

Exhibit 2
August 15, 2024
P&Z Commission Packet



PLANNING & ZONING COMMISSION

STAFF REPORT

Meeting Date: 8/15/2024

Agenda Item(s): 2R – 5R

TO: Planning and Zoning Commission

THROUGH: Chris M. Jacques, AICP, Planning Director

FROM: Lorie Dever, Deputy Director

SUBJECT: 2024 City-Initiated Major General Plan Amendments
GPA24-01 (2R), GPA24-02 (3R), GPA24-03 (4R), and GPA24-05 (5R)

NOTE:** Changes to this report since the July 18, 2024 meeting are noted in ***bold italicized text within the Public Outreach Section. The Recommendation Section has been updated as well.

PROPOSAL

Four (4) city-initiated major amendments to the General Plan are proposed by the City in order for the Plan to better reflect the existing conditions and future needs of Peoria.

APPLICATION INFORMATION

As part of the 2024 General Plan Amendment cycle, the City has proposed the following amendments:

- **Chapter 3 - Smart Growth (GPA24-001):** An amendment to the text and Future Land Use Map (FLUM) within Chapter 3: Smart Growth of the Peoria General Plan.

Proposed text and map changes include:

1. Adding the “ASLD Special Land Use” category within the Chapter 3 and assign that category on the FLUM to the area referred to as North Peoria Gateway (NPG) and the Peoria Innovation Core (PIC).
2. On the property identified as APN 201-30-215, amend approximately 6.6 acres designated as “Public Use” to the “Office and Local Commercial” land use category on the FLUM.

- **Chapter 4 - Integrated Transportation (GPA24-002):** An amendment to the text and Circulation Map within Chapter 4: Integrated Transportation of the Peoria General Plan.

Proposed changes include road classification changes, road additions and deletions, and alignment adjustments to better reflect existing conditions and future needs of the City, and to maintain a document that is current with local and regional planning efforts.

- **Chapter 6 - Arts, Culture and Recreational Enrichment (GPA24-003):** An amendment to the recreational guidelines text within Chapter 6: Arts, Culture and Recreational Enrichment of the Peoria General Plan.

Proposed changes include refinements to the park classification guidelines to maintain their relevancy and effectiveness. Additionally, refinements to the text provide better define and celebrate Peoria’s three recreational centers as key assets within the City’s larger recreational network.

- **Chapter 8 - Implementation (GPA24-005):** An amendment to Table 8-1 General Plan Amendment Criteria within Chapter 8: Implementation of the Peoria General Plan.

The proposed change would require no amendment when realigning a roadway segment and/or changing it from “future” to “existing” on the Circulation Map in order to reflect completed road construction through the Capital Improvement Program or via private development.

BACKGROUND

Arizona State Law requires every city in Arizona to prepare and maintain a long-range “general plan” that provides a vision and policies for the growth and development of the city. The Peoria General Plan reflects the aspirational vision and goals of the community and builds on, celebrates, and advances these positive aspects of Peoria.

The General Plan is used to guide Peoria’s future decisions relative to land use, public services, infrastructure and resource management, and provides a clear and defined program for implementation to achieve the shared community vision for Peoria’s future. However, the General Plan is not intended to be a static document; rather, the Plan specifically directs staff to continually re-examine the Plan, and when appropriate, make refinements when they would enable the Plan to better respond to the changing dynamics, economic conditions, trends, and associated growth within the City. The directive to remain agile and responsive to variable conditions has been in place since the Plan’s earliest adoption and continued forward into Peoria’s most recent voter approved General Plan. This is further supported under State Law, which expressly identifies a process for major amendments to the General Plan.

The last comprehensive amendment to the General Plan was ultimately ratified by the voters in November 2020 and certified by the City Council in December 2020. Since then, evolving economic factors and dynamic shifts in conditions make it appropriate to once again take a renewed look at the Plan to ensure it’s best positioned to meet Peoria’s future potential. In this manner, the Peoria City Council has identified four focus areas to continue advancing Peoria forward. They are economic development, water security, innovative government, and public safety. Looking through this lens, the city is aggressively pursuing opportunities and strategies to promote a thriving, balanced and dynamic economy, which can capitalize on the City’s strengths, and supports local job growth and economic expansion. In keeping with these efforts, City staff is proposing a series of refinements to the text and maps within the General Plan to bolster support and best position Peoria for its continued success. These are described and analyzed below.

CHAPTER 3: SMART GROWTH (GPA24-01)

The vast majority of Peoria’s strategic and remaining vacant land is comprised of Arizona State Trust Land as shown in Figure 3 (“Ownership”) within the General Plan. **(Exhibit 1)** Therefore, Peoria’s long-term economic prosperity and quality of life is dependent on collaboration with the Arizona State Land Department. Going further, the city desires to guide development of these strategic parcels through a comprehensive approach, which is discussed further below. These two components provide the basis and rationale for the proposed changes within Chapter 3; however, prior to delving into the specific changes themselves, having a clear understanding of State Trust Land’s similarities and differences to private property is essential.

The Arizona State Land Department (ASLD) was established to manage the Arizona State Trust lands granted to Arizona by the Federal government at the time of statehood. As such, ASLD manages the land and resources on approximately 9.2 million acres across the state, of which approximately 44 square miles (close to 28,000 acres) of land is within Peoria. These Trust Lands can be found *in both developed and undeveloped portions of the city*, resulting in areas that have their own distinct character, preservation opportunities, development potential, and market demand timeline. Emphasis is added to that statement because it is an important distinction between State Trust Land and other public lands, yet it is often overlooked. More precisely, one of the most common misconceptions perpetuated is that State Trust Land is “open space” and

will remain vacant desert in perpetuity, which is inaccurate. Instead, State Trust Land should be thought of and regarded as developable property in much the same way as private land. More specifically, ASLD's stated mission is to enhance the value and optimize economic return of the land for Trust beneficiaries, of which there are thirteen, with Common Schools (K-12) being the largest beneficiary. Up until the optimized value of the land is reached, ASLD *may* allow public use of the land, so long as it brings value to the beneficiaries, which is a particular aspect that distinguishes Trust Land from the way other public lands, such as those managed by the Bureau of Land Management (BLM) or Bureau of Reclamation (BOR), which has a recreational disposition only.

Once optimized value of the land has been reached, State Trust Land parcels may eventually transfer to private interests through sale or lease for residential, commercial, or employment development, or for agricultural or natural resource extraction uses. By way of example, two of the most recent Trust Land purchases within Peoria are reflected in the new homes being built within the Aloravita community and the commercial shops along Lake Pleasant Parkway near the Happy Valley Road intersection. Along with understanding that State Trust Land will eventually be developed, it is also important to know that the lease and/or disposition of State Trust Lands is governed by the Arizona Enabling Act, Arizona Constitution, and strict statutory regulations. One example of those statutory regulations is that Arizona State Law requires cities such as Peoria to coordinate with the ASLD to "ensure for the harmonious integration of Trust Lands" into the Future Land Use Map (FLUM) within the General Plan.

Turning towards the Peoria General Plan and associated Future Land Use Map, the intent behind the map itself is to articulate a long-term vision which accommodates growth across the City, including within Trust Land. However, given the nature, location, and amount of Trust Land within Peoria, a good portion of the land still retains much of its original land use designations established decades ago. As such, development of remaining vacant Trust Lands may require the facilitation of a major general plan land use map amendment (MGPA), which by itself is often impractical to accomplish in a timely manner. As such, this impediment removes potentially suitable land from being presented for auction because it does not align with the specific development needs of the subject area. Potentially forgoing economic opportunities within the city is one drawback; however, not necessarily the most important one.

Above all, it is important to remember that at some point, all designated State Land within Peoria will be developed. When the time comes for ASLD to transact on land, it is crucial to understand that it does not occur in the same manner as private property because of its regulatory structure established by federal and state law. The resulting difference in the regulatory structure significantly increases the potential for disjointed development to occur within State Trust Land without an intervening mechanism. Recognizing the potential risk for fragmented development, other valley cities and counties have previously worked with ASLD to establish a method within their respective General Plans to address the need for master planning of their defined strategic areas. Successful economic results from this approach have been more recently seen within Scottsdale, Queen Creek, Phoenix and Pinal County. Utilizing a similar approach, the city has collaboratively worked with ASLD in proposing the text and map changes within Chapter 3 of the Peoria General Plan to ensure smart stewardship of land and resources by requiring comprehensive infrastructure planning within two strategic areas as identified below.

ASLD Text and Map Changes

In recognition of State Land’s importance within the city, and to better accommodate future growth and economic development across Peoria, this proposed amendment seeks to refine certain select portions within **Chater 3: Smart Growth** to allow for the creation of a “Special Land Use” category. The proposed text changes for Chapter 3 are included in **Exhibit 1**. Key highlights are noted as follows:

ASLD Special Land Use provides flexibility to promote new development needed to accommodate economic growth and new businesses so that residents can find jobs in Peoria. The category also provides opportunity for new housing to accommodate the City of Peoria’s expanding population, and encourages carefully planned, deliberately designed mixing of compatible uses within the same development area or unit, including residential, retail, employment, public/quasi-public, and open space / recreation, with a range of densities and formats depending on the intended zoning.

The ASLD Special Land Use category may be designated on Trust Lands only, and shall be implemented through the zoning process in association with the following zoning districts:

- *Planned Area Development (PAD)*
- *Planned Community District (PCD)*

While this ASLD Special Land Use category can be applied to any State Trust Land, the general intent is to apply the designation to State Trust Land that is of regional significance and/or the State Land Commissioner has determined is well suited for disposition.

In alignment with proposed text changes identified above, there are two areas of Arizona State Trust Land that are being proposed for reclassification to the new *ASLD Special Land Use* classification. More specifically, the map changes are as follows:

- **Northern Peoria Gateway (NPG):** NPG is approximately 1,600 acres in size and located in the vicinity as shown in **Exhibit 2A**. The request is to modify all existing land use classifications within the NPG boundary to the *ASLD Special Land Use* classification.
- **Peoria Innovation Core (PIC):** PIC is approximately 6,700 acres in size and located as shown in **Exhibit 2B**. The request is to modify all existing land use classifications within the PIC boundary to the *ASLD Special Land Use* classification.

ASLD Justification and Analysis

Summarizing above, the key factors in developing the proposed amendment are:

- Significant portions of vacant Trust Land still retain its original land use designation(s) established decades ago, which may or may not reflect the best use of the property.
- ASLD is obligated to enhance and optimize the value of land for beneficiaries. One of the ways to fund the Trust is through the sale or lease of managed land.
- Requiring a major general plan amendment is an impediment to potentially suitable land from being presented for auction in a timely manner to meet market demands.
- ASLD does not transact land in the same manner as private property, which leaves significant potential for disjointed development without a mechanism established in the General Plan to require comprehensive planning of infrastructure to occur.

- The city desires to work collaboratively with ASLD to ensure smart stewardship of land and resources by requiring comprehensive infrastructure planning in two strategic areas within Peoria.
- This designation commits to the subsequent development of a Master Plan (“entitlement”) that cohesively contemplates land use, infrastructure, circulation, open space and other inputs. The entitlement for the North Peoria Gateway (“NPG”) is currently in progress.

Why this approach? The *ALSD Special Land Use* classification allows the city to better collaborate with the Arizona State Land Department to identify both the desired and types of land uses for these strategic areas that economically benefit the City of Peoria as a whole. Unlike more traditional land use categories found within the Plan, this category specifically does not limit allowed land uses to one market segment or use type; rather, it is intentionally broad to allow the City and ASLD to establish a mix of compatible uses based on the specific area in question at the time of rezoning.

How does it do that? This category requires master planning of land uses and infrastructure to occur through the designated compatible zoning districts of Planned Area Development (PAD) and Planned Community District (PCD). More specifically, PAD and PCD zoning designation within the Zoning Ordinance requires more detailed technical analysis upfront at the rezoning stage. Peoria has successfully utilized a similar concept for private development for the Vistancia, Lake Pleasant Heights and Saddleback Heights master planned communities using the *Master Planned Area* (or MPA) land use designation within the General Plan and having it work in tandem with the holistic PAD/PCD zoning approach. More specifically, these communities have all been rezoned to the PCD zoning designation and within their respective zoning documents, it identifies the appropriate mix of land uses, intensities/densities, recreational areas, open space corridors, waterways, along with primary or backbone infrastructure within each of these communities.

Alternatively, without the umbrella-like land use category specifically designed for State Trust Land to establish these secondary zoning guard rails, Trust Land has the ability to develop haphazardly without cohesive infrastructure, which is contrary to the specific goals and policies within the General Plan. Going further, this new ASLD land use category does not negate or remove existing zoning regulations that protect hillside, wildlife corridors or sensitive areas. In this regard, the functionality of the new General Plan land use category has proven successful throughout the valley in other communities, and in similar circumstances within Peoria by way of its master planned communities.

Why now? Peoria continues to experience significant growth across all development sectors (e.g. residential, commercial, and industrial), and is poised for continued success if it can successfully leverage favorable conditions in a timely manner. *Why is that?* As developable land within key economic areas and/or critical transit corridors becomes more and more limited, it is expected that development interest within Peoria will only continue to increase. In addition, the concentration of large tracts of Trust Land within Peoria situated between regional employers makes the city uniquely positioned to attract high-quality businesses, desired services and additional lifestyle choices. To achieve this objective, staff believes this amendment will better position Peoria for continued prosperity by establishing appropriate changes to attract these potential projects, while still preserving the quality of life and natural environment that residents of Peoria place great importance on.

