts that do not meet soundproofing guidelines.

DNL refers to the 24-hour average sound level in decibels from midnight to midnight averaged over a year, that includes a 10-decibel penalty for aircraft operations occurring between 10 p.m. and 7 a.m. This is the federal aviation's standard measurement for determining cumulative exposure to noise. The Federal Aviation Administration (FAA) will provide funding for noise mitigation measures for lands within the 65DNL contours.

- D. Adopt guidelines for reviewing projects within 65DNL areas to ensure that adequate soundproofing is provided for all noise-sensitive uses.
- E. Obtain and record overflight easements on purchased or soundproofed property within the 65DNL, as shown on the 1999 maps.

Overflight easement is a property right, also known as an "avigation easement," permitting the operation of aircraft over a homeowner's property. The avigation easement includes the noise, inconvenience, and interference with the use and enjoyment of the property, all due to the operation of aircraft to and from an airport.

- F. Establish a voluntary acquisition area, from 7th Street east to Sky Harbor International Airport property between Washington and University, for all residentially developed property or any other noise-sensitive land use within a 65DNL noise contour.
- G. Investigate if there is interest among residents east of 7th Street in being relocated to a newly developed neighborhood.
- H. Provide soundproofing to owners of all residentially developed properties west of 7th Street that are within 65DNL noise contours, if the structures meet the

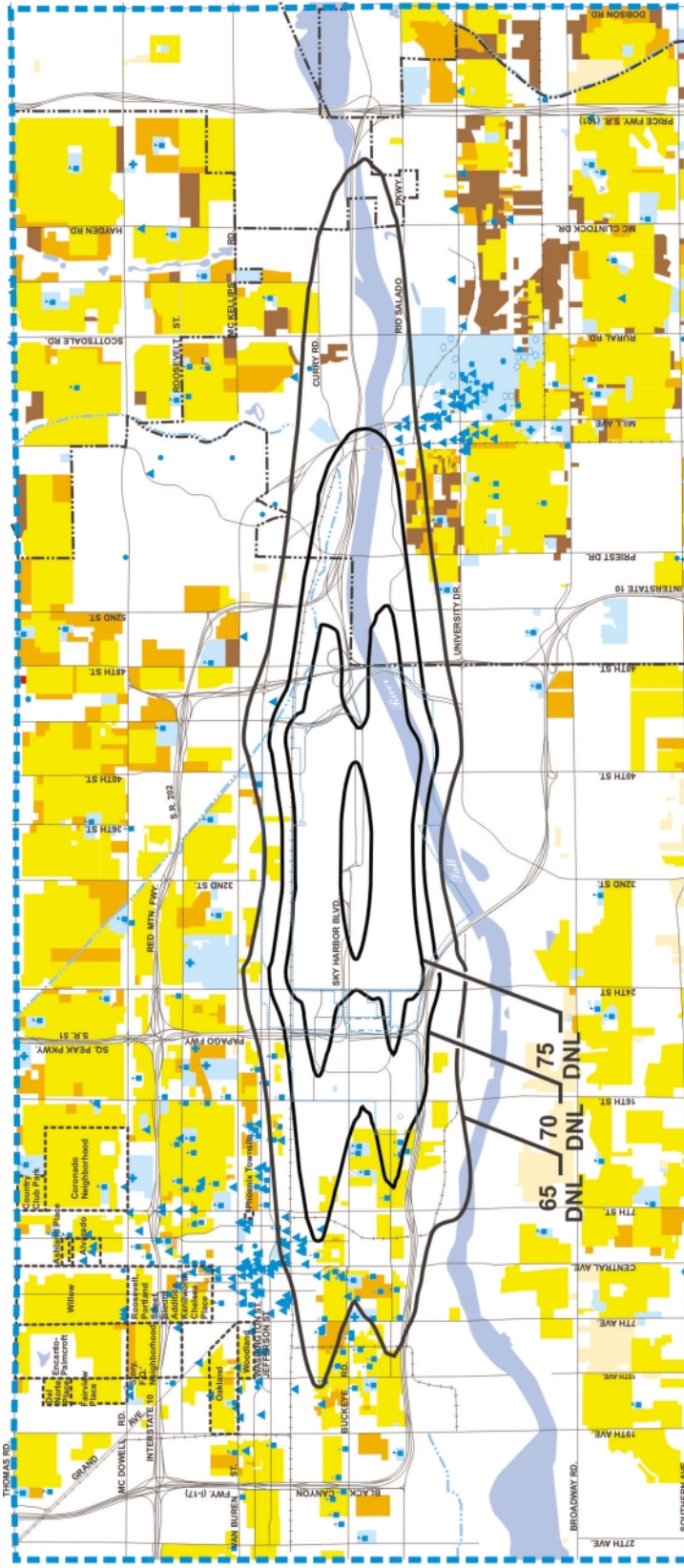
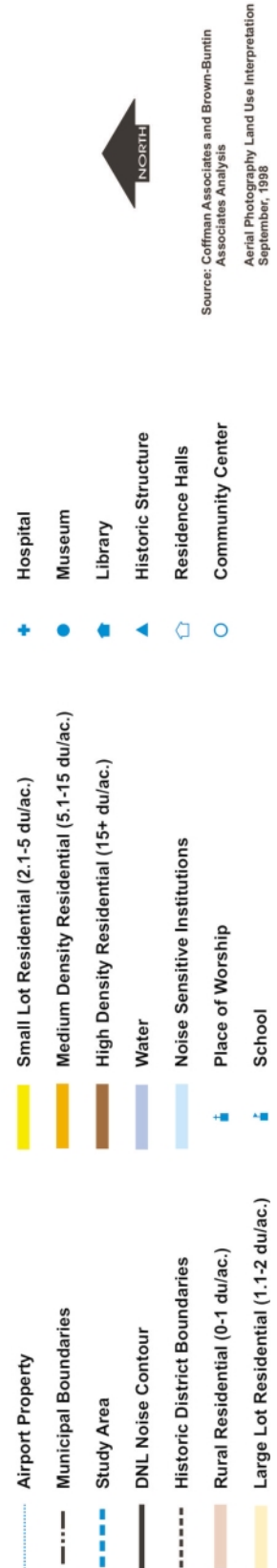


FIGURE 32
1999 NOISE CONTOURS for PHOENIX
SKY HARBOR INTERNATIONAL AIRPORT



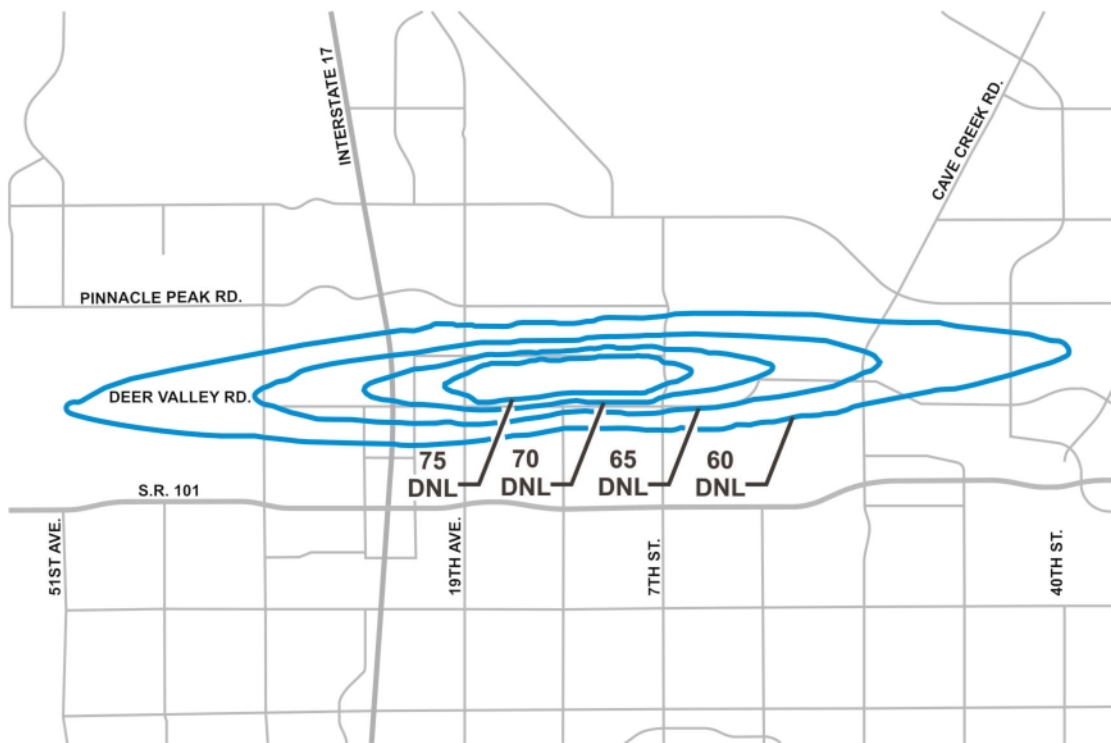


FIGURE 33
2001 NOISE CONTOURS
for DEER VALLEY AIRPORT

Note: Based on forecast of 520,000 annual operations.