Private Property Proposed Map Changes

Since the adoption of the General Plan in 2020, there continues to be a number of property owners collaborating with the City on how best to position their properties for near-term development. Given the strategic locations of these parcels and alignment on economic objectives, these reclassification requests have been incorporated in various city-initiated major amendments throughout the years. In doing so, the city initiates the first step on behalf of the property owner in repositioning these parcels in order to promote future rezoning efforts at a later date.

For this major general plan amendment cycle, the current owner of the former Peoria Regional Medical Center (PRMC) site desires to reposition the property along Lake Pleasant Parkway towards a commercial designation, more in keeping with the character and existing uses within the area. Currently the seven (7) acre property is designated as *Public Uses, Park / Open Space* and *Waterway*. With this request, the approximate 6.6 acre area designated as *Public Use* within the former PRMC property, along with the adjoining half-street right-of-way would be modified from *Public Uses* to *Office and Local Commercial*. **(Exhibit 2C)** The existing *Park / Open Space* and *Waterway* delineations are being retained as-is.

Justification and Analysis

The existing *Public Use* land use category, in its original context, was specifically selected and intended to be a severely limiting factor as to how this parcel could be developed. In particular, the prior vision for the larger PRMC area was for a medical campus with the heaviest, most-intense, medical-only uses at this location. This vision predated the adjacent education facilities and development of other commercial parcels immediately adjacent to the site.

As proposed, the change to the *Office and Local Commercial* land use category broadens the range of potential commercial, retail, and employment land uses allowed, which better supports the overall economic development potential along the Lake Pleasant corridor. More importantly, this land use category does not restrict the ability for typical medical businesses to be located here; rather, the proposed change better aligns this site to be more compatible in size, scale and intensity with the surrounding character of the area. Similar requests to change to the *Office and Local Commercial* land use category have also occurred within the immediate area, with the most recent being at the southeast corner of Jomax Road and Lake Pleasant Parkway. As such, staff believes this modification further advances the City Council’s economic priorities and is in alignment with the goals and policies of the Peoria General Plan.

CHAPTER 4: INTEGRATED TRANSPORTATION (GPA24-02)

The city is proposing an amendment to text within Chapter 4 and the Circulation Map within the Peoria General Plan. This amendment primarily serves as an ongoing maintenance effort and refinement to the Peoria General Plan to keep the document current with on-going local and regional transportation planning efforts. Additionally, the proposed revisions also address traffic circulation changes due to updated development plans and forecasted infrastructure needs. More specifically, the amendment includes the following modifications:

- Revisions to the Circulation Map were necessary to address the following:
 - Changes and corrections to the classification of certain roadways,
 - Corrections to map information along our city boundaries to represent data consistent with city and county jurisdictions,
 - Updating and correcting existing and proposed roadway alignments based on the most recent available data.
- Revisions were made to the Chapter 4: Integrated Transportation text to:
 - Reflect the cessation of Peoria-On-The-Go, and
 - Specifically remove “major” and “minor” street classifications to align the General Plan Circulation Map with Peoria’s Engineering Standards.

The proposed text and associated map modifications are denoted in **Exhibits 3 and 4** respectively.

Justification and Analysis

Within the goals and policies of the Peoria General Plan, it requires on-going maintenance at regular intervals to ensure relevancy and accuracy of information within the Plan. This amendment fulfills the maintenance obligation set forth by the General Plan and specifically recalibrates portions of the Circulation Map based on updated forecasts for future infrastructure needs.

Prior to this proposal, the last updates to the Circulation Map occurred in both the 2018 and 2019 city-initiated major amendments. Similarly to those prior efforts, the overwhelming majority of these Circulation Map refinements are intended to have the map better reflect existing roadway segments constructed as part of the City’s CIP program or completed through private development.

CHAPTER 6: ARTS, CULTURE AND RECREATIONAL ENRICHMENT (GPA24-03)

During the last update to the General Plan, recreation guidelines were included within the document to establish park expectations. These were noted as general placeholders that should be regularly reviewed as the recreational industry continues to evolve. As part of this maintenance effort, staff are proposing refinements to the park classification guidelines to maintain their relevancy and effectiveness. Additionally, refinements to the text provide better definition and celebration of Peoria’s three recreational centers as key assets within the City’s larger recreational network. The proposed text modifications and associated map changes are denoted in **Exhibit 5**.

Justification and Analysis

The proposed changes to the park classifications are based on best industry practices, which continue to evolve and improve within the parks and recreational amenity profession. Staff believes these updated designations better recognize the prominence and importance of the diverse and robust park areas within Peoria’s expansive recreational network. In particular, the *Open Space / Conservation Lands* designation recognizes the vast amount of existing public open space throughout the city. Similarly, the *Conservation Park* designation better recognizes the significance and prominence of the Sonoran Mountain Preserve within the recreational network. Lastly, the text improves upon acknowledging and celebrating the immeasurable value of the three (3) Recreation Centers to Peoria residents. In summary,

the proposed changes both satisfy the maintenance obligations and as well as advance the recreational enrichment goals and policies of the General Plan.

CHAPTER 8: IMPLEMENTATION (GPA24-05)

While there are statutory requirements for approving and amending the General Plan that are set forth in State Law, cities and counties are given certain autonomy in establishing individualized criteria to classify when a proposal or request is deemed a “major” or “minor” amendment to the General Plan. Within the 2019 comprehensive update, the criteria were modified based on dialog and collaboration with stakeholders and the community. Results in this endeavor are reflected in **Table 8-1 General Plan Amendment Criteria**.

Overall, the new criteria have been a vast improvement and worked well compared to the previous multi-step process; however, provision 4D falls short of expectations in addressing necessary and routine maintenance to keep the Circulation Map up to date as was mandated by the Plan. While the provision recognizes refinements to roadway alignments can and often do occur, typically either before or at the time of construction; however, the provision is silent in allowing the map to be updated once the roadway segment has been completed either through the Capital Improvement Program or via private development. Although the oversight was unintentional, the resulting delay in updating the Circulation Plan is in direct conflict with stated maintenance obligations. As such, city staff is seeking the following change noted in all capital letters as shown in **Exhibit 6**.

Table 8.1 General Plan Amendment Criteria - #4 Circulation Map

D. Realignment of any roadway AND/OR CHANGE IN CLASSIFICATION FROM “FUTURE” TO “EXISTING” TO RECOGNIZE BUILT CONDITIONS.

The resulting language would clarify that no amendment would be required when staff goes to update the Circulation Plan to reflect the existing or built roadway network.

Justification and Analysis

Overall, this modification would allow the city to provide a more accurate picture of the existing roadway network in a timelier manner. With that said, it does not eliminate the amendment requirement when adding “new” or “future” roadways to the network. Therefore, the city believes the proposal better refines the criteria and improves the ability for the city to meet the General Plan’s stated maintenance obligations for the Circulation Map. As noted above, previous updates to the Circulation Map occurred in 2018 and 2019 respectively. Prior to that, updates to the Circulation Map occurred approximately every two to four years as part of the city’s major general plan cycle. The lack of regular updates resulted in a static, outdated map that posed challenges to both the City and development community. Recognizing this impediment, the criteria was initially amended in the last comprehensive update to address on-going maintenance requirements; however, there remained potential ambiguity in certain instances. Staff believes the proposed clarifies expectations and is alignment with the maintenance obligations required within Integrated Transportation and Superior Services chapters.

PUBLIC OUTREACH

Major amendments to a city's general plan are subject to the process outlined by state law, and as such are required to be considered by the municipality within twelve months in which they were submitted. As four city-initiated amendments were submitted and processed concurrently, each followed the outreach process and public hearing schedule, as discussed more in depth below.

60-Day Review

Pursuant to ARS §9-461.06, the proposed amendments were transmitted to various required agencies for review at least 60 days prior to providing notice for the public hearings as shown in **Exhibit 7**. More specifically, the information was transmitted on April 11, 2024, with the formal 60-Day Review period beginning on April 12, 2024. Comments from those agencies were due back to the City by June 19, 2024.

At the time of writing this report, staff received two (2) letters, one from Arizona Department of Transportation (ADOT) and the other from Arizona Game and Fish Department (AZGFD) as shown in **Exhibit 7**. ADOT indicated no comments or requested changes to the document, while AZGFD provided specific comments on sections as noted in the matrix. The city appreciates the continued collaboration with AZGFD and thorough review of the city's General Plan document. Because the focus of this year's amendment cycle is limited in scope, staff will retain AZGFD's comments regarding specific goals and policies within the various chapters for future consideration when more robust updates are made in a subsequent cycle. In the meantime, the city will continue to work with our agency partners to incorporate appropriate conservation and sustainable practices into the various implementation and regulatory documents where appropriate.

School District Notification

Peoria Unified and Deer Valley School Districts received written notification of this amendment for the 60-day review period. No comments were received.

Public Meetings

The major general plan amendments were discussed at the following public meetings:

- **March 19, 2024:** City Council Study Session
- **April 18, 2024:** Planning & Zoning Commission Study Session
- **April 23, 2024:** Open House (In-Person) at Rio Vista Recreation Center at 6pm
- **April 25, 2024:** Open House (Virtual) through the Microsoft Teams Platform
- **May 7, 2024:** City Council Project Update
- **June 6, 2024:** Planning & Zoning Commission Study Session

All Planning and Zoning Commission and City Council meetings noted above were televised along with recorded for subsequent viewing through the city's website if members of the public were not able to attend. Additionally, staff held the first open house meeting in-person on April 23, 2024 at Rio Vista Recreation Center and then followed up with a virtual meeting on April 25, 2024. Both open house meetings were well attended with approximately 50-55 people at each event. Participants included members of the public along with city staff, and city council members. Refer to **Exhibit 8** for the sign-in sheet from the in-person meeting.

General comments and topics of concern identified at the meetings and through correspondence were similar

in nature and are encapsulated within the *Public Comment* section below.

Public Noticing

The applications were properly noticed pursuant to the criteria within the Peoria General Plan and Arizona Revised State Statutes. Methods included utility billing, legal ad, along with digital and print media.

Public Comments

During the 60-Day Review period, the same package of material transmitted to the various agencies was made available for public review and comment as well. Individuals were able to download the information from the website or view hardcopies at the public libraries or at the Planning Counter during this time.

At the time of this report, staff received correspondence from thirty-nine (39) individuals. Comments received were compiled into an Errata Sheet, as shown in **Exhibit 9** and summarized below. Of the 39 individuals who commented:

- One (1) individual was opposed to all amendments. (GPA24-01, GPA24-02, GPA24-03, and GPA24-05)
- Two (2) individuals opposed the land use modifications within GPA24-01.
- One (1) individual asked for additional information and provided comments associated with Circulation Map changes associated with GPA24-02.
- Twelve (12) individuals were opposed to changes to the Chapter 8 Amendment Criteria in GPA24-05. Of those twelve, nine (9) specifically cited opposition to the proposed land use threshold change, and two (2) cited the proposed change associated with the state land designated property in their correspondence. These two provisions were specifically removed from the proposal on April 25, 2024 as noted below. The remaining individual cited general opposition to any amendment criteria change.
- Twenty-four (24) individuals provided no specific comments regarding the proposed changes; however, the majority cited displeasure with Peoria exploring the potential for an Airpark.

Topics of Concerns:

There were three prevailing areas of concern/opposition cited in correspondence received: 1) All major general plan amendments should be required to go to the voters; 2) Opposition to the General Plan because of Peoria's exploration of an Airpark, and 3) the land use map threshold should remain unchanged. A summary of the comments and staff's response is provided below.

1. All major amendments should be required to go to the voters.

Arizona State Law regulates the process that major general plan amendments are required to go through. A.R.S. specifically states the governing body, which for Peoria is the City Council, is required to decide upon the general plan and any amendments thereof. As such, both minor and major amendments are forwarded to the Peoria City Council for their consideration and decision.

Voters play a limited, but important role when it comes to ratifying a city's plan. State Law identifies the "effectiveness" of the city's general plan is limited to ten years, after which it must be renewed or a new plan adopted by the governing body and submitted for voter ratification. Upon successful voter ratification, the effectiveness timeframe for the general plan is reset to an additional ten years.

Regarding amendments themselves, State law does not prevent or prohibit amendments to the general

plan. Instead, cities are given allowance to establish individualized criteria between what constitutes minor or major amendments. As such, Peoria has established criteria for major and minor amendments within the Plan, which on occasion has been adjusted through the major amendment process in prior years. Additionally, each Peoria General Plan, including the most recently adopted version, has had language within it stating the Plan itself should not be treated as a static document. This has resulted in a number of minor and major amendments being proposed by both private entities and the city throughout the years. In each case, they are transmitted to the Peoria City Council for their consideration and decision, as required by state law.

2. Opposed to the General Plan amendments because they will allow an airport to go in.

The Peoria Airpark is an independent and multi-year exploration process with multiple studies that are either completed, planned, or currently underway, to guide in the project evaluation process. This process is separate from the general plan amendments being proposed, with its own timeline, outreach process, analysis, and decision points. Should the proposed general plan amendments fail, they will have no bearing on the airpark evaluation process. Instead, what the general plan amendment in Chapter 3 offers is better stewardship of land and resources, along with comprehensive planning of infrastructure within strategic areas in Peoria. As Peoria looks for an economic engine to increase prosperity and drive the city forward, whether it be via an airpark, an innovative tech park or through some other mechanism, the General Plan requires that the community grow in a smart manner. To grow in the smartest possible manner in our most economically strategically situated lands all along the Loop 303 area and Lake Pleasant Parkway corridor, which are designated State Trust Lands, is by establishing the ASLD land use category and creating those secondary zoning guardrails as outlined above.