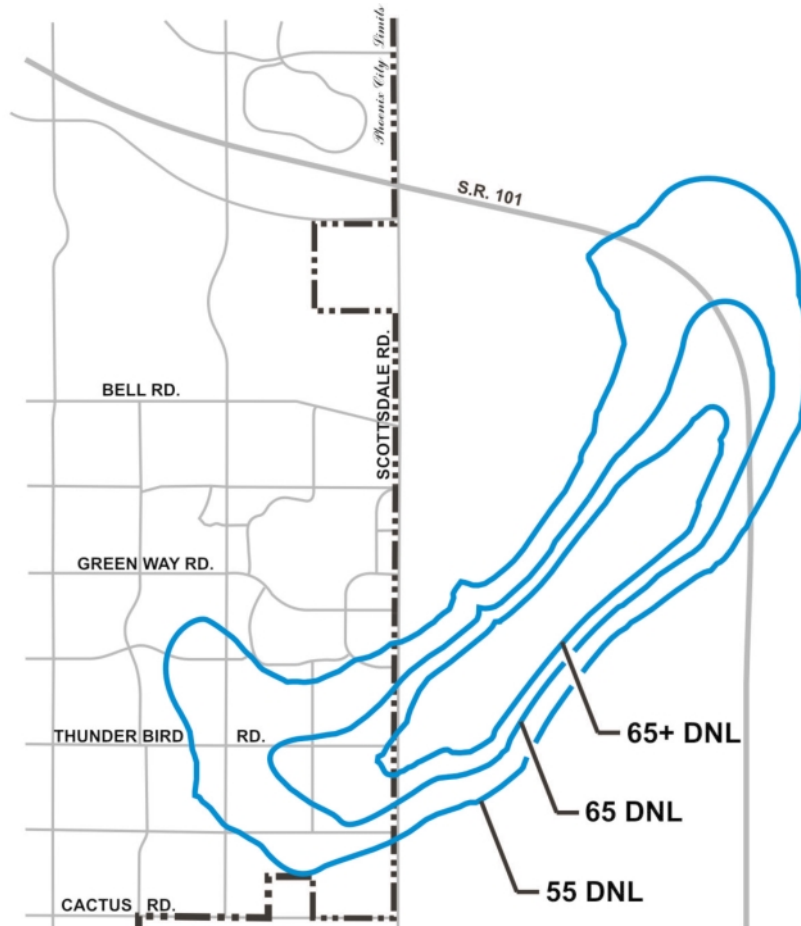


FIGURE 34
2001 NOISE CONTOURS
for SCOTTSDALE AIRPORT



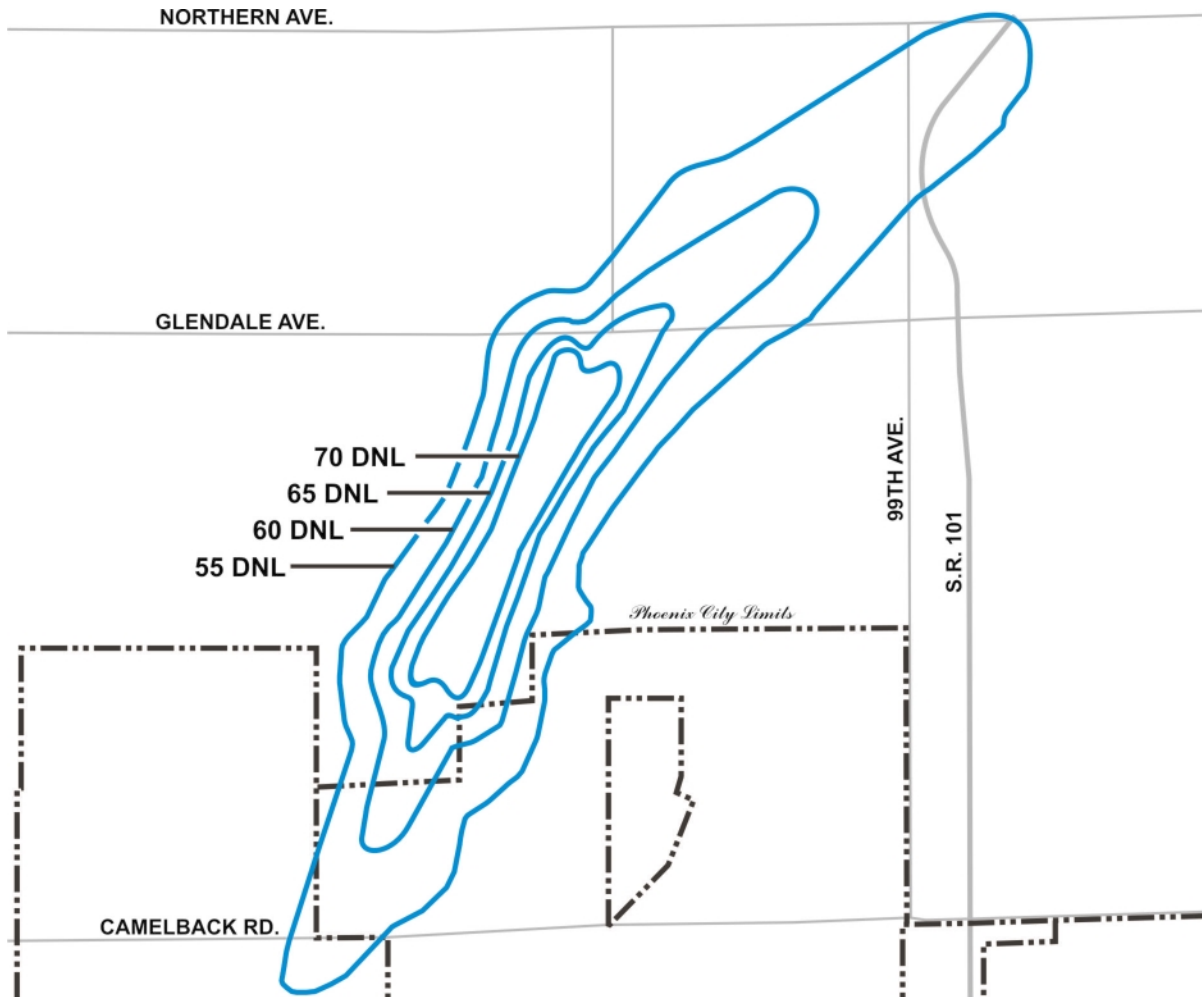


FIGURE 35
2001 NOISE CONTOURS
for GLENDALE AIRPORT



criteria for soundproofing. Provide similar soundproofing for schools and churches.

- I. Investigate with residents the development of programs that would allow them to exchange dwellings impacted within the 70DNL noise contour or the 65DNL contour east of 7th Street, with a dwelling outside the 65DNL noise contour.
- J. Insulate all schools and acoustically treat community centers and churches within the 1999 65DNL contours.

BENCH MARK/PERFORMANCE MEASURE: ACQUIRE OR SOUNDPROOF ALL OR 75 PERCENT OF THE HOMES WITHIN THE 65DNL BY THE END OF 2010 IF FEDERAL FUNDING IS AVAILABLE TO ASSIST.

Policy:

4. Recognize that the potential for facilities to emit toxic air pollutants should be a major factor in siting them, to minimize the potential for harm associated with these emissions.

Recommendations:

- A. Create buffer zones around land fills, mining operations, water and sewer treatment plants, and other uses that could have negative impacts on residential development. Buffers could mean a physical separation or distance between the incompatible use and housing. Within that buffer more neutral land uses that do not negatively affect housing would be located. Such uses could be open space, some types of farming, storage, or parking, as examples.
- B. Establish a new landfill(s) that will be environmentally sound and efficient to operate and be consistent and compatible with the General Plan land use designations.

Policy:

5. Protect residential areas from concentrations of incompatible land uses that could change their character or destabilize land values.

Recommendations:

- A. Create or maintain spacing requirements for small-scale incompatible land uses such as adult businesses, homeless shelters, residential treatment facilities and other group facilities, to avoid concentrations that change the character of an area.
- B. Consider one or more campuses of facilities and services for certain types of incompatible land uses, such as services and facilities for the homeless, to provide a comprehensive one-stop program.

GOAL 9 DIVERSE HOUSING MIX: A RANGE OF HOUSING CHOICES, DENSITIES, AND PRICES IN EACH VILLAGE SHOULD BE ENCOURAGED.

Policies:

1. Provide residents an opportunity to live and work in the village of their choice by offering a variety of housing, such as apartments, townhouses, single-family detached homes, accessory units, and mobile homes, to respond to changing family size, health or income.
2. A broader range of housing types and price ranges within the village will attract employers and help stabilize school and recreation facility demands. Opportunities for both owner and renter housing in various prices, housing types, densities, and sizes provide greater opportunities for residents to remain in the village close to their families, friends, and jobs.

Recommendations:

- A. Within each village, residential land use should be designated in at least four of the seven residential categories and at least one of those categories should be

for 10 to 15 or 15+ dwelling units per acre.

- B. Consider reusing vacant or abandoned commercial properties, including strip centers, for housing such as live/work, assisted care or other nonsingle-family options, or for alternative educational facilities.

Additional policies and recommendations to achieve a greater mix of housing are found in the Housing element in Goal 2.

GOAL 10 ADJACENT COUNTY LANDS: LAND USES AND DEVELOPMENT STANDARDS FOR UNINCORPORATED LAND ADJACENT TO OR SURROUNDED BY THE CITY SHOULD BE CONSISTENT WITH ADOPTED CITY PLANS IF COVERED BY THEM, OR COMPATIBLE IN USES AND CHARACTER IF NOT COVERED BY CITY PLANS.

County islands create unique challenges for cities. County zoning ordinances allow some uses not allowed within Phoenix and provide for different development standards. Although the uses can no longer expand if annexed to the city, they may have a long economic life either in the county or city. These uses and their different development standards can create negative impacts on adjacent uses and create a discontinuous visual image. In some cases opposite sides of the street will develop under different streetscape, landscaping and setback standards.

Policy:

- 1. Review county rezoning requests and recommend land uses and zoning stipulations that will maximize conformity with the General Plan and city zoning standards and be enforceable.

Policy:

- 2. Encourage annexation of all county lands that are adjacent to the city and wish to develop, rather than providing water and sewer service beyond the city limits.

Recommendation:

- A. Develop support for legislation that would make it easier to annex small county islands.
- B. Continue to analyze the costs and benefits of annexations, including the ability to fund provision of city services and maintain current service levels.

BENCHMARK/PERFORMANCE MEASURE: ANNEX COUNTY ISLANDS WITHIN THE PHOENIX PLANNING AREA BY THE END OF 2010 AS DETERMINED APPROPRIATE TO PLAN AND/OR SERVE.

GOAL 11 GENERAL PLAN LAND USE MAP AND ZONING CONFORMITY: THE GENERAL PLAN LAND USE MAP SHALL SHOW THE GENERALIZED LAND USE PLAN FOR THE CITY AND THE PROPOSED STREET SYSTEM WITH THE EXCEPTION OF LOCAL STREETS. ZONING GRANTED SUBSEQUENT TO THE ADOPTION OF THE GENERAL PLAN OR ANY AMENDMENTS SHALL BE IN CONFORMITY WITH THE LAND USE CATEGORY SHOWN AND DEFINED ON THE GENERAL PLAN, AS FURTHER EXPLAINED BELOW.

The General Plan map is consistent with the goals, policies and recommendations in the General Plan text. It delineates the 14 urban villages and their designated cores in accord with Goal 1 of the Land Use element. The map provides opportunities for employment in each village in accord with Goal 2 of the same element. The land use portions of all adopted area plans as listed on the back side of the future map, are shown consistent with the scale and level of detail of this map, in keeping with Goal 12. Present and proposed open space preserves, parks, privately designated open space, schools, and public facilities of 10 acres or more are indicated as discussed in the Open Space, Recreation, and Public Buildings elements. The transportation system of collector and arterial streets, freeways, airports and rail lines are shown consistent with the Circulation element. A range of residential densities is provided in each village, consistent with Goal 9 of the Land Use element and Goal 2 of the Housing element.

Land use needs are discussed in detail in the land use element goals and other elements. Such needs include:

- Mixed-use pedestrian-oriented cores
- Employment opportunities in employment centers and cores
- Neighborhood retail and open spaces
- Infill development on vacant and underutilized parcels
- Mixed-use development where appropriate
- A variety of housing types
- More affordable housing in more dispersed locations
- Public facilities and services to serve newly growing areas
- Acquisition of open space preserves and park sites
- Development of trails

To the extent that these needs can be quantified, they have been in the locations where they are discussed. The map is not specific to any time period. For areas in which area plans have been adopted, it is a buildout plan. In areas where more detailed planning will be necessary, it is quite general. The timing for buildout in any particular area is not known precisely. It is a function of many market forces and decisions. The Maricopa Association Of Governments' 1997 projections of population, housing and employment by village are shown and discussed under Goal 2 of this element.

The General Plan map indicates the intended predominate future function, density and characteristic use of land for the different parts of the city. In general the map does not address small scale situations of 10 acres or less, the specific characteristics of residential development or the specific types of commercial and other nonresidential uses. Provision is made for a variety of mixed-land use projects, some with a broad range of uses allowed. The plan and map do not reflect the intended zoning of individual parcels but rather generalize desired future land use. The boundaries between use and density designations noted on the map are not fixed precisely. Rather, they indicate general areas wherein the goals of the plan will be pursued through more detailed planning decisions. A one-to-one correspondence between designations on the map and development decisions is not contemplated. It may be appropriate to vary from the map either through a rezoning approval, in

accord with criteria in Policy 2, or through a General Plan amendment where it is determined that this would as well or better meet overall plan goals. The color designations on the map are accurate to within 5 percent of total acreage as computed by the Geographic Information System (GIS). Thus a 10-acre parcel on the map could actually be between 9.5 and 10.5 acres.

Residential classifications covering large areas are not meant to preclude appropriate neighborhood and community commercial services needed to support the population. Similarly, designation for commercial or public uses does not necessarily preclude appropriate residential use.

Commercial or industrial designation does not mean that the full range of commercial or industrial uses is appropriate for every given parcel. Appropriateness of a specific use must be judged in accord with the character of the surrounding area, parcel size, access and other factors. For example, heavy industrial uses should not be located near residential uses, whereas commerce park type development may be suitable. The map distinguishes between heavier industrial uses as "industrial" and lighter uses in enclosed buildings as "commerce park." The "R" symbol for resort indicates a specific type of commercial use, not a broad range. The plan and map also indicate areas in orderly transition over time from one use to another. The timeframe and character of the transition will be determined by market conditions, property owner and community desire, and may be subject to more detailed plans.

Policies:

1. **Major amendment:** a major amendment shall be defined as any of the following:
 - An area plan covering five or more square miles
 - Land use designations for an area of three or more square miles that previously had no land use designations.
2. **Minor amendments:** amendments to the street classification map, and any change in land use for 10 or more gross acres from one category to another, (change in color or type of use) are minor amendments with the following exceptions.