3. The land use threshold should remain unchanged.

As part of the city's initial proposal in Chapter 8 outlined in the April 11, 2024 Project Narrative, it would have changed the Major General Plan Amendment for the land use map threshold from 80 acres to 640 acres. Additionally, it would have added a definition that allowed any state trust land to be processed as a Minor General Plan Amendment, regardless of size. The proposed changes were an attempt to make the process more streamlined and localized as the process differences between a major and minor are nearly indistinguishable from an outreach standpoint given Peoria's robust outreach requirements. Additionally, a minor and major amendment require the same level of comprehensive analysis, and they both go to the elected body for a final decision. However, after holding public meetings on the subject and receiving input from the public, the city opted to pull those changes from the proposal. This change was reflected in the April 25 Project Narrative and PowerPoint provided on the City's website. The only remaining change in Chapter 8 is perfunctory in nature as it allows maintenance of the Circulation Map to occur on a more timely basis as described above.

Planning and Zoning Commission Discussion from the July 18, 2024 Meeting:

- **The Commission held the first of two required meetings for the 2024 Major General Plan Amendment Cycle at Rio Vista Recreational Center.**
- **This hearing was an opportunity for staff to present the amendments to the Commission and for the public to give testimony.**
- **Two members of the public provided comments which are summarized below, along with Staff's response.**
 1. **There is citywide opposition to having the airpark and industrial development facilities in the area of Loop 303 and Lake Pleasant Parkway.**

As illustrated within Exhibit 2B, the existing General Plan land uses within the PIC area contains a range of land use categories, including residential, commercial, mixed-use, open space, waterways, public uses, and employment. In particular, there are existing areas designated along the Loop 303 and Lake Pleasant Parkway corridors that currently allow for a range of employers, which can vary in intensity anywhere from corporate offices, manufacturing facilities, along with general industrial users. Consequently, industrial types of uses can already be developed in these areas as of today.

It is not the intent of the ASLD Special Land Use category to diminish or restrict land use categories within either the NPG or PIC areas, rather the language in the new category is deliberate and purposeful in its approach to best direct growth while working within the statutory limitations of State Trust Land. How? It requires master planning to occur for these designated areas, and it requires collaborations between the City and ASLD to determine the best range of land uses for each of those specific areas in question. Compared to today's lack of regulatory control, this two-pronged approach now gives considerable oversight to the City of Peoria to more effectively and responsibly guide growth in our most strategic areas within State Trust Land.

2. *The proposed changes [to Chapter 3] does not meet three of the six criteria for approving the amendment.*
 - a. *"The amendment constitutes an overall improvement to the General Plan and is not solely for the good or benefit of a particular landowner or owners at a particular point in time."*

Funding for ASLD is provided within the State's general budget. As such, there is no financial gain for ASLD associated with these amendments. Rather, the proceeds from leases and sales of Trust Land go directly to designated beneficiaries, and in this instance, the designated beneficiary is predominantly Common Schools (K-12). As a result, Arizona families with school age children attending public education facilities will see a future direct benefit from this amendment. More locally, as the area develops, the level and access to desirable goods and services for existing and future residents will increase. Besides those aspects, additional employment to the area will increase the number of available job opportunities for residents, along with providing the added benefit of increasing non-residential tax revenue. For these reasons and more, staff believes this criteria has been met.

- b. *"The amendment will not adversely impact the community as a whole or a portion of the community by: Significantly altering acceptable existing land use patterns, requiring larger and more expensive improvements to roads, sewer or water delivery systems than are needed to support the prevailing land uses and which, therefore, may impact developments in other areas, adversely impacting existing uses because of increased traffic on existing systems, or affecting the livability of the area or the health and safety of the residents."*

As noted above, the amendment does not diminish or change the range of land uses currently found in each of these areas. What it does accomplish is to remove the existing uncertainty of disjointed development from occurring in Trust Land by requiring a comprehensive or umbrella-like approach with regard to land uses and infrastructure through the rezoning process. This approach gives the City more oversight into how these areas are to be developed compared to what is in place today. Furthermore, existing City zoning regulations remain unchanged and would be applied to any development within these areas, such as those to protect waterways and sensitive areas. Additionally, any development within these areas would need to comply with the City's policies and engineering standards with regards to utilities.

In summary, the improved oversight provided by this amendment allows the City to better ensure and address potential impacts of any future development during the rezoning process, and ultimately, any development within these areas will be developed in accordance with city policies and regulations. As such, staff believe this criteria has been met.

- c. *“Provides a positive benefit to the community without unduly impacting the City’s water supplies as demonstrated through the application of the economic value per gallon of water measure contained within the City’s adopted Principles of Sound Water Management.”*

As noted above, the amendment does not waive or remove the requirement for these areas to comply with the City’s policies and regulations associated with utilities, which includes water. As such, staff believes this criteria has been met.

KEY FINDINGS

1. The 2040 Peoria General Plan identifies that it “should be considered a living document, as long-range decisions will need to be periodically reconsidered to reflect new conditions.”
2. The proposed amendments have been processed in accordance with Arizona State Law and the provisions of the Peoria General Plan.
3. The amendments constitute an overall improvement to the City’s General Plan and is not solely for the good or benefit of a particular landowner or owners at a particular point in time; and
4. The Smart Growth amendment provides better stewardship of land and resources, along with comprehensive planning of infrastructure within strategic areas along the Loop 303 and Lake Pleasant Parkway corridor.
5. Proposed changes clarify and satisfy the maintenance obligations within specific chapters, and as well as advance the recreational enrichment goals and policies of the General Plan.

RECOMMENDATION

Based on the key findings above, staff recommends that the Planning and Zoning Commission take the following actions:

1. Recommend **approval of GPA24-01**, Chapter 3: Smart Growth text and map changes to the City Council.
2. Recommend **approval of GPA24-02**, Chapter 4: Integrated Transportation text and map changes to the City Council.
3. Recommend **approval of GPA24-03**, Chapter 6: Arts, Culture and Recreational Enrichment text changes to the City Council.
4. Recommend **approval of GPA24-05**, Chapter 8: Implementation text changes to the City Council.

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2024 Major General Plan Amendments

(GPA24-01, GPA24-02, GPA24-03 and GPA24-05)



Exhibit 1



Smart Growth

Smart growth is a broad movement that promotes efficient and sustainable land development and development patterns that optimize prior infrastructure investment and consume less land. Smart growth communities are based on historic village concepts and are walkable, attractive, and livable. The smart growth movement emerged in response to the negative impacts of decades of post-World War II suburbanization including traffic congestion, higher energy consumption, accelerated loss of natural resources and deterioration of the natural environment.

Smart growth principles favor compact, walkable, friendly developments served by multi-modal transportation, and discourage dispersed, automobile-dependent development at or beyond the urban fringes. These principles result in communities that have a built in sense of place and that are environmentally, economically and socially sustainable into the future.

PURPOSE

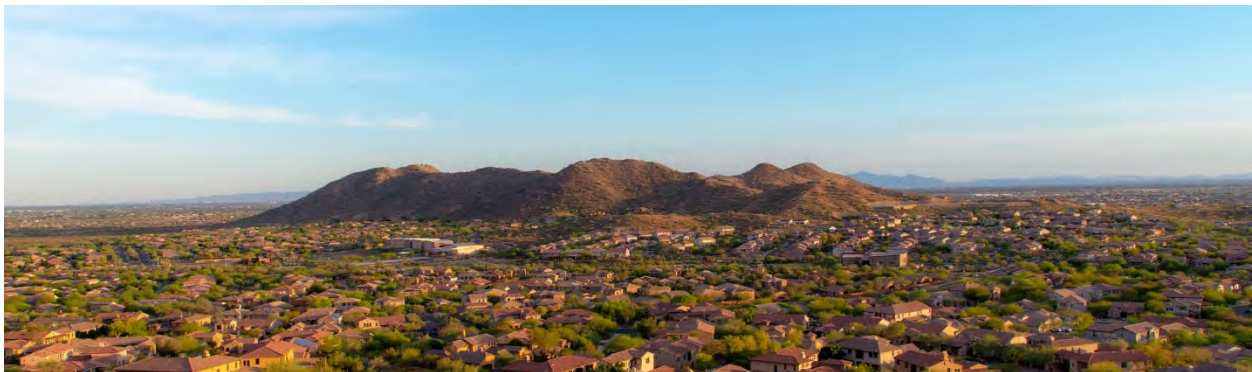
To guide future growth and development into a sustainable citywide development pattern, while maintaining or enhancing the quality of life in our communities. Growth should be at a desired scale and character that is consistent with the social, economic and aesthetic values of the City.

3.1 SETTING THE FRAMEWORK

Many defining elements of great communities are established through land use patterns, design and other aspects related to the built environment. Within this General Plan, Peoria's enhanced development strategy focuses on providing greater opportunities for mixed-use development along transportation corridors and in key nodes throughout the City. It also promotes more sustainable development patterns that expand mobility options, supports a diverse workforce and multi-generational community, protects the natural environment, and recognizes its historical and cultural resources.

While Arizona state law requires all cities to include a land use element within its General Plan, Peoria is going further by guiding decisions about where and how growth and development occur. In this manner, the City intends to realign its land use and development pattern to reflect the community's values, distinct culture and history, active neighborhoods, and sense of place. This is accomplished by establishing a development framework that describes the City's overarching strategies, along with inclusion of smart growth principles into its decision-making processes.

With the exception of the Old Town area and a few residential areas, the majority of Peoria neighborhoods were developed during the post-World War II housing boom and more particularly as low-cost air-conditioning became widely available. As a result, the city's land use patterns and urban design features are generally characterized by low-density housing, auto-oriented commercial centers, and street networks. In the 1990s and 2000s, the City of Peoria began a new era of land use planning and urban design based on "growing smarter" legislation aimed at addressing rapid growth within the Valley. Because Peoria is still a relatively young city with a large amount of vacant land available, the city will need to accommodate a significant amount of future population and employment growth over the next 20 years and beyond. The Smart Growth chapter of the General Plan establishes the goals and policies to strategically accommodate future growth and change while preserving and enhancing the quality and characteristics that make Peoria a desirable place to live.





3.2 DEVELOPMENT FRAMEWORK

This chapter identifies a framework for decisions about land use and development patterns. It then goes beyond the community's physical development pattern to include goals and policies on community placemaking, connecting people and places, growth areas, housing, and the cost of development. Additionally, this chapter seeks to stimulate social connectivity and economic activity, while achieving a more sustainable environment for existing and future generations. Through these goals and policies, the City seeks to encourage maximization of development opportunities that respect established neighborhoods and protect significant cultural and historic assets. The guiding framework is defined by these areas:

- **Context:** New development should respect and respond to the surrounding context. Projects should utilize responsive, place-based design that creates distinctive places that are compatible within the area.
- **Sense of Identity:** Development and redevelopment should build on and enhance the identity and character of the community. Both public and privately-owned areas should be designed to maximize available opportunities to promote a sense of identity.
- **“Community” by Design:** Pursue innovative and progressive design that balances priorities without compromising quality.
- **Connectivity:** Look for ways to enhance connectivity throughout the community and beyond, making it easier for residents and visitors to access nearby goods and services, community amenities, and key destinations.
- **Walkability:** Create walkable neighborhoods, commercial corridors and mixed-use districts that stimulate increased pedestrian activity and make alternative transportation more viable.
- **Sustainability:** Use best practices to reduce environmental impacts.

Community Placemaking

Placemaking is a multi-faceted approach that capitalizes on a community's assets, and inspiration to create spaces that promote people's health, happiness and well-being. This hands-on approach helps bring residents and visitors together to form deep connections with places in their community; however, placemaking is more than just creating a nicely designed landscape. These spaces are where people want to be and to interact. Quality design and aesthetics are also important.



According, these efforts need to be representative of Peoria’s values. Through the goals and policies within this chapter, Peoria seeks to maintain its high quality of life through careful attention to community placemaking.

Activity Centers

Activity Centers are vibrant community hubs that attract people for activities such as shopping, work, recreation and socializing. Peoria has identified four *Activity Centers* (defined below), each having its own unique identity. As there is no ‘one size fits all’ approach to activities centers, they can vary greatly in size and intensity. Additional strategic planning of these areas should occur on how best to direct resources and focus investments to best serve the community, while ensuring these centers become and remain attractive, vibrant places to live, work and shop.



Old Town

The Old Town Activity Center area encompasses the historic townsite area at 83rd and Peoria Avenues and is the heart of the City of Peoria. This original residential, commercial and civic area of the community contains many historic structures and is the current location of the civic operations of municipal government including City Hall, Police Station, Main Library, Community Center, Performing Arts Center and other municipal uses and services. The envisioned character of this area is a vibrant, walkable, mixed use area for civic, historic, residential, commercial and employment uses. Based on the existing and planned transit improvements, transit-oriented development would be appropriate in this area.



Lake Pleasant

The Lake Pleasant Activity Center is a regional and national attraction for many outdoor activities including boating, fishing, watercrafts, swimming, hiking and wildlife viewing. The character of this area includes possible destination resort and related uses and outdoor active and passive recreation focused uses.



Loop 303

This important future employment growth area straddles the Loop 303 corridor with strategic focus areas at Happy Valley Parkway, Vistancia Commercial Core and at Lake Pleasant Parkway. Loop 303 is important to the northwest portion of the city as it connects to Interstate 17 to the east and Interstate 10 to the south and the city has sought to leverage this prime location for future employment growth and development. The community consistently identified the area as the future employment core area for Peoria.



P83 (“Peoria 83rd Avenue”)

Located near the Loop 101 and Bell Road, this area has emerged as the retail and entertainment hub of the city. With 83rd Avenue as a signature spine road, the Peoria Sports Complex is the anchor for the area, providing a venue for Major League baseball, major concerts and other community events. The adjacent areas augment the Complex with restaurants, residential housing, and major retailers, which contribute to an active mixed-use area. The community envisions future opportunities for this area to be intensified and enhanced as a vibrant, mixed-use employment, entertainment and retail area.