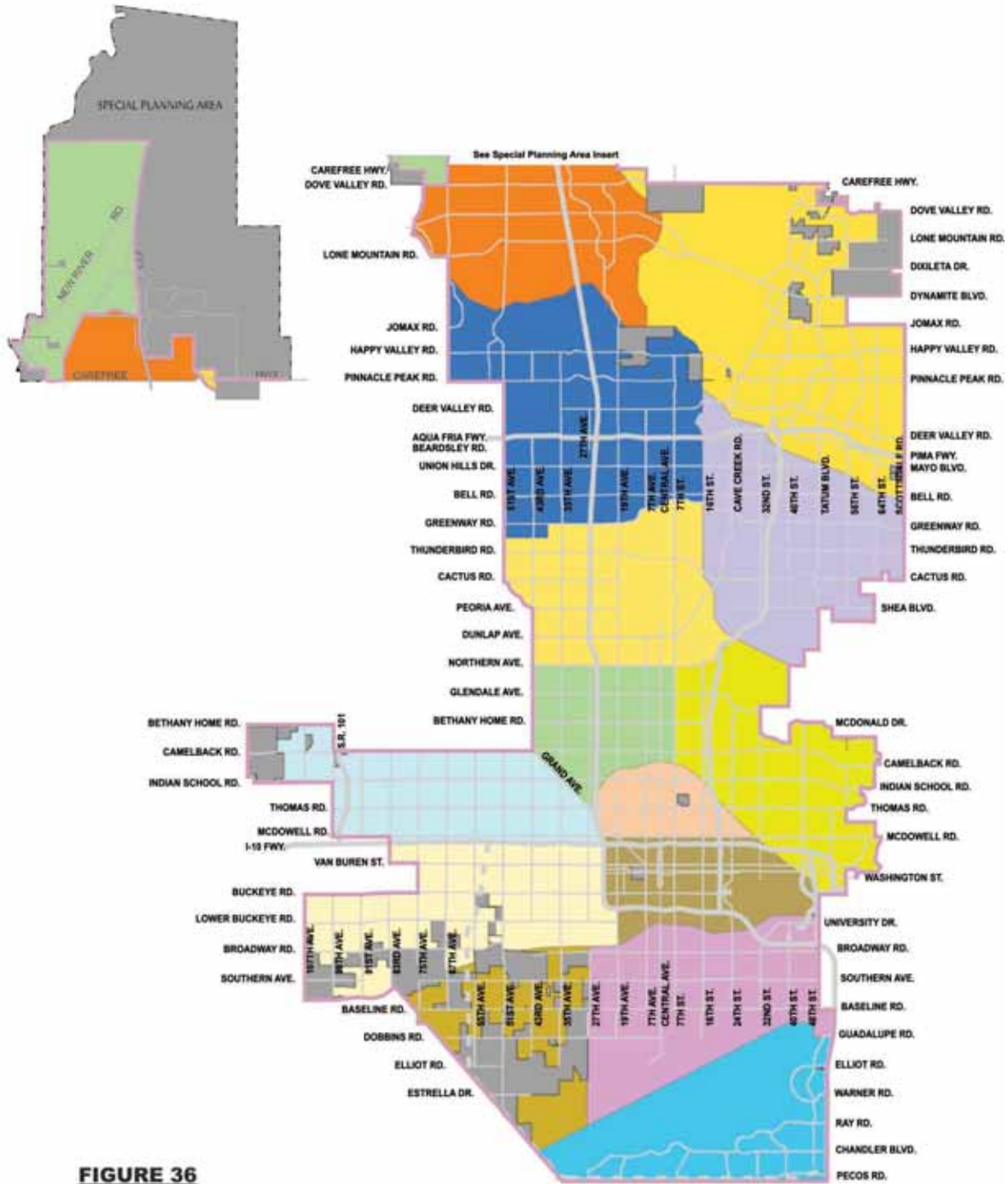


FIGURE 36
COUNTY ISLANDS
 within the
PLANNING AREA by VILLAGE

■ MARICOPA COUNTY ISLANDS



FIGURE 37
ACREAGE OF COUNTY ISLANDS BY VILLAGE

<u>URBAN VILLAGE</u>	<u>PLANNING AREA</u>		<u>INSIDE CITY LIMITS</u>		<u>OUTSIDE CITY LIMITS</u>	
	<u>Acres</u>	<u>Sq. Miles</u>	<u>Acres</u>	<u>Sq. Miles</u>	<u>Acres</u>	<u>Sq. Miles</u>
Ahwatukee Foothills	22,840	35.69	22,816	35.65	24	0.04
Alhambra	12,315	19.24	12,315	19.24		
Camelback East	23,227	36.29	23,227	36.29		
Central City	13,600	21.25	13,600	21.25		
Deer Valley	36,220	56.59	34,848	54.45	1,372	2.14
Desert View	43,379	67.78	40,568	63.39	2,811	4.39
Encanto	6,707	10.48	6,613	10.33	94	0.15
Estrella	26,470	41.36	22,392	34.99	4,078	6.37
Laveen	19,554	30.55	11,496	17.96	8,058	12.59
Maryvale	20,622	32.22	19,054	29.77	1,568	2.45
North Gateway	28,616	44.71	27,863	43.54	753	1.18
North Mountain	22,201	34.69	22,201	34.69		
Paradise Valley	27,522	43.00	27,522	43.00		
South Mountain	25,481	39.81	25,481	39.81		
New Village	26,375	41.21	17,432	27.24	8,943	13.97
Undesignated Area	66,692	104.21			66,692	104.21
Total	421,821	659.10	327,428	511.61	94,393	147.49

As of September 5, 2003

Exceptions to the 10 gross acre rule requiring an amendment:

- ❑ Any residential request in a designated industrial or commerce park area.
- ❑ Sites whose size exceeds 10 gross acres when combined with the acreage of all abutting zoning on the same side of the street, within no more than 150 feet from the subject site which is also not in conformance with the general plan. (This avoids breaking requests into a series of small cases.)

Exceptions to the 10 gross acre rule not requiring an amendment:

- ❑ Neighborhood shopping centers at major street corner locations, up to 12 net acres, may be considered as not requiring an amendment in order to account for right-of-way needs.
- ❑ Rearrangements of land uses within a planned community district when the overall number of units is not increased or the overall acres of nonresidential uses does not increase or decrease by more than 10 acres.
- ❑ Changes from a more intense commercial zoning C-3 to a less intense zone C-2, C-1, C-0 or similar zone, or from A-1 or A-2 to commerce park when the number of acres

not in conformity is not increased by more than 10 acres, regardless of previous cases totaling 10 acres.

- ❑ Residential requests that do not change from one type of residential product to another, as defined below, do not require an amendment:

Types of housing

- ❑ Large lot: land use categories 0-1 or 1-2; zoning districts RE-43, RE-35, or R1-18.
- ❑ Traditional lot: land use categories 2-3.5, 3.5-5, 5-10 or anything falling within those categories; zoning districts R1-10, R1-8, R1-6 or R-2.
- ❑ Higher-density attached housing, multi-family condominiums or apartments: land use categories 10-15, 15+; zoning districts R-3, R-3a, R-4a, R-5, or any mixed use district allowing more than 10 units per acre.

Figure 38 is a table showing the three housing types by density and zoning category.

The rationale for not requiring a General Plan amendment for any acreage change of more than 10 acres within the same housing product types, is that the general character of the area as contemplated on the General Plan map designations is not changed by

FIGURE 38
GENERAL PLAN RESIDENTIAL LAND USE CATEGORIES AND ZONING EQUIVALENTS FOR LARGE LOT; TRADITIONAL LOT; AND HIGHER DENSITY ATTACHED UNITS, MULTI-FAMILY CONDOMINIUMS OR APARTMENTS

<u>RESIDENTIAL PRODUCT TYPES</u>	<u>GENERAL PLAN LAND USE CATEGORY</u>	<u>ZONING DISTRICT</u>
Large Lot	0-1, 1-2	Re-35, R1-18
Traditional Lot	2-3.5, 3.5-5, 5-10	R1-10, R1-8, R1-6, R-2
Higher density attached housing, multi-family condos, or apartments	10-15, 15+	R-3, R-3a, R-4, R-4a, R-5 or any mixed use district allowing more than 10 units per acre

permitting a rezoning among the districts shown in the above table for each type.