3.3 LAND USE

This section establishes land use descriptions and land use mapping reflecting the unique and defining elements of Peoria including quality neighborhoods, vibrant entertainment areas, commerce, employment and open space areas. The land use categories established herein identify the desired community attributes in terms of type, form, design and density/intensity, and are intended to inform decision making relative to future development proposals. The Future Land Use Map provides the location and distribution of land uses and establishes a balanced plan for the future growth and development of the city. The land use map, descriptions, guidelines and typical uses identified within this section are intended to generally characterize the envisioned type and scale of future development within Peoria.

Land Use Categories

This section establishes the generalized land use categories reflecting the envisioned future for Peoria. The land use categories were developed based on significant input from residents, business and property owners and other stakeholders regarding the desired character of the neighborhoods, stores, places of employment and other community uses within Peoria. Land use categories describe the community’s desired community attributes by establishing type, form, design, density and intensity, and interaction between land uses. Each land use category identifies the following:

- Character - Broad description of key characteristics of the defined land use
- Zoning Districts - Comprehensive list of correlating zoning districts
- Example Communities - Representative neighborhoods or developments
- Typical Uses – Summary of typical intended uses

The zoning district(s) identified for each land use category illustrates the general correlation between zoning districts and the General Plan Land Use Designations. The City uses this correlation information as a general guide when determining the consistency of rezoning proposal with the Land Use Map. Other factors such as conformity to the community character, land use compatibility, availability and capacity of public services and facilities, and preservation of environmental features may also be considered in determining if a zoning district is appropriate.

Future Land Use Map (FLUM)

The overarching goal of a Future Land Use Map (FLUM) is to establish and define the appropriate balance and relationship of residential, commercial, employment and open spaces to serve the community. The FLUM is intended to graphically represent Peoria's strategic development philosophy relating to future land uses and is not intended to be a parcel-by-parcel land use allocation. More specifically, the FLUM depicts the desired location, relationship and distribution of land uses and is a representation of the build out vision for Peoria. **(Figure 2)**

It is important to note that the FLUM does not represent zoning classifications. Current zoning classifications of all property in Peoria are reflected on the Official Zoning Map, available at the office of the City Clerk and the City's Planning Department. Property owners must go through a rezoning process if there is a desire to make changes to specific zoning on their property before development. Those zoning changes are required to conform to the General Plan, including compliance with the adopted FLUM, pursuant to Arizona state law. Lastly, it should be acknowledged that the FLUM applies to *future* decision making relative to rezoning of property, and is not applicable to existing zoning entitlements. Many properties have developed utilizing existing zoning which may or may not conform with the FLUM. For this reason, no land purchases or contemplated future construction should be based solely on the FLUM.

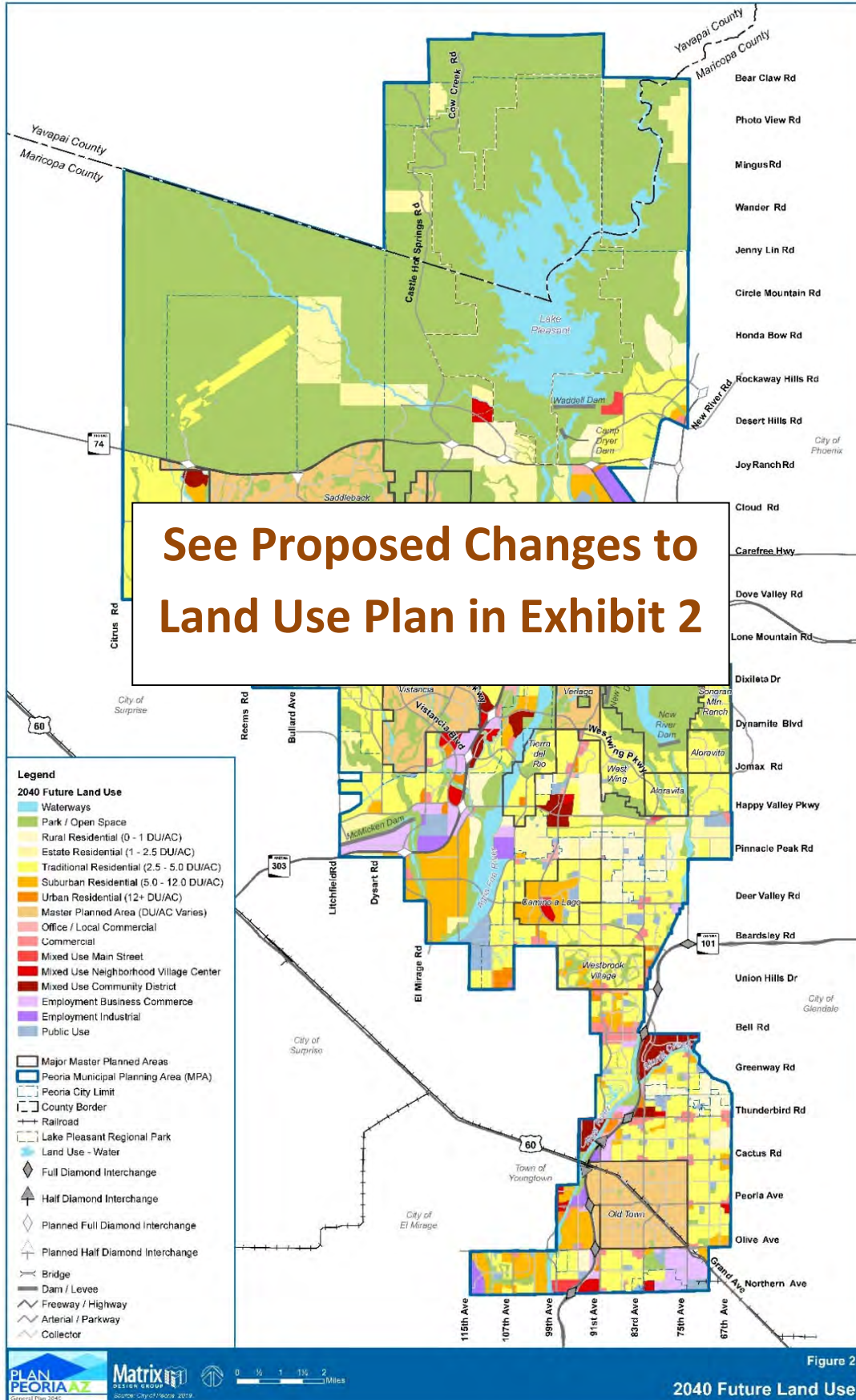
The land use category boundaries shown on the FLUM are generally delineated through one or more of the following features: property lines, drainage corridors, canals, streets and municipal boundaries. In addition to defining the land use boundaries, the FLUM includes the below described general boundaries.

Municipal Planning Area Boundary

The FLUM designates land within the Municipal Planning Area (MPA) Boundary for the city, according to the land use designations summarized further in this section. The MPA includes the City Limits and adjacent areas the city intends to either annex in the future and or exercise a level of input to guide development under county jurisdiction consistent with the FLUM.

City Limits

The incorporated municipal city limits of Peoria are included on the FLUM. The incorporated area of the City is smaller than the overall Planning Area Boundary. Areas within the city limits are subject to municipal jurisdiction and subject to city regulations. Areas outside city limits are under the jurisdiction of Maricopa County or Yavapai County.



3.4 LAND OWNERSHIP

Throughout the City, there are large areas of publicly held properties that have specified land use designations on them. These properties are comprised of Federal, State, or other public lands. Federal lands in Peoria are managed by the Bureau of Land Management (BLM), or the Bureau of Reclamation (BOR). State Lands in Peoria are managed by the Arizona State Land Department (ASLD) or the Arizona Game and Fish Department. Other public lands include County and City owned properties.

Arizona State Land Department

The Arizona State Land Department (ASLD) was established in 1915 to manage the Trust lands granted to Arizona by the Federal government at the time of statehood. ~~created in 1912 concurrent with the establishment of Arizona statehood, when the Federal government granted Arizona public lands for various state purposes.~~ The ASLD manages the land and resources of approximately 9.2 million acres of Trust land across the state. All uses of the land must benefit the Trust, a fact that distinguishes State Trust land from the way other public land may be used, such as land managed by the BLM or BOR. While public use of Trust land is not prohibited, it is regulated to ensure protection of the land and compensation to the beneficiaries for its use. Beneficiaries of the Trust include public schools, correctional facilities, and other publicly funded services. The schools (K-12) are the largest beneficiary, owning approximately 87% of the land and receiving close to 90% of the revenue.

Importantly, State Land parcels may eventually transfer to private interests through sale or lease for residential, commercial, or employment development, or for agricultural or natural resource extraction uses. As noted above, the lease and/or disposition of State Trust Lands is governed by the Arizona Enabling Act, Constitution, and strict statutory regulations. More specifically, Arizona Revised Statutes (ARS) require cities such as Peoria to coordinate with the Arizona State Land Department (ASLD) to ensure for the harmonious integration of Trust Lands into the City's Future Land Use Map (FLUM) within the General Plan. Therefore, for planning purposes, State Land property should be viewed as developable property, in much the same way as private land. ~~Moreover, State Land parcels with high scenic value or habitat attributes may be designated or otherwise preserved for conservation, pursuant to applicable State laws and city ordinances.~~ Currently, ASLD manages approximately 44 square miles (close to 28,000 acres) of land in Peoria. The City of Peoria actively pursues the planning of State Trust Lands located within the planning area and will continue to work closely with the ASLD.

Bureau of Land Management

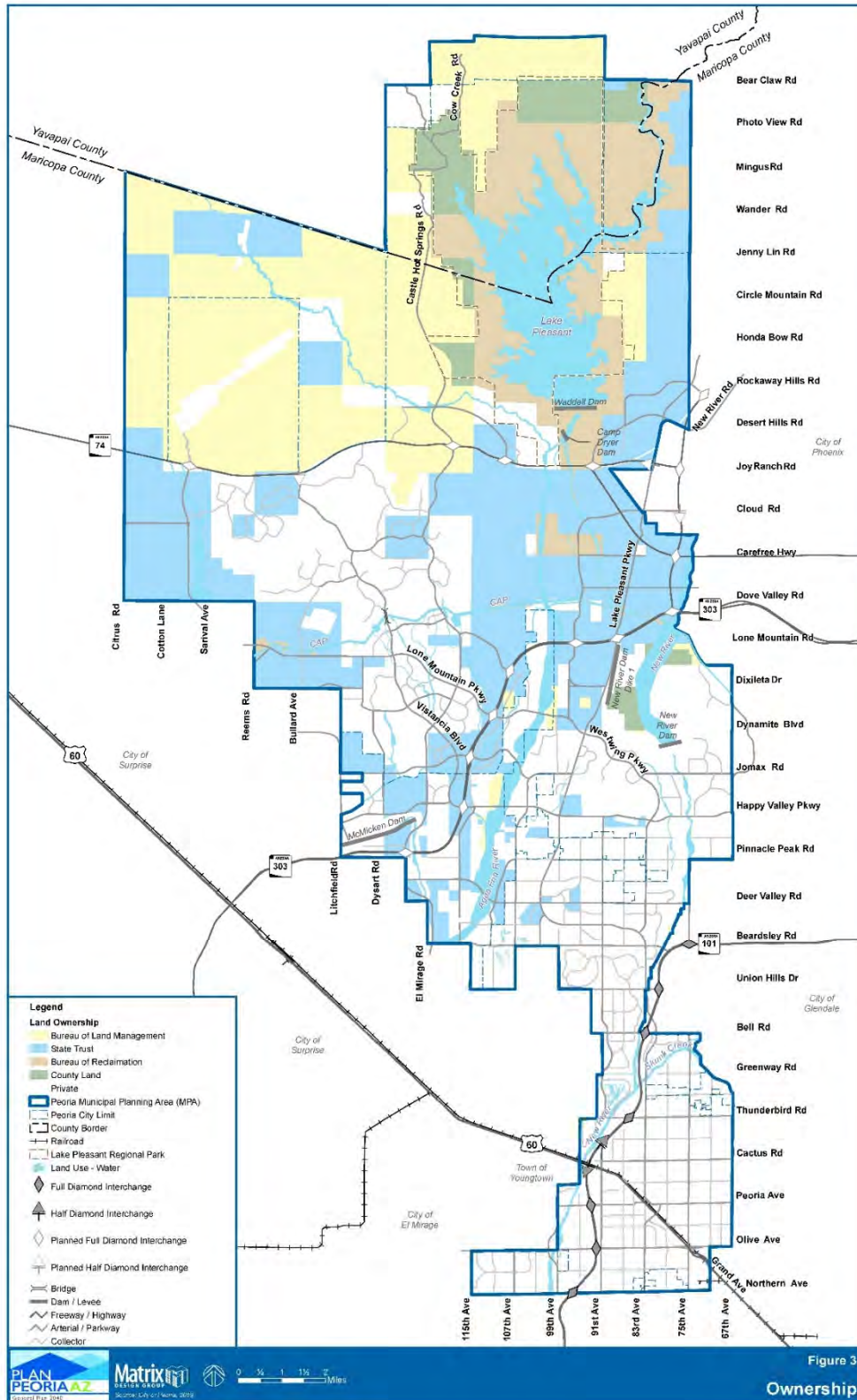
The Bureau of Land Management (BLM) is a federal agency that manages the nation's public land and resources to provide for a wide variety of users without compromising the long-term health and diversity of the land. The BLM also focuses on preserving the natural, cultural and historical resources. The agency uses the best scientific information to make decisions, in collaboration with other agencies, states, tribal governments and the public. The Bureau of Land Management (BLM) owns approximately 26 square miles (over 16,500 acres) of land in the Peoria MPA, the majority of which is located in northern Peoria above State Route 74.

Bureau of Reclamation

The Bureau of Reclamation (BOR) is a Federal agency whose mission is to "manage, develop, and protect water and related resources in an environmentally and economically sound manner in the interest of the American public." The BOR property manages approximately 22 square miles (over 14,000 acres) of land



in Peoria, primarily located around Lake Pleasant.



Maricopa County Islands

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

In this manner, the city shall work with Maricopa County to ensure land uses and development standards for unincorporated land adjacent to or surrounded by the city be consistent with adopted city plans where applicable.

Sources of Aggregates

Growth requires building materials, no matter what form it takes. Ensuring that Arizona has adequate resources to provide the necessary materials was one of the primary reasons behind regulations that require cities begin to incorporate planning for sources of aggregate into their general Plan. The passage of the Aggregate Protection Act (Senate Bill 1598) added a provision in the Arizona Revised Statutes (9-461.05.C.1.g) that requires cities to address sources of currently identified aggregates. In addition, cities are to provide policies to help preserve currently identified aggregates sufficient for future development, and policies to avoid incompatible land uses in their General Plan. The goals and policies within this section address these requirements within the General Plan.

The most common aggregates that are mined in Peoria are sand and gravel. Although mining contributes to the Peoria economy, it can impact the environment during extraction and after mining is complete. After a mine is closed, there is a need to ensure effective reclamation of the mine. The reclamation of mines is pursuant with Arizona Revised Statute (ARS) 9-461.05, which states that General Plans in Arizona should seek to preserve existing identified aggregates that are “sufficient for future development”. Maps are available on the website for the Arizona Geological Survey, which identify sources for aggregate materials. It is anticipated that current existing aggregate land uses are sufficient to meet future development needs.



3.5 HOUSING

Having a diverse stock of housing – new and old, big and small – is instrumental in offering choice and providing for the individual needs of all households, regardless of economic status. Overall, housing is an important factor in making a city a desirable place to live, so it is crucial that the City’s policies reflect support for the needs of all citizens, both current and future. Addressing major issues like upkeep of existing housing stock and planning for the housing needs of future residents is paramount to the success of the City. The General Plan promotes the long-term health of the City’s housing stock and its availability to all. The Healthy Neighborhoods chapter will address goals and policies related to the social implications of housing, and within Smart Growth, the General Plan will address the physical characteristics of or needs for housing within the community.

Housing Need

Housing options within the City of Peoria have and will continue represent more than just single-family detached housing. Providing a full array of housing options accommodates a variety of lifestyles and needs. Addressing opportunities for a range of housing options from single-family detached to high-density multi-family also addresses two issues that are plaguing the nation; affordability and supply.

Year Built	Peoria	
	Number	Percent
2014 or Later	1,726	2.6%
2010-2013	2,320	3.5%
2000-2009	19,738	29.6%
1990-1999	21,307	31.9%
1980-1989	13,071	19.6%
1970-1979	4,962	7.4%
1960-1969	1,132	1.7%
1950-1959	318	0.5%
1940-1949	162	0.2%
1939 or Earlier	126	0.2%
Total	64,862	100%

Affordability

While allowances for increased supply can help address affordability, providing the ability to develop more units is not the only solution. Sometimes a community is in need of a different housing options that allow citizens to have the freedom choose if they would like to have the privacy and maintenance costs / responsibilities of a single family home or the freedom of the ‘lock and leave’ lifestyle afforded by multi-family housing. These diverse housing options enable residents to choose the desired housing type without being forced into responsibilities or costs that don’t fit their needs.

Supply

A common misconception is that the City builds residential or non-residential developments. That may be the case in some rare instances of public private partnerships; however, by and large, the City sets a policy framework in which development must occur. Housing supply can address affordability by providing a sufficient number of housing units to meet demand; however, it also has a dramatic impact on the growth of a community far beyond just the cost of housing. Providing appropriate locations of increased density allows sustainable land use patterns, and enhanced viability of neighboring commercial centers. Areas of increased density also deliver the concentration necessary to make mass transit options viable; thereby aiding in the reduction of roadway congestion and deploying an effective workforce throughout the City.

3.6 FOCUSED GROWTH

An economically sustainable community is the result of sound and fiscally responsible decisions regarding infrastructure and municipal service expansions. Peoria has experienced significant growth through its history from a small suburban community to a major city within the Metro Phoenix area. As previously discussed in Section 3.5, there remains a significant amount of undeveloped area; therefore, guiding the location of growth enables the city to plan in a sustainable manner. Identifying areas for future growth helps to focus and prioritize City resources in a sustainable manner and in locations where growth is most appropriate. This section is intended to:

- Provide for the organic and natural growth of the city through the encouragement of infill development and the incremental and logical infrastructure expansion into undeveloped areas.
- Promote timely and fiscally sound infrastructure expansion through the use of growth policies, infrastructure funding, and financial planning that is coordinated with areas suitable for development.
- Provide for the responsible use of funding for infrastructure and services through the application of growth policies in land use decision-making.

Growth Areas

According to Arizona state law, growth areas “are particularly suitable for planned multimodal transportation and infrastructure expansion and improvements designed to support a planned concentration of a variety of uses, such as residential, office, commercial, tourism and industrial uses.” A tiered system of growth is contemplated within the General Plan to provide for the incremental and logical extension of infrastructure and services, resulting in a sustainable, efficient and fiscally responsible use of resources. It is important to emphasize that growth areas are not restrictive, and development can be proposed and approved regardless of growth area designation. Additionally, a growth area designation should not be the sole determinant in land use decision making, but rather intended to inform consideration of a land use request balanced against other economic and community factors in making a determination. Proposed development within Tier 3 Growth Areas signal the need for careful consideration of the long-term infrastructure and service delivery impacts resulting from a planned development.

The Growth Areas are divided into the following tiers as shown on **Figure 4** and described as follows:

Tier 1 Growth Areas

Tier 1 Growth Areas include locations in Peoria that are anticipated to develop in the short and mid-term planning horizon. These areas are available and appropriate to accommodate immediate infill development and related infrastructure and municipal service expansion. Tier 1 Growth Areas include locations within the City that are adjacent or within near proximity to existing infrastructure and services and require minimal infrastructure or service expansion. New development is served by existing infrastructure and parks, trails, and all other municipal services.



Tier 2 Growth Areas

Tier 2 Growth Areas include locations within Peoria that are anticipated to develop in the current or near-term planning horizon, or approximately within 1 mile of existing infrastructure service limits. These areas are intended to accommodate the logical extension of infrastructure and services in the next phase of the development of the community. Development in Tier 2 Growth Areas should be carefully considered relative to infrastructure and service extension impacts and costs associated with the proposed development. Infrastructure improvements are primarily provided by the developer, and the project can adequately address the provision of all municipal services to the development.

Tier 3 Growth Areas

Tier 3 Growth Areas are generally located beyond one-mile of existing infrastructure service limits and/or in remote locations. Development in these areas may promote scattered development patterns and strain the efficient delivery or maintenance of city services. The city does not expect to extend infrastructure to support development in these areas for the foreseeable future. New entitlements within these areas should only be approved after careful consideration of the anticipated infrastructure and service delivery impacts and costs associated with the development, and should be based on a finding that the development advances a key economic development goal or otherwise provides an equivalent public benefit to offset the early extension of infrastructure and services. This does not preclude the associated amendment or development of existing Tier 3 entitlements.



What is Smart Growth?

Broadly stated, smart growth community design is based on the following principles:

Human-scale / Compatibility. A fundamental component of smart growth communities is design focus on human-scale and the resulting compatibility between land uses. By design, human-scale mixed-use centers minimize traditional compatibility impacts associated with suburban development. Thoughtful and effective transitions in land use address visual and other impacts associated with land uses of a different intensity or character.

Mixture of Use. Locating residential, commercial, employment and open space uses in proximity to one another results in alternatives to driving such as walking and bicycling becoming viable transportation options. Mixed-use developments create higher concentrations of people, increasing economic development and supporting public transit. Mixed-use developments enhance the sense of community by making streets, public spaces and walkable shopping districts places where people meet for community interaction.

Compact Development. Smart growth principles support development designs that concentrate building and development areas, resulting in the preservation of natural and unique aspects of an area. Compact development designs make more efficient use of land and resources and result in a reduced service delivery cost for core municipal services such as water, sewer, and public safety.

Walkable Neighborhoods. A key component of smart growth communities is walkable neighborhoods. Goods, services and employment are located within a walkable distance from housing. Walkable communities provide alternatives to driving a car, resulting in reductions to traffic congestion and air pollution.

Sense of Place. Smart growth communities preserve natural resources and other unique aspects of an area, contributing to the sense of place for the community. Smart growth principles enhance residents' sense of place and community through the creation of interesting, vibrant and unique streets and public spaces.

Infill Development. Infill development and increased densities in developed areas result in the efficient utilization of land, more compact areas and more efficient delivery of municipal services. Guiding new development to existing developed areas of the community also preserves and enhances the vitality of existing areas through economic development and additional goods, services and jobs to support existing developed neighborhoods.

Increasing Transportation Choice. Smart growth communities implement new approaches to transportation planning including integrated transportation / planning coordination, creation of redundant, resilient and connected road networks and ensuring connectivity between pedestrian, bicycle, transit nodes and streets.



3.7 COST OF DEVELOPMENT

A core function of government is the provision of services to maintain and enhance public health and safety within a community. The provision of municipal services also supports economic development efforts and maintains the quality of life of residents. The City of Peoria provides for high-quality public facilities and services including water, wastewater, stormwater management, streets, police, fire, and parks. Public infrastructure and the provision of municipal services represent a significant investment for the City of Peoria. This investment is comprised of the cost of the initial construction or deployment of resources, as well as the long-term operating and maintenance costs associated with the infrastructure and municipal service; which represents a significant financial commitment by the City

Smart Growth includes a myriad of principles that address growth and development within a City. A key component of those principals is financial sustainability. With regard to the provision of municipal infrastructure and services, financial sustainability involves consideration of the complete financial cost, including capital costs (initial cost of infrastructure), and operating costs (on-going services and maintenance of the facility or service). This principle of smart growth is intended to ensure that growth and development are sustainable and are not subsidized over the long-term by current residents and businesses. This section is intended to identify primary resources, standards, and policies the City of Peoria utilizes to achieve the broad objective of financial sustainability. This section also establishes goals and policies to guide future decision-making and ensure equitable and sustainable funding for the construction, operation and maintenance of infrastructure and municipal services.

City of Peoria Principles of Sound Financial Management

The City has long embraced the fiduciary responsibility for accounting for and managing public funds and planning for municipal facilities and services to serve residents. The City of Peoria Principles of Sound Financial Management (2016) expresses the City's overall financial goals:

- To deliver quality services in an affordable, efficient, and cost-effective basis, providing full value for every dollar.
- To maintain an adequate financial base to sustain a sufficient level of municipal services, thereby preserving the quality of life in the City of Peoria.
- To have the ability to withstand local and regional economic fluctuations, to adjust to changes in the service requirements for our community, and to respond to changes in Federal and State priorities and funding as they affect the City's residents.
- To maintain a high bond credit rating to ensure the City's access to the bond markets and to provide assurance to the City's taxpayers that the City government is well-managed and financially sound.

The City achieves these goals through strict management policies, including the Principles of Sound Financial Management, providing financial guidance for fiscal planning, identifying policies that avoid leapfrog development, and management of public funds for growth-related infrastructure and services



Funding Growth Impacts

As a steward of public funds, the City's overall policy regarding funding for growth related impacts, is that to the extent reasonable, growth should pay for itself. There are a variety of methods and funding sources used by the City to provide infrastructure and services that address the infrastructure needs of growth without laying the financial responsibility at the feet of existing residents and businesses. Those methods include developer exactions / constructed infrastructure, development impact fees, the City's Capital Improvement Program (CIP), the Annual Operating budget, Utility Enterprise Funds, Community Facilities Districts, General Obligation Bonds, Highway Use Revenue Funds, and other state and federal funds. The primary methods and funding sources utilized by the City to provide for infrastructure and services to serve future growth are summarized as follows:

Developer Exactions / Constructed Infrastructure

Developer exactions and constructed infrastructure are one piece of the two most direct funding sources to ensure that development pays for itself as the City continues to grow. Developer exactions allow the City to obtain the necessary dedications to accommodate the requirements associated with growth such as right-of-way, or park dedications that prevent the City from having to go back later after development has occurred and acquire property for right-of-way from fractured ownership. The construction of infrastructure calls for developers to provide the infrastructure necessary to service their development. This often includes adjacent half-street construction (street, curb, gutter, sidewalk, etc.), and the continuation of water and sewer connections that will serve future residents and businesses. Due to the complex nature of larger developments, development agreements are an important mechanism aid in formalizing developer and city obligations related in part to infrastructure and services and the timing associated with those required improvements.



Development Impact Fees

A significant portion of the initial costs to provide infrastructure associated to growth is paid by the development community at the time of building permit issuance through development impact fees. Impact fees may only be used by the City to expand infrastructure, or pay down bonds issued by the City that covered infrastructure expansion prior to the assessment of the impact fee. Although development fees cannot be used to fund operation and maintenance costs associated with infrastructure and municipal services, they provide a vital offset to ensure that residents and businesses are not subsidizing the initial cost of growth. Development Impact Fees are assessed for parks, police, fire, and streets.

The City previously contained a broader array of impact fee categories in an effort to appropriately allocate funds for the initial costs associated with development; however, state statute has since identified limitations in those categories resulting in the aforementioned list. The City completes a review of the development impact fee program periodically, and adjusts the required impact fees to ensure that the overarching policy of development paying for itself is accommodated.