- ❑ P-1 and P-2 shall be considered in the same zoning district as the project they serve, or if not accessory to a project, to be commercial.
 - ❑ Special permit uses of 10 acres or more for a non-residential use for sites shown on the General Plan as residential, would require a General Plan amendment if the use is proposed for more than 10 years, or includes large permanent structures (10,000 square feet or more), or would generate more than 5,000 trips a day to the site, or could have major environmental impacts on residential development nearby.
3. Process General Plan amendments through adopted General Plan text amendment procedures and map amendment procedures consistent with adopted Land Use element guidelines. Fees may be charged for amendments that do not fit into the time frame of the annual cycle.
 4. Reflect on the General Plan Land Use Map the desired future land use for each urban village, taking into consideration preserving existing viable development and existing zoning patterns; preserving the natural environment; ability to provide services and facilities; and accomplishing a balance of jobs to housing and a balanced mix of housing products, the urban village model components and other goals of the General Plan.
 5. Use symbols to indicate the need for schools and park sites on the General Plan Land Use Map within square miles in the developing areas of the city, to alert potential developers, property owners and staff to establish appropriate sites.
 6. Designate an alternative land use for all privately-owned and State Trust Land that is designated for agricultural, park or open space land use. The alternative use must be at least one unit per acre. Areas with slopes of 10 percent or more are also subject to the Hillside Ordinance and any safety regulations.

7. Show areas in a neutral color for which no General Plan map has been adopted. Generally no development is planned to occur in those areas for at least 10 years.
8. Show maps of the existing land use and proposed land use for each village, and provide a table comparing number and percentage of acres developed and vacant today; zoned; and proposed by land use category.

Figure 39-66 are maps of existing and proposed land use by urban village.

The existing land use (fall 2000) is summarized into seven categories. Single-family in the legend of the existing and proposed land use maps refers to development at 0-10 units per acre. Multi-family refers to development at 10 units per acre or greater. Density rather than actual dwelling type determined the category.

Figures 67-80 are tables of number and percentage of land use-acres by General Plan land use categories, by village, of existing and proposed land uses. All acreages in the existing land use tables, as well as the totals, are lower than the current and proposed General Plan land use tables because rights-of-way are excluded.

Figure 81A, B & C is a table summary of generalized land uses proposed for each village.

Figures 82 and 83 show total planning area existing land use and projected land use. Right-of-way is not included under existing land use (a parcel-based map), which is why there is a 46 square-mile difference or 10 percent difference between the total square miles in the two tables.

The existing land use table for the entire planning area, as shown in Figure 82, shows 177 square miles of agriculture or vacant land, some of which ultimately will be developed. This land represents 39 percent of the total area of 456 square miles within villages for which land use data was collected. Developed residential land accounts for 29 percent of this area; commercial, industrial and commerce park, public, and transportation facilities cover another 16 percent; and the last major use - open space - accounts for 17 percent. These four categories equal 101 percent due to rounding.

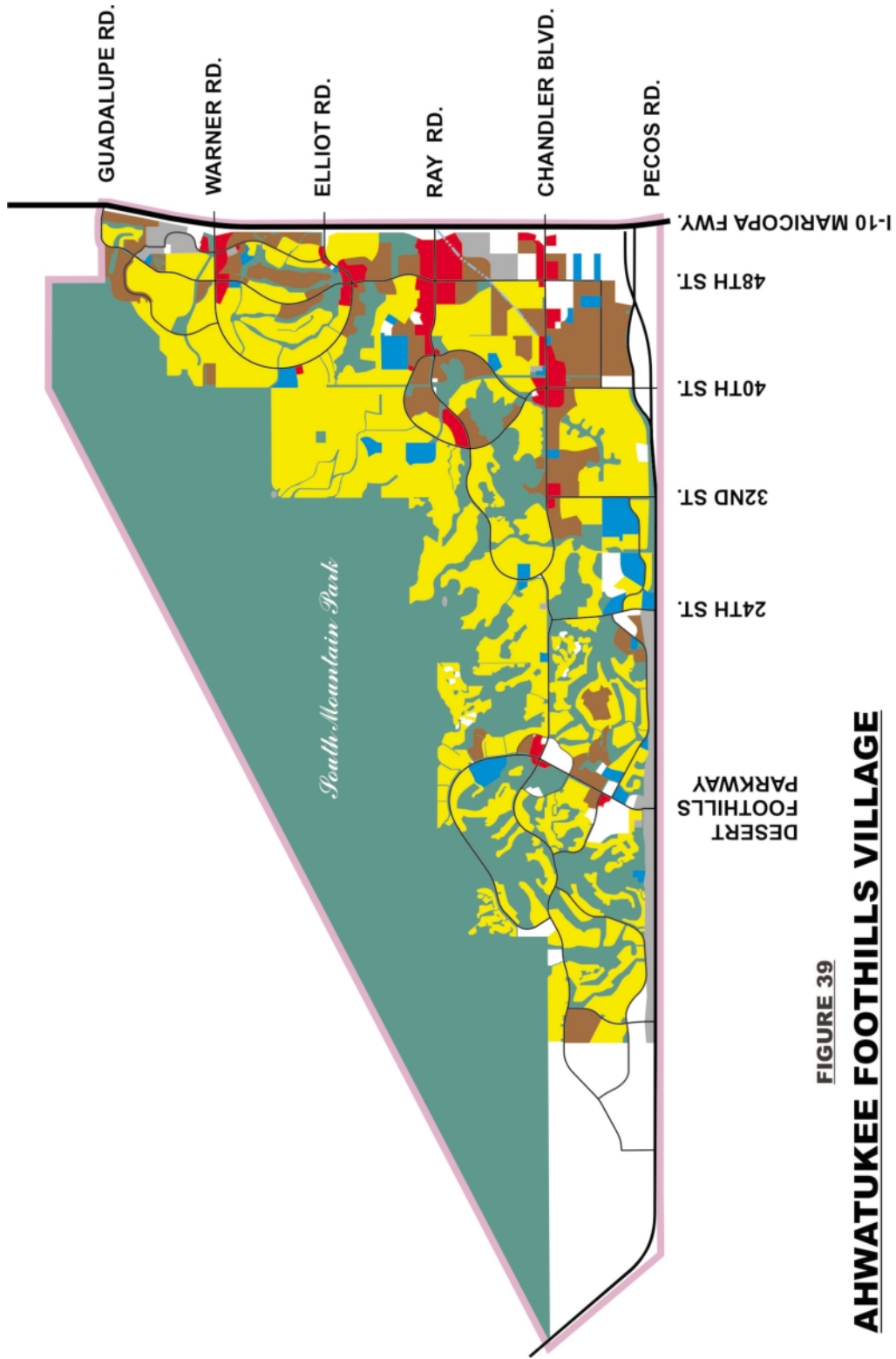
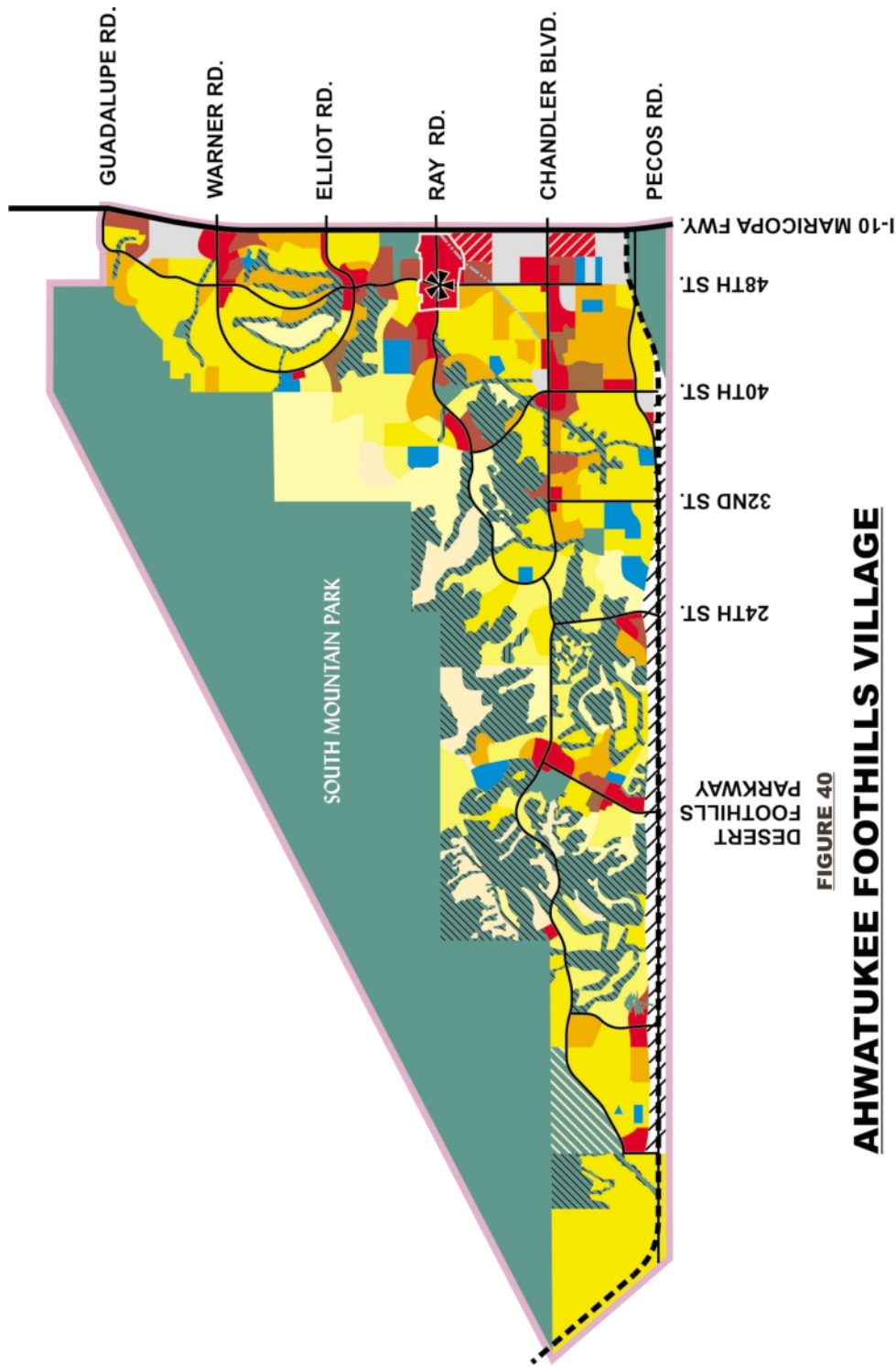


FIGURE 39
AHWATUKEE FOOTHILLS VILLAGE
EXISTING LAND USE

- SINGLE FAMILY
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- PUBLIC FACILITY
- INDUSTRIAL
- OPEN SPACE
- VACANT



AHWATUKEE FOOTHILLS VILLAGE GENERAL PLAN LAND USE

FIGURE 40

- | | |
|--|--|
| <ul style="list-style-type: none"> 0 to 1 du / acre - Large Lot 1 to 2 du / acre - Large Lot 2 to 3.5 du / acre - Traditional Lot 3.5 to 5 du / acre - Traditional Lot 5 to 10 du / acre - Traditional Lot 10 to 15 du / acre - Higher density attached townhouses, condos or apartments. 15+ du / acre - Higher density attached townhouses, condos or apartments. Parks / Open Space - Publicly Owned Parks / Open Space - Privately Owned Parks / Open Space - Future / 1 du / acre or color shown in stripe. | <ul style="list-style-type: none"> Mixed Use (Striped) Two color stripes indicate that either land use in any quantity is appropriate. Commercial Industrial Commerce Park / Business Park Public / Quasi-Public Canal, Watercourse, Wash Major and Collector Streets Future Transportation Future Freeway Primary Core Proposed park in Area Proposed School in Area |
|--|--|



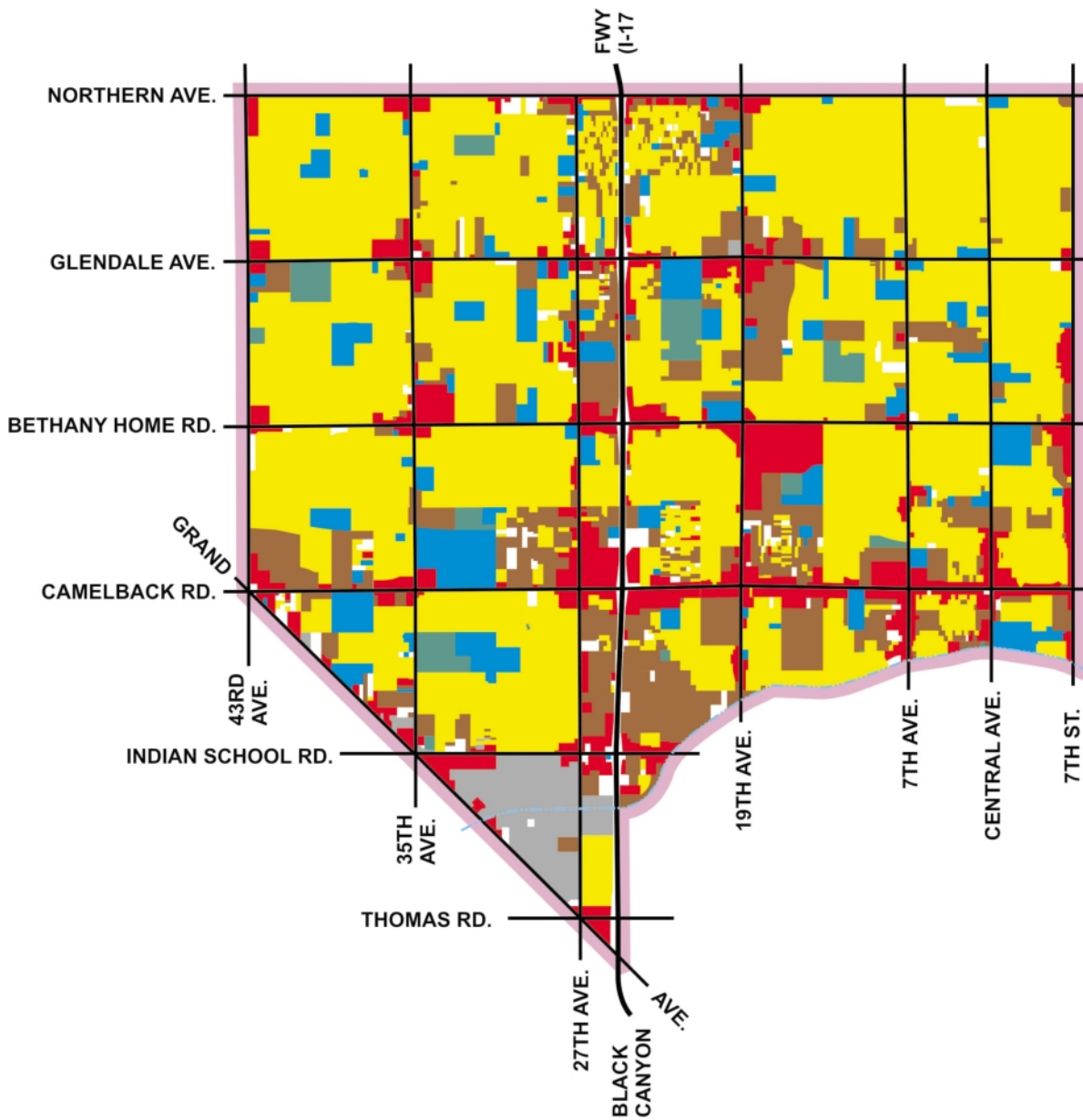


FIGURE 41

**ALHAMBRA VILLAGE
EXISTING LAND USE**

- SINGLE FAMILY
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- PUBLIC FACILITY
- INDUSTRIAL
- OPEN SPACE
- VACANT