Capital Improvement Program

The City utilizes a Capital Improvement Program (CIP) to fund the construction of core infrastructure for streets, water, sewer, parks, public safety and other municipal buildings and infrastructure. The improvements identified within this program can have a cascading effect on all kinds of City priorities, from parks to business attraction. To provide clear direction for all of the implications of the Capital Improvement Program, the City strategically drafts it to provide a schedule of planned infrastructure improvements over a ten-year planning horizon. To maintain its strategic position, the City of Peoria maintains a ten (10) year Capital Improvement Program. The purpose of the Capital Improvement Program is to systematically identify, plan, finance, and monitor capital projects to ensure cost-effectiveness and conformance to the City's financial goals.

The City adopts a financially balanced, multi-year Capital Improvement Program each year in conjunction with the annual operating budget. In adopting the CIP, the City assesses the operating impacts associated with a capital project to ensure necessary operating revenues are available to support maintenance and operation of infrastructure and services into the future.

Annual Operating Budget

The City utilizes the annual operating budget to fund ongoing maintenance and operating costs associated with infrastructure and services. That annual operating budget includes the City's forecasts for the long-term operation and maintenance costs of capital construction such as a roads, trails, or parks. This fundamental principle of fiscal sustainability involves consideration of the complete impact of growth over the long-term and provides guidance for future decision-making to ensure current residents and businesses are not subsidizing future growth. A variety of sources fund the City's annual budget, including Primary and Secondary Property Taxes, Transaction Privilege Tax (Sales Tax), Specialty Industry Tax (Hotel bed Tax), and Excise Tax.

Utility Enterprise Funds

Once infrastructure systems are developed, services must be provided to the customers within the newly developed areas in addition to existing residents and businesses. Utility enterprise funds allow for revenue generating services to cover the cost of the City to provide those services. Revenue to recover the cost of providing water, wastewater, and solid water services is generated by the City billing customers for those services. User fees are established at appropriate levels to recover the direct and indirect costs, including operations, capital outlay, cash reserve requirements, debt service and debit coverage requirements for services to residents. As with any other service these rates are reviewed periodically to verify that service and fee levels are sustainable.

Community Facilities Districts (CFD)

In some cases, larger developments finance costly infrastructure improvement requirements through what is called a Community Facilities District (CFD). A CFD is a special taxing district, which provides tax revenues from a geographic area for the repayment of bonds used to construct the original development infrastructure. A CFD can be established upon petition by the developer and approval by the City. Community Facility debt is not a liability of the City, but rather is assessed against the real property that specifically benefits from the improvement. The Vistancia Community Facilities District is an example of this method of providing for infrastructure to serve growth within a particular area. The use of CFD financing for public infrastructure should be limited and consistent with the policies of this document.





Land Use Categories

Rural Residential

The Rural Residential designation identifies areas of large-lot residential development in areas with a semi-rural or agricultural character. Most rural residential areas were developed prior to annexation into the city, or during the early years of city development and expansion starting in the late 1980s. These areas developed organically in smaller tracts of land. They highlight the City's growth over the years and are a reminder of our agricultural past. They may have alternative or reduced streetscape standards in recognition of the desired character. In some areas, the land uses are predominantly agricultural and occupy large areas for the raising of crops, fowl and/or livestock.

Character

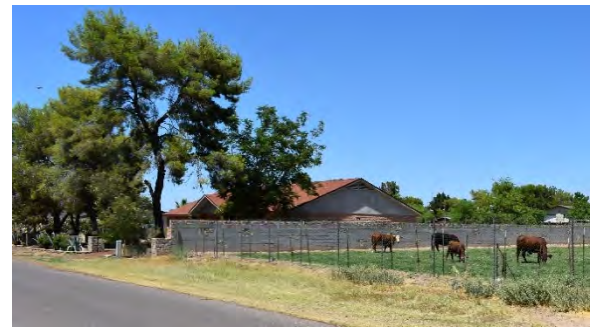
- The density ranges from 0 to 1.0 dwelling units per acre with lot sizes typically above 1 acre in size.
- Some lots have irrigation rights for landscaping or agriculture, and may be framed by irrigation ditches at property lines
- Substantial setbacks from the street and between homes emphasizes the semi-rural character of these areas
- Accessory uses such as barns, stables, and other outbuildings are common, and are agricultural in form and function
- Architectural styles are diverse, ranging from Sante Fe architecture to single-story ranch
- Agricultural animals such as livestock or horses are common
- Rural Residential areas enjoy mature landscaping due to the age of many of these areas
- Streets in these areas are rural in design, with gravel shoulders, and often do not have sidewalks

Zoning Districts

AG, SR-43, and SR-35

Example Communities

- Southwest Corner of Calle Lejos Road and 83rd Avenue
- Acoma Drive and 83rd Avenue





Estate Residential

Estate Residential areas are low-density developments or areas that feature large lot single-family neighborhoods. These areas may be gated and/or include custom home lots. Residences are typically large, detached estate or executive-type homes which are one or two stories. In addition to the residential homes, these areas often feature accessory structures such as casitas and architecturally compatible RV garages.



Character

- The density ranges between 0 – 2.0 dwelling units per acre with lot sizes typically ranging between 18,000 square feet and above.
- Residences are moderately set back from the street to accommodate ample landscaping and grand entryways or circular driveways
- Lots often feature large rear yards to accommodate a variety of accessory uses such as pools, casitas, RV garages, or outdoor living spaces
- Architectural styles are diverse but are predominantly contemporary in style
- Development entries are often gated and characterized by monumentation or a sense of arrival through thematic elements
- Streets in these areas are local only, with sidewalks on one or both sides of the right-of-way
- The street network is curvilinear to create visual interest along longer block lengths or to accommodate topographical constraints of the site
- Neighborhoods are bounded by a collector street network



Zoning Districts

R1-43, R1-35, R1-18, and PAD

Example Communities

- Melton Ranch
- Copper Creek Estates
- Estates at Happy Valley

Traditional Residential

Traditional Residential areas encompass a diversity of neighborhood types, from older subdivisions to newer master planned areas. These areas feature moderately-sized lots with detached single-family homes. Traditional Residential supports a suburban lifestyle with increased density while maintaining a detached single-family character.

Character

- The density range is between 2.0 to 5.0 dwelling units per acre with lot sizes typically ranging between 7,000 square feet and 18,000 square feet.
- Neighborhoods include a diversity of one and two-story housing types. Homes are moderately set back from the street and may feature side-entry garages
- Driveways and entries are more constrained than Estate Residential and may not accommodate tandem parking on the driveway
- Residences are accessed by the local streets and feature on-street parking
- Side yards between homes are moderate and residences often share privacy walls
- Internal and external connectivity is provided by sidewalks and open space trails throughout the area
- Ample open space is provided with amenities such as tot lots, dog runs, and ramadas interspersed or centralized within the community

Zoning Districts

R1-18, R1-12, R1-10, R1-8, and PAD

Example Communities

- The Meadows Parcels 1 & 3
- Querencia
- Happy Valley 40





Suburban Residential

Suburban Residential areas are intended to provide a range of residential uses from small lot attached and detached single-family to multi-family residences. This category supports a suburban lifestyle and provides an appropriate transition between less intense residential areas or non-residential areas. These areas of the City are a more intense residential land use, and residences may have limited private outdoor space, thereby relying on common open space amenities for recreation and connections with nature.

Character

- The density range is between 5.0 to 12.0 dwelling units per acre with housing options ranging from small-lot single-family residential (attached or detached), townhomes, casitas and other multi-family residential types.
- Three story multi-family buildings are appropriate along arterial roadways and create a sense of arrival, with a context appropriate transition to surrounding residential
- Suburban residential areas are bounded by collector or arterial roadways, but boast good internal connectivity
- Roads are curvilinear in single-family neighborhoods, with sidewalks on both sides
- Architectural styles are diverse but often share Southwestern vernacular and theming
- Communities feature higher concentrations of neighborhood parks and other common open space amenities such as tot lots or trails
- These areas often connect to regional parks or open spaces that serve multiple neighborhoods



Zoning Districts

R1-8, R1-6, RM-1 and PAD

Example Communities

- The Meadows Parcel 12A
- Westcreek Villas
- Lakeside Terrace at Westbrook Village
- The Bungalows on Olive

Urban Residential

Urban Residential areas enjoy a high level of access, and are located near services, employment centers and transportation corridors. Multi-family residential development is desirable within these areas. Urban Residential is where the highest multi-family residential density development is appropriate. The density range is intended to provide for multi-story apartments, condominiums, and townhouses which are close to employment and service areas. This category is traditionally located along transportation corridors and serves to buffer Suburban Residential areas from non-residential areas or Mixed Use areas. Substantial common open space, recreational amenities and on-site support facilities serve the residents.

Character

- Density exceeds 12 dwelling units per acre and are typified with a range of ownership and rental housing options including townhomes, casitas and other traditional multi-family residential types.
- Residences enjoy shared common open space and amenities such as clubhouses, pools, outdoor kitchens, fitness rooms, and gaming areas
- Internal connectivity is supplemented with external connectivity to adjacent open spaces, sidewalks, and non-residential.
- Community theming creates a cohesive architectural form, and a varied color and material palette to maximize neighborhood interest.
- These areas present a variety of contemporary-inspired architectural forms and materials with unified theming

Zoning Districts

RM-1 and PAD

Example Communities

- Fairway Ridge at Westbrook Village
- Pillar @ Bella Vista
- Peoria Estates





Master Planned Area

The Master Planned Area category is for large-scale developments that go beyond standard community design to gain greater flexibility for land uses and layout. These areas comprise a minimum of 1300 acres, or any area containing a Specific Area Plan (SAP). This land use category conforms with and enhances the policies and programs contained within the Peoria General Plan. The Master Planned Areas within the City include the Vistancia Planned Community District, Lake Pleasant Heights SAP, Saddleback Heights SAP, Verlago Planned Community District, and the Old Town SAP.

These areas go through a separate entitlement process and have unique development standards specific to the community that establish the land uses, densities and intensities of development, and the character of the area. Master Planned Areas are designed as a cohesive development with common infrastructure, open space, and coordination of different land uses throughout the development. Master Planned Areas typically provide for a mixture of residential, commercial and support uses. Cohesively planning for a balance of residential and non-residential uses ensures each Master Planned Area has abundant open space and amenities, a cohesive street and pedestrian network, and unique community identity that is showcased on wayfinding signage.



Zoning Districts

CCM, CRM, PAD, and PCD

Office and Local Commercial

The Office and Local Commercial category supports low-intensity commercial development consisting of a variety of small to moderate in scale professional offices, medical and legal services, and ancillary retail uses. Office buildings and complexes are characteristic of this category, providing services and employment to the larger community area. Office and Local Commercial areas provide convenient access to goods and services such as office and locally-oriented neighborhood uses. For example, medical offices, financial institutions, convenience stores, pharmacies, personal services such as dry cleaners, and restaurants.

Future changes to the Retail and Local Commercial areas are building and landscape improvements that enhance the pedestrian environment.

Character

- Building heights typically are one to two stories due to proximity with residential neighborhoods
- Building architecture and scale are compatible with adjacent residential areas
- Lighting is low level and pedestrian-oriented
- Internal and external connectivity with adjacent development is encouraged
- Edge treatments include enhanced landscaping and transitional setbacks, walls and building orientations to enhance compatibility
- To provide shade and encourage pedestrian use, parking areas are broken up through landscaping islands and public spaces that provide refuge and gathering spaces
- All sides of buildings are given architectural treatment to increase street-level activity
- Overhangs, awnings, and arcades are used to create shadow patterns on large buildings, while protecting pedestrians

Zoning Districts

O-1, PC-1, PC-2, C-1, and PAD

Typical Uses

- Administrative and professional offices, clinics, neighborhood-scale retail, dining and services
- Retail, office and service uses serving the neighborhood within two miles





Typical Uses *(continued)*

- Office and commercial uses are typically under 50,000 square feet in floor area on property ranging from 2 to 5 acres
- No residential uses are permitted

Example Centers

- Pinnacle Peak and Lake Pleasant Parkway
- Thunderbird Wellness Centre
- Greenway Medical and Professional Condominium
- Desert Harbor Professional Plaza

Commercial

Commercial areas typically include large-scale retail uses, grocery stores, specialty stores, and hospitality or entertainment uses. These areas have a wider variety of goods and services than neighborhood shopping areas located in Office and Local Commercial areas. Located along arterial streets for ease of access, Commercial areas are typically auto-oriented developments that often feature internal circulation to get to anchor buildings or pad sites. Due to the regional draw of these areas, the land uses are more intensive, and therefore may not be suited to be adjacent to lower density residential.

Character

- Each development is characterized with design solutions to promote a “sense-of-arrival”, reduce large parking fields and provide shaded public gathering areas.
- Development is typically comprised of one or more anchor buildings, associated shops and pad sites
- Architectural style is often consistent throughout a center, although pad sites may differ from anchor buildings in colors and materials
- Internal and external connectivity with adjacent development is emphasized for the efficient movement of visitors and employees
- Shaded sidewalks throughout the center should be protected from vehicle-conflicts
- All sides of buildings are given architectural treatment to increase street-level activity and ensure rear elevations do not become dead spaces
- To increase pedestrian activity, building fronts feature large windows
- Overhangs, awnings, and arcades are used to create shadow effects and provide pedestrian refuge
- Multistory buildings have well defined bottom, middle, and top building masses to provide visual variety
- Buildings with large footprints, or with multiple suites, break the primary building façade into distinctive fronts connected by public spaces or pedestrian gathering areas

Zoning Districts

C-2, C-3, C-4, C-5, and PAD





Typical Uses

- Community Commercial uses are typically 50,000+ on property ranging from 10 to 50 acres
- Hotels and Convention facilities
- Restaurants, including fast food
- Major office buildings and complexes
- Automobile dealerships
- Hospitals and related medical uses

Example Centers

- Marketplace at Thunderbird
(Thunderbird Road and 83rd Avenue)
- Ventana Lakes Village Center
- Fry's at 83rd Avenue and Deer Valley Road



Mixed-Use

The Mixed-Use land use categories are intended to provide a wide range of commercial, office, employment, and compatible residential uses integrated into a single development. The catalyst behind these categories is walkable development that blends non-residential land uses with compact and more intense residential uses. Rather than having discrete separation of non-residential from residential neighborhoods, the City is encouraging a fine-grained mix of residential and supporting commercial, office, and employment. These areas are intended to minimize the impacts traditionally associated with growth by providing housing, shopping, and employment in the same area. The compact nature of mixed-use areas makes them prime for multi-modal connections with other developments.