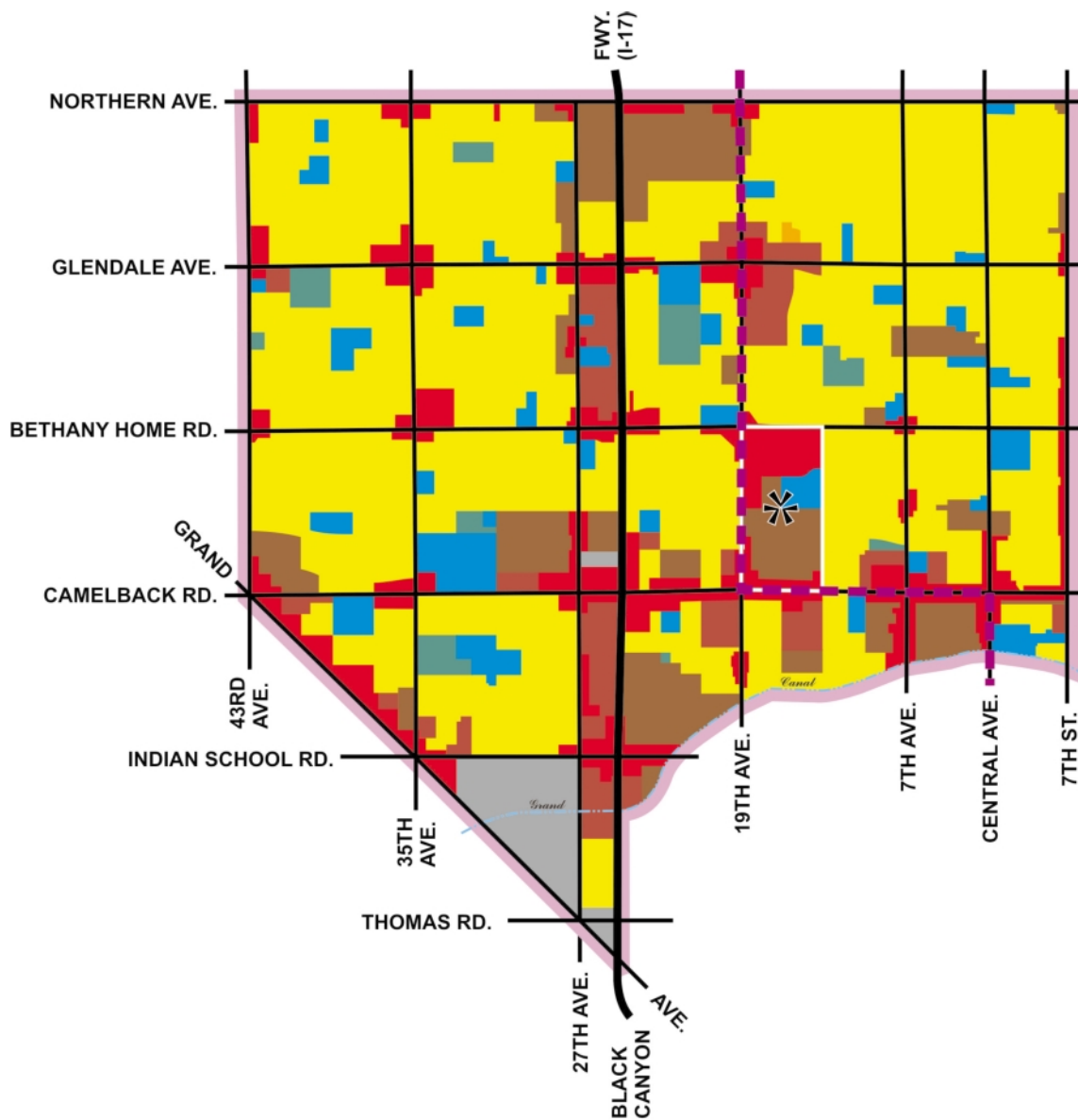


















FIGURE 42

ALHAMBRA VILLAGE GENERAL PLAN LAND USE

- | | |
|---|---|
|  1 to 2 du/acre - Large Lot |  Commercial |
|  2 to 3.5 du/acre - Traditional Lot |  Commerce/Business Park |
|  3.5 to 5 du/acre - Traditional Lot |  Industrial |
|  5 to 10 du/acre - Traditional Lot |  Public/Quasi Public |
|  10 to 15 du/acre - Higher density attached townhouses, condos or apartments |  Canal, Watercourse, Wash |
|  15+ du/acre - Higher density attached townhouses, condos or apartments |  Major and Collector Streets |
|  Parks/Open Space - Publicly Owned |  Primary Core |
|  Parks/Open Space - Privately Owned |  Light Rail |



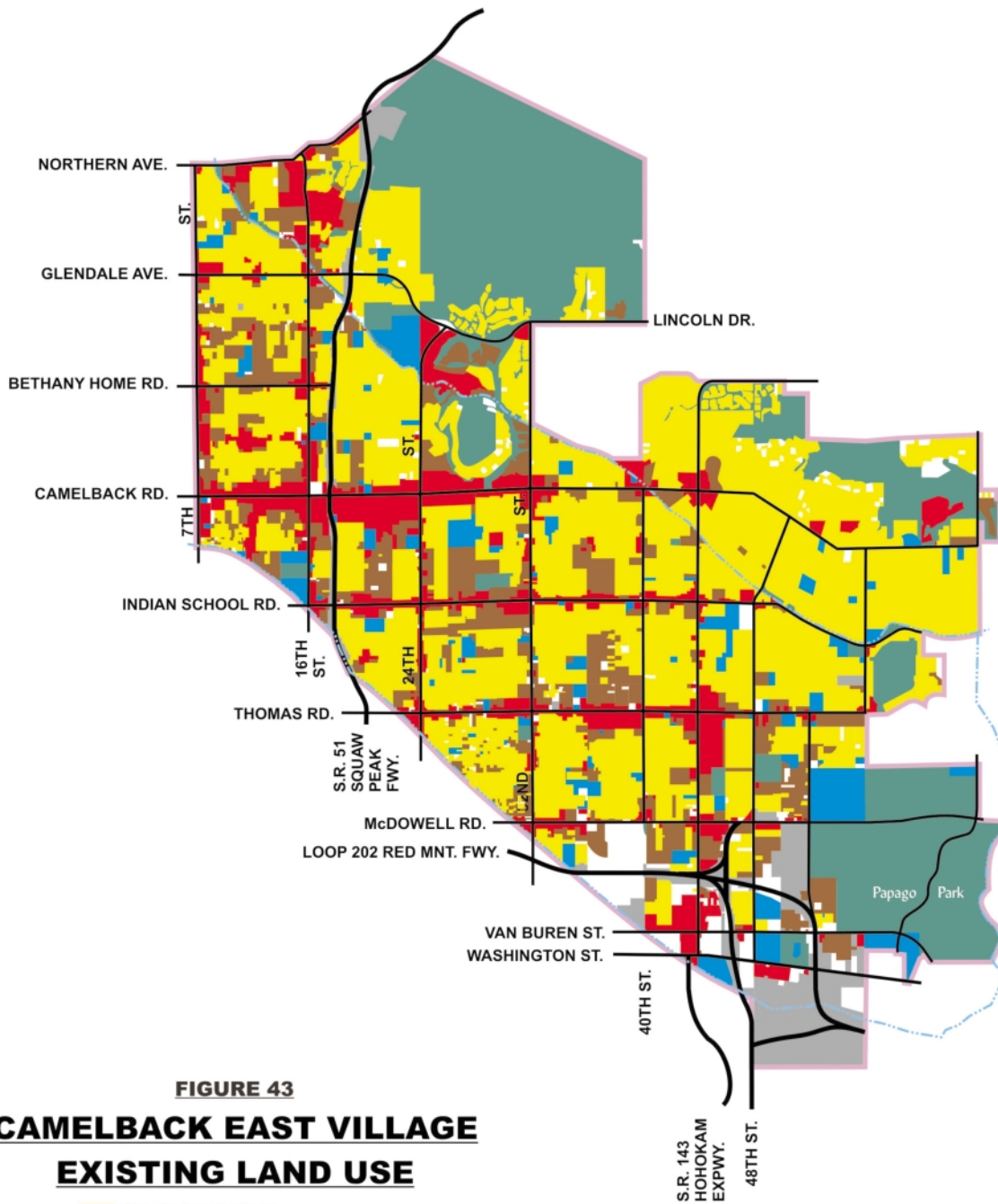


FIGURE 43
CAMELBACK EAST VILLAGE
EXISTING LAND USE

- SINGLE FAMILY
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- PUBLIC FACILITY
- INDUSTRIAL
- OPEN SPACE
- VACANT