Mixed-use developments are more compact than conventional developments and can therefore accommodate efficient future growth by using less land and facilitating complementary activities such as shared parking, access, and multi-modal facilities to create an integrated transportation system throughout the city. Mixed-use developments can also serve as key areas for placemaking, as there is an emphasis on the pedestrian realm and creating a lively atmosphere with the spaces active with residents and visitors throughout the day thanks in part to the variety of uses and services in a given area.

The functional, physical and thematic integration of uses with a pedestrian-oriented lens distinguishes mixed-use development from other more conventional projects. Mixed-use developments occur in both vertical (floor area-intensive) and horizontally (land area-intensive) integrated formats. Three subtypes are established within the Mixed-Use category: Main Street District, Neighborhood Village Center and Community District, provided in the following subsections.



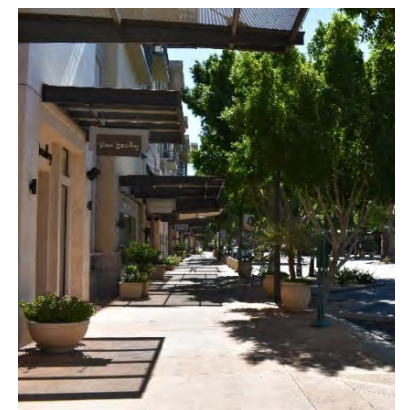


Main Street

The Main Street captures the traditional downtown development pattern of storefront commercial on the street level with residential or office on the second floor historically seen in America. These areas are meant to be a unique blend of housing, shopping, employment, and civic uses that serve as the social and commercial hub for the surrounding neighborhoods. Also serving as the cultural center of the City, Main Street will require market sensitive infill developments and selective replacement of existing developments to achieve a sustainable design approach. These areas should coordinate development to contain public gathering spaces with civic uses, such as schools, libraries, and parks. Main Street districts should have a distinct identity and theme and may be achieved through horizontal or vertical integration of land uses. While land uses within these areas are more intense, the Main Street designation can provide an appropriate transition between lower-density residential areas and high intensity commercial uses.

Character

- Building heights typically range between one and three stories
- Buildings typically maintain a zero-lot line setback on the street edge, creating an urban, pedestrian focused environment
- Parking is typically provided as angled or parallel on-street parking or to the side and rear of buildings
- Outdoor uses of the street frontage are typical and encouraged, such as areas with outdoor dining
- Internal and external connectivity with adjacent development is critical to the walkable environment
- Street and drive aisle widths discourage high speeds while promoting pedestrian activity
- Context sensitive infill development should be built to suit the scale of architecture present
- Residential density should be in excess of 12-20 units per acre and is encouraged above first-floor commercial and office uses
- Main Street should include public gathering spaces such as plazas, parklets, water features or splash pads, and public art installations
- The streetscape is heightened with elements such as pavers, wide sidewalks, larger landscape islands, street furniture, and pedestrian scale lighting
- Signage and wayfinding are themed for the development and add to the distinctive sense of place for each development
- Residential buildings often have ground floor retail or shared gathering spaces on the ground floor to increase activity at the street level



- Main Street encourages diverse and compatible architectural styles throughout the development to avoid a dated “strip mall” effect

Zoning Districts

PAD and PCD

Typical Uses

- Multi-family residential, attached single-family, and detached single-family based on context
- Employment
- Ground floor office and retail
- Bars, nightclubs and entertainment venues
- Pedestrian-oriented restaurants and service establishments
- Hotels
- Educational Institutions
- Museums
- Centers for performing arts
- Civic Uses
- Mixed-use with commercial and residential integrated vertically or horizontally
- Central public gathering spaces





Neighborhood Village Center

Neighborhood Village Centers are higher intensity locations along transit corridors, either existing or future planned expansions, and are a cluster of commercial, office, high density residential, civic and institutional uses, and employment. The Neighborhood Village Center development pattern offers a more sustainable land use strategy as buildings are pulled to the sidewalk, often with zero lot lines, and parking is provided either on-street or as structures which are screened from the street, allowing for a more efficient and fine-grained use of the land. The intensive mix of uses allows for the integration of public and private spaces anchored in a walkable environment. Neighborhood Village Centers are stop and stay developments where employment is supported by contiguous residential units that are conveniently accessible by walking or biking. Residents and visitors are able to walk to retail, entertainment, public gathering spaces, and other office or commercial services. These areas easily cater to residents who cannot or prefer not to drive as a primary means of transportation, such as empty nesters or young professionals.

The Neighborhood Village Center category is meant to provide opportunities for people to live, work, and play without relying solely on a private vehicle. As the name implies, these “villages” within the City are meant to be relatively self-contained districts that have a unique sense of place. Larger in height and the number of uses, Neighborhood Village Centers feature taller buildings and a greater mix of residential uses than the Mixed-Use Main Street category. Vertical mixed-use is highly encouraged, though horizontal mixed-use may be appropriate in areas as well.

Character

- Context sensitive architecture that responds to the area should be utilized instead of corporate templates which do not blend with our unique community
- Located with direct access to arterial and collector streets, access to transit or future expansions is fundamental to Neighborhood Village Centers
- Residential components typically contain a density between 12-20 units per acre
- Residential densities below the typical range may be appropriate when used as a transition with adjacent lower intensity residential neighborhoods
- Building heights range from one to six stories, should vary throughout the development, and be appropriate to adjacent land uses
- Zero lot-line setbacks should be utilized to create a definable “outdoor space” and a sense of place
- Restaurant uses should not be auto-oriented in scale or access



- To avoid a towering effect from taller buildings, upper stories should employ setbacks for vertical differentiation
- Internal and external connectivity with adjacent development is required and “midblock” connections for pedestrians are highly encouraged
- Neighborhood Village Centers offer multiple types of open spaces or common areas which serve different user needs, such as public art installations, splash pads, or a plaza
- Design of these areas should address multimodal transportation incorporating transit stops and multiuse sidewalks which can accommodate bikes or scooters
- Retail and commercial should be located on ground floors to activate the street level, with office and residential uses on upper floors of multistory buildings
- The streetscape is heightened with elements such as pavers, wide sidewalks, larger landscape islands, street furniture, and pedestrian scale lighting

Zoning Districts

PAD and PCD

Typical Uses

- Multi-family and attached single-family residential
- Suburban (5-12 du/ac) density may be appropriate as a transition on the perimeter of the project abutting adjacent neighborhoods
- Residential over ground floor office and retail
- Ground floor office and retail
- Limited automotive oriented uses may be suitable if sited appropriately
- Bars, nightclubs and entertainment venues
- Pedestrian oriented restaurants and service establishments
- Hotels
- Educational institutions
- Employment and Civic uses
- Central public gathering spaces



Community District

Community Districts are high-intensity centers supporting a variety of commercial activity serving the needs of the region and multifamily housing. Due to the regional draw and concentration of uses, Community Districts should be located adjacent to freeways. Occasionally, Community Districts may be located along transit corridors served by multiple arterials when their size exceeds 50 acres. As a regional destination for employment, shopping, and entertainment, these areas should be well connected with adjoining projects and be transit-oriented in design. Community Districts provide an urban environment that offers a pedestrian-focused internal street network, tall buildings pulled to the street, multiple outdoor amenities such as greens, plazas, and water features, and pedestrian-scaled detailing such benches, uplighting, and decorative paving. Parking within Community Districts should be located behind buildings, in wrapped parking structures, or otherwise screened from the street and on-street parking is encouraged to help buffer sidewalks.

The urban design of Community Districts frames the streetscape creating “outdoor rooms” for residents and visitors to enjoy an indoor-outdoor lifestyle. As a regional destination, these areas may include prominent and unique entertainment uses as well. Uses within Community Districts may be mixed both vertically and horizontally; however, the core activity of the center should be mixed vertically to achieve the densities needed to create the desired character of a Community District.

Character

- Community Districts typically have a market radius of more than 5 miles
- Typical “big-box” commercial center design is excluded (e.g. monolithic buildings with expansive parking fields)
- These areas are sited with access to freeways, or large sites served by multiple arterial streets
- Residential density is typically in excess of 20 units per acre
- Buildings are mid-rise in character to create necessary densities and mixes of uses
- Buildings should be sited to create a definable “outdoor space” and a sense of place
- Restaurants should feature outdoor dining where appropriate
- To avoid a towering effect from taller buildings, upper stories should employ setbacks for vertical differentiation



- Internal and external connectivity with adjacent development is required in addition to “midblock” connections for pedestrians
- Commercial Districts offer multiple types of open spaces or common areas which serve different user needs, such as public squares, water features, light installations, or parks
- Design of these areas should address multimodal transportation incorporating transit stops and multiuse sidewalks which can accommodate bikes or scooters
- Retail and commercial should be located on ground floors to activate the street level, with office and residential uses on upper floors of multistory buildings
- To achieve necessary densities, parking should be structured and wrapped parking structures are highly encouraged
- Architecture for national brands should be context sensitive

Zoning Districts

PAD and PCD

Typical Uses

- Multi-family residential
- Residential over ground floor office and retail
- Ground floor office and retail
- Bars, nightclubs and entertainment venues
- Restaurants excluding drive-throughs
- Hotels
- Educational institutions
- Employment
- Centers for performing arts
- Civic uses
- Central public gathering spaces



Employment

These areas provide employment opportunities that contribute to the overall local and regional economy. Employment areas are classified into two separate sub-types, Business Commerce and Industrial. Peoria strives to be a community that supports a culture of entrepreneurship. By allocating land within the city that allows for business expansion dedicated solely to employment uses, supportive or complimentary uses may be collocated near each other for synergy in sharing of technology infrastructure and information.

Business Commerce

Business Commerce areas contain business offices, corporate headquarters, incubator space, research and development, and light industrial uses within a campus format that features common landscaping and centralized access points. These areas are typically low intensity in scale and land use intensive. Site planning should balance siting of the building for visibility with appropriate screening of loading bays, truck access, screened storage areas, and employee parking.

Character

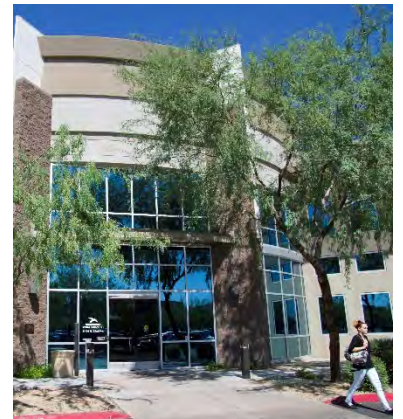
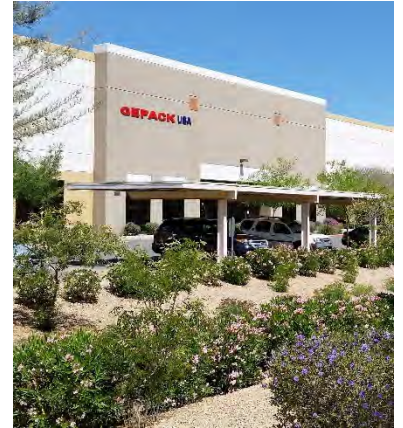
- Business Commerce areas range in size from 20-50 acres
- Building heights are typically multi-story
- Increased building heights are encouraged at the entrance of developments to lend a sense of arrival
- Architectural treatment of the facades visible to the street should include vertical and horizontal articulation, varied roof lines, and appropriately varied building massing and materials
- Rich landscaping should be utilized as a visual transition zone at the base of buildings to lessens the visual impact of long horizontal stretches of building
- Appropriate landscape buffers and screen walls should be utilized to create a transition with adjacent residential uses
- Open space and developed outdoor areas should provide appropriate amenities to serve employees, including ample shade

Zoning Districts

C-4, C-5, and BPI

Typical Uses

- Office, warehousing, incubator space, ~~mini-storage~~, research and development, and light industrial uses
- Commercial uses which are complementary or supportive may be appropriate



Industrial

Industrial areas are specific to heavy industrial activities including warehouse uses, manufacturing, processing, repairing and packaging of goods, and distribution. Industrial uses typically require easy access to regional highways and freeways and/or locations convenient to rail service given the delivery and shipping of goods. Industrial uses shall be designed such that building facades where visibility from the street is possible should be given higher architectural treatment in addition to landscaped areas. Appropriate screen walls and outdoor storage of goods should be utilize, both to protect goods and to act as a transition to adjacent land uses.