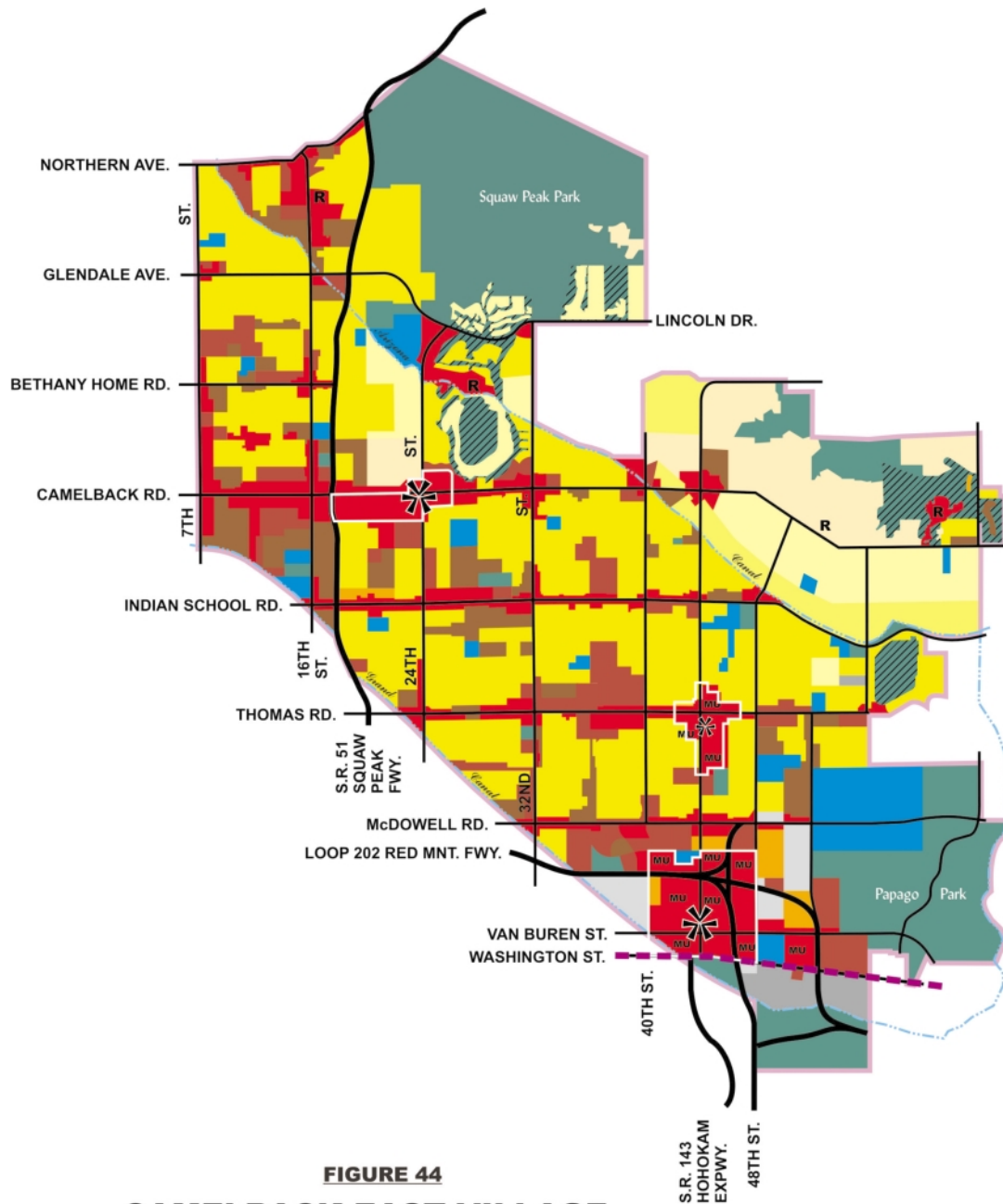


FIGURE 44
CAMELBACK EAST VILLAGE
GENERAL PLAN LAND USE

- | | |
|---|-----------------------------|
| 1 to 2 du/acre - Large Lot | Commercial |
| 2 to 3.5 du/acre - Traditional Lot | Commercial/Business Park |
| 3.5 to 5 du/acre - Traditional Lot | Industrial |
| 5 to 10 du/acre - Traditional Lot | Public/Quasi Public |
| 10 to 15 du/acre - Higher density attached townhouses, condos or apartments | Canal, Watercourse, Wash |
| 15+ du/acre - Higher density attached townhouses, condos or apartments | Major and Collector Streets |
| Mixed Use | Star |
| | Star with dot |
| | R |
| | Dashed line |



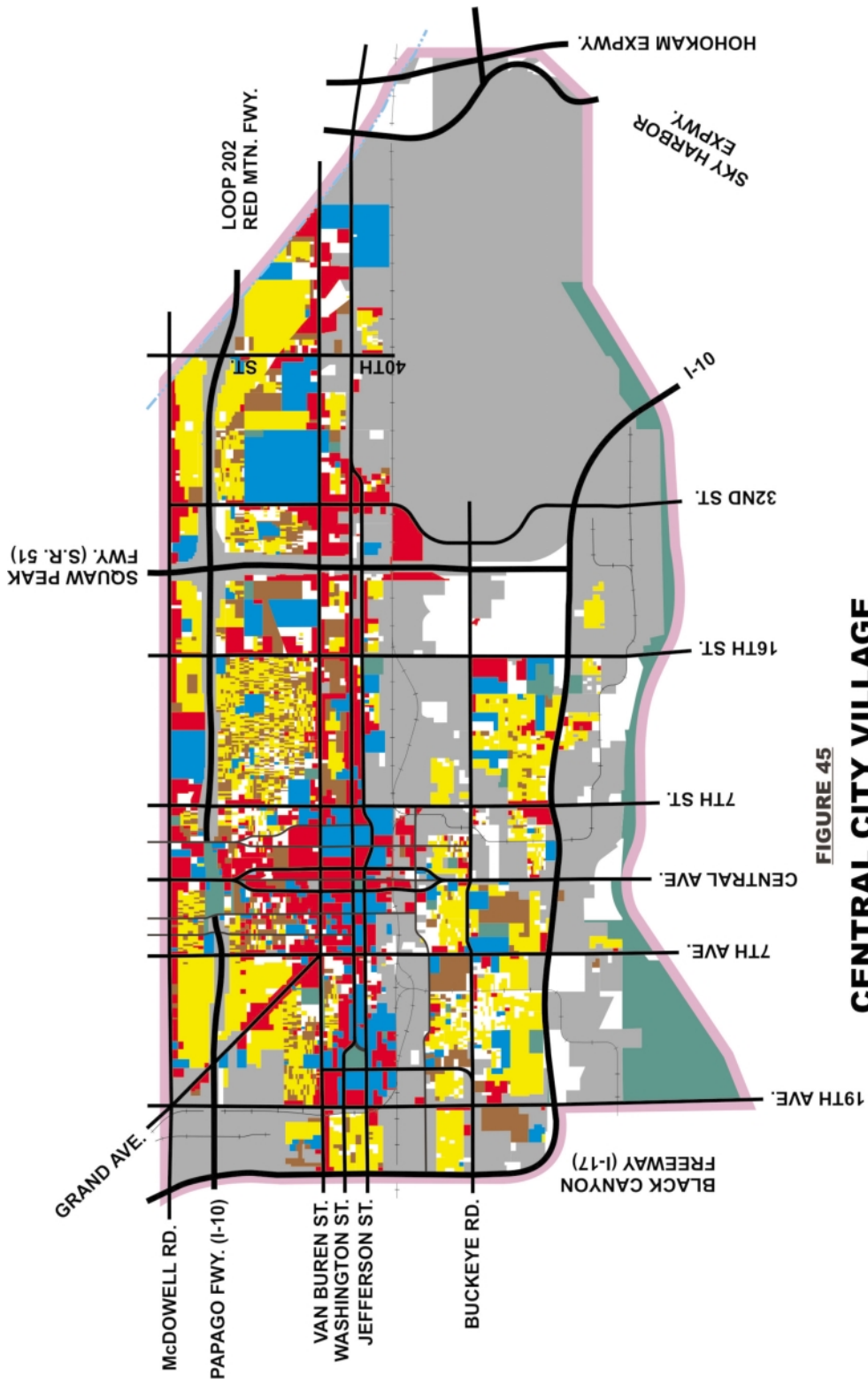


FIGURE 45
CENTRAL CITY VILLAGE
EXISTING LAND USE

- SINGLE FAMILY
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- PUBLIC FACILITY
- INDUSTRIAL
- OPEN SPACE
- VACANT