Character

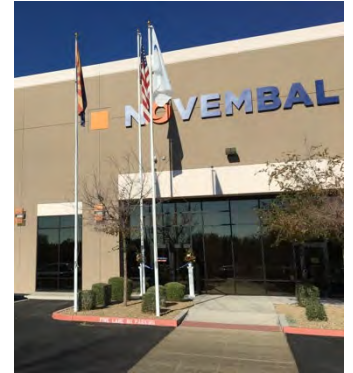
- Industrial areas are land intensive and feature large areas of impervious area for storage yards and the maneuvering of large vehicles
- To reduce incompatibilities, these areas typically have minimal connections to adjacent land uses
- Open space is provided within industrial areas to provide visual relief and to serve as a buffer with adjoining land uses
- Building heights are typically multi-story to accommodate industrial activities
- Building facades which are visible to public right-of-ways should be designed to incorporate vertical and horizontal articulation, varied roof lines, and appropriately varied building massing and materials
- Surface parking should utilize ample parking islands to provide relief from heat island effects

Zoning Districts

PI-1, I-1 and I-2

Typical Uses

- Industrial and manufacturing uses
- Warehousing
- Screened outdoor storage
- Office, warehousing, incubator space, research and development, and light and heavy industrial uses
- Commercial uses which are complementary or supportive may be appropriate





ASLD Special Land Use

The ASLD Special Land Use classification provides flexibility on State Trust Land to promote new development needed to accommodate economic growth and new businesses so that residents can find jobs in Peoria. The category also provides opportunity for new housing to accommodate the City of Peoria’s expanding population, and encourages carefully planned, deliberately designed mixing of compatible uses within the same development area or unit, including residential, retail, employment, public/quasi-public, and open space / recreation, with a range of densities and formats depending on the intended zoning.

While this ASLD Special Land Use category may be designated on Trust Lands only, the general intent is to apply the designation to State Trust Land that is of regional significance and/or the State Land Commissioner has determined is well suited for disposition.

Zoning Districts

PAD and PCD

Character

Trust Lands can be found in both developed and undeveloped portions of the city, resulting in areas that have their own distinct character, preservation opportunities, development potential, and demand timeline.



Public Uses

These areas are primarily utilized for civic uses, educational uses, and transportation and utilities, and suitable for all zoning districts. Public Uses include land uses primarily related to conducting civic business, providing municipal services, or advancing recreational or cultural activities. This category is reflective of the land uses rather than being determined on the basis of land ownership as there may be instances where government-owned properties are utilized for recreation or retail, and likewise, government services provided from leased private property.

The buildings may be city owned, or operated by quasi-public or non-profit entities. Civic business includes City government facilities, police, and fire stations. Municipal services include, but are not limited to, water, wastewater and reclamation facilities, well sites, substations, and other public facilities. Public Uses also encompasses recreational land uses where land is primarily used for active or passive recreation or cultural activities; however, it does not necessarily qualify as open space due to significant site infrastructure. For example, this would include City libraries, the Center for the Performing Arts, museums and similar uses. Educational uses includes lands utilized for primary, secondary or graduate education, including public and private facilities and their associated uses, such as playgrounds, ball-fields, gymnasiums, etc.





Park and Open Space

The Park/Open Space category accommodates the full range of public, private and semi-private passive and/or active park and open space and recreational opportunities. There are generally two types of Park/Open Space land uses: Useable Open Space and Natural Open Space.

Developed Open Space includes public or private recreation areas including, but not limited to, parks, playfields, paths, plazas, retention basins and golf courses. Developed Open Space areas should be integrated into the community and are intended to provide connectivity between neighborhoods and employment centers. Recreational amenities within this type of Park/Open Space serve both residents and visitors and enhance the community's quality of life and overall public health.

Natural Open Space applies to locations set aside to preserve natural, scenic and/or significant environmental or cultural sites. It is intended that lands within this category remain as permanent open space and often are the result of actions to conserve part of a property in return for placing developable intensity in a less environmentally sensitive area. Low-impact recreational activities, such as hiking, equestrian riding, or mountain bicycling trails may be suitable for these sensitive areas.



Waterways

Water areas identified on the land use map can be used for outdoor recreation, events, preservation of natural resources, or for quality of life and public health. This category includes private and public lakes and canals, floodways, the Agua Fria River and New River.



3.8 GOALS AND POLICIES

GOALS

1. **Balanced Land Uses:** Promote a balanced mix of land uses that support a broad range of housing and lifestyle choices, business and employment opportunities and cultural and entertainment spaces.
2. **Focused Growth:** Strategically focus new growth into areas of Peoria that enable the achievement of City goals for economic growth, fiscal sustainability, and environmental stewardship, and support the development of new, attractive neighborhoods.
3. **Ensure Compatibility.** Provide equal protection for residential development and aggregate mining operations by promoting compatible land uses in areas of close proximity to existing or planned aggregate and mineral mining operations.
4. **Sustainable Development:** Promote local growth patterns and sustainable development practices that improve quality of life, celebrate culture, protect open space and natural resources, and reduce traffic congestion.
5. **Complete Neighborhoods:** Offer a range of neighborhoods that offer distinctive, special places to live that are safe and well served by community amenities and gathering spaces.
6. **Array of Housing Options:** Provide an array of high-quality housing types and price points that are built in a sustainable manner and meet the varied needs of segments of the community.
7. **Preserving Housing Stock:** Maintain and improve the quality of existing housing and residential neighborhoods.
8. **Placemaking:** Foster distinctive destinations and gathering spaces that promote health, happiness, and the well-being of residents, employees and visitors.
9. **“Community” by Design:** Advance design and development standards that improve aesthetic quality, form, and functionality of the built environment, and enhance the quality of life for current and future generations.
10. **Streetscapes for People:** Promote the ongoing development of signature streetscapes to foster community identity and walkability, recognizing that they serve as important connectors for retail/commercial businesses and other activities within neighborhood areas.
11. **Connected Corridors:** Provide a continuous system of trails and open space corridors that connect parks, regional open space areas, and other destination points within and beyond the city limits of Peoria.
12. **Fiscal Sustainability:** Operate the city in a fiscally responsible and sustainable manner identifying the resources needed to effectively govern, to provide services at a level consistent with community expectations, and to advance programs and initiatives that further the City’s Vision.
13. **Cost of Development:** Ensure funding availability for growth and maintenance of all planned development, both public and private by equitably assessing and managing fiscal and capital impacts resulting from new development.



POLICIES

Balanced Land Uses

- LUC-1** Promote sustainable planning concepts for growth, new development, areas in transition through active citizen participation.
- LUC-2** Explore refining the community’s goals for new public and private developments in strategic areas by developing master plans or character areas plans that identify specific principles and design guidelines that capture the distinctive, diverse local character of that area.
- LUC-3** Integrate a variety of compatible land uses into new and established neighborhoods to provide residents with convenient access to goods, services, and other community amenities.
- LUC-4** Encourage infill and redevelopment opportunities that place residential, work, and retail land uses in proximity to each other to maximize walking, bicycling, and transit opportunities.
- LUC-5** Encourage residential developments that provide a mix of housing types and densities within a development project. Individual parcels within the development may be developed at higher or lower densities than allowed by the General Plan, provided that the net density of the entire development is within the allowed density range.
- LUC-6** Locate commercial and employment uses in proximity to adequate transportation and utility infrastructure.
- LUC-7** Protect Peoria’s natural resources and environmental systems by limiting land use and transportation development in sensitive environmental areas.
- LUC-8** Use the principles of sound water management to inform and shape the land use patterns within the community.
- LUC-9** Promote regional planning and increased coordination between local, state and federal agencies to address major land use and transportation challenges.
- LUC-10** Continue the long-standing relationship with Luke Air Force Base by evaluating and coordinating development proposals within the Air Force Base Vicinity with Luke to ensure compatibility with the mission of the Base.
- LUC-11** Maintain and regularly update development regulations and design standards to be clear and predictable, and support the intent and the goals within the Peoria General Plan.
- LUC-12** Discourage new residential zoning where future residences would be adjacent to an existing or planned aggregate /mineral mining operation.
- LUC-13** Discourage new mining operations adjacent to or in close proximity to existing residential development, schools or existing or planned city recreation areas.
- LUC-14** Promote non-residential development such as business park and industrial uses adjacent to existing mining operations.

Complete Neighborhoods

- CN-1** Promote efforts to make complete neighborhoods by encouraging the development of a mix of complementary uses and amenities that meet the daily needs of residents.
- CN-2** Elevate design standards that require the development of neighborhood amenities and complimentary uses in convenient, central locations of the neighborhood whenever feasible.
- CN-3** Protect the pattern and character of existing neighborhoods by requiring new infill developments to have complimentary building forms and site features.
- CN-4** Encourage residential developments to incorporate design features that encourage walking within neighborhoods by:
- Creating a highly connected block and street network.
 - Designing new streets with wide sidewalks, planting strips, street trees, and pedestrian-scaled lighting.
 - Orienting homes, townhomes, and apartment and condominium buildings toward streets or public spaces.
 - Locating garages for homes and townhomes along rear alleys (if available) or behind or to the side of the front facade of the home.
 - Locating parking facilities below or behind apartment and condominium buildings.
 - Enhancing the front facade of homes, townhomes, and apartment and condominium buildings with porches, stoops, balconies, and/or front patios.
 - Ensuring that windows are provided on facades that front streets or public spaces.
- CN-5** Require new commercial and mixed-use developments to have a pedestrian-scale and orientation by:
- Placing the building and outdoor gathering spaces along or near the sidewalk.
 - Locating parking to the rear of the building or internal to the property.
 - Designing the building with ground floor retail frontages or storefronts that front the street.
 - Enhancing the property with landscaping, lighting, seating areas, bike racks, planters, and other amenities that encourage walking and biking.

Growth and Sustainable Development

- GS-1** Devise evaluation criteria and methodology to establish priority development areas within the community, and promote effective management and mitigation of growth impacts.
- GS-2** Direct dwelling unit density, and employment growth toward infill development sites within the city, especially catalyst and opportunity sites identified within Economic Development related strategic plans or programs.
- GS-3** Seek the revitalization or redevelopment of strategically sited abandoned, obsolete, or underutilized properties through collaboration and incentive programs or if necessary enforcement action to accommodate transition.



- GS-4** Ensure that adequate infrastructure capacities are available to accommodate planned growth throughout the city.
- GS-5** Consider the annexation of adjoining unincorporated properties if the annexation would improve the fiscal health of the City, provide a more efficient delivery of City services to the area, and/or create a more logical City boundary.
- GS-6** Extend reclaimed water services through appropriate CIP efforts especially when in association with adjacent infrastructure improvements, and require development projects to extend services across their frontage.
- GS-7** Accommodate land use proposals that target growth in the area of existing or planned infrastructure and services.
- GS-8** Continually evaluate and make needed revisions to parking regulations to ensure they balance the needs of various transportation options.
- GS-9** Evaluate use of reclaimed water for irrigation of roadside landscaping and parks. Extend reclaimed water systems according to developed master planning to minimize the amount of potable water used for irrigation.

Housing Stock

- HS-1** Distribute a variety of housing types throughout the City to expand the choices available to meet the financial and lifestyle needs of Peoria’s diverse population.
- HS-2** Focus high density residential developments and the residential component of mixed use developments in areas of higher employment to provide workforce housing opportunities near employment nodes.
- HS-3** Provide design flexibility within form of each development so that multiple unit types may be provided so long as the overall density of the project complies with land use standards and context sensitive design.
- HS-4** Require variety in architecture and form that allows for the organic design of neighborhoods with cohesive yet distinctive features.
- HS-5** Evaluate methods to reinvigorate existing housing stock.
 - Renovate the existing housing stock to reduce utility and maintenance costs for owners and occupants, conserve energy, and reduce greenhouse gas emissions.
 - Identify and assess the infrastructure needs of older neighborhoods and provide for improvements needed to maintain their sustainability.
 - Provide new pedestrian or transit opportunities where possible in the immediate area.
 - Regularly review and update amenities within neighborhood parks.
 - Coordinate with neighborhood or community leaders to direct them to services that will help address neighborhood vibrancy.
- HS-6** Encourage green practices in housing construction and rehabilitation that support durable, healthy, and energy-efficient homes.

Placemaking & Community

- PC-1** Protect and enhance the unique qualities of Peoria’s notable public spaces and places such as parks, plazas, and streetscapes; and, where needed, enrich those areas lacking distinctive visual character or where the character has faded.
- PC-2** Conduct a needs assessment that identifies areas that may be underserved by placemaking efforts and evaluate opportunities for enhancement.
- PC-3** Plan opportunities for community gathering space as a part of development proposals where appropriate.
- PC-4** Seek out opportunities to activate passive space through programming or physical placemaking installations that facilitate social interaction.
- PC-5** Regularly evaluate design guidelines and ordinances to address opportunities for enhancements that will elevate the design of the built environment.
- PC-6** Provide developers and citizens the ability to make recommendations to enhance community standards.
- PC-7** Implement design standards that address varying design forms and product type to enable the community to provide a sense of place without creating uniformity.
- PC-8** Conduct regular evaluations of design guidelines and ordinances to address opportunities for enhancements that will elevate the design of the built environment.
- PC-9** Implement design standards that address varying design forms and product type to enable the community to provide a sense of place without creating uniformity.

Streetscapes & Corridors for People

- SC-1** Accommodate streetscape design processes that provide for a multi-departmental review of design proposals to ensure active pedestrian streetscapes.
- SC-2** Identify and prioritize key thoroughfares within the City that are ripe for improvement and will maximize opportunities for creating a signature pedestrian experience that acts as a conduit to various points of interest within the City.
- SC-3** Require development to design their frontage so that it focuses on the pedestrian experience and continues any streetscape theming design in place for the area.
- SC-4** Maximize opportunities for shade and appropriate pedestrian refuge while minimizing the potential for nuisance activity.
- SC-5** Coordinate with adjacent jurisdictions to develop plans and policies that provide for logical connection points to existing trails and corridors that create components of a larger regional system to facilitate a green infrastructure network.



- SC-6** Plan future public and direct private open space areas and connections to act as links and nodes for a larger network of open space connectivity.
- SC-7** Provide opportunities for open space connections to integrate with adjacent land uses.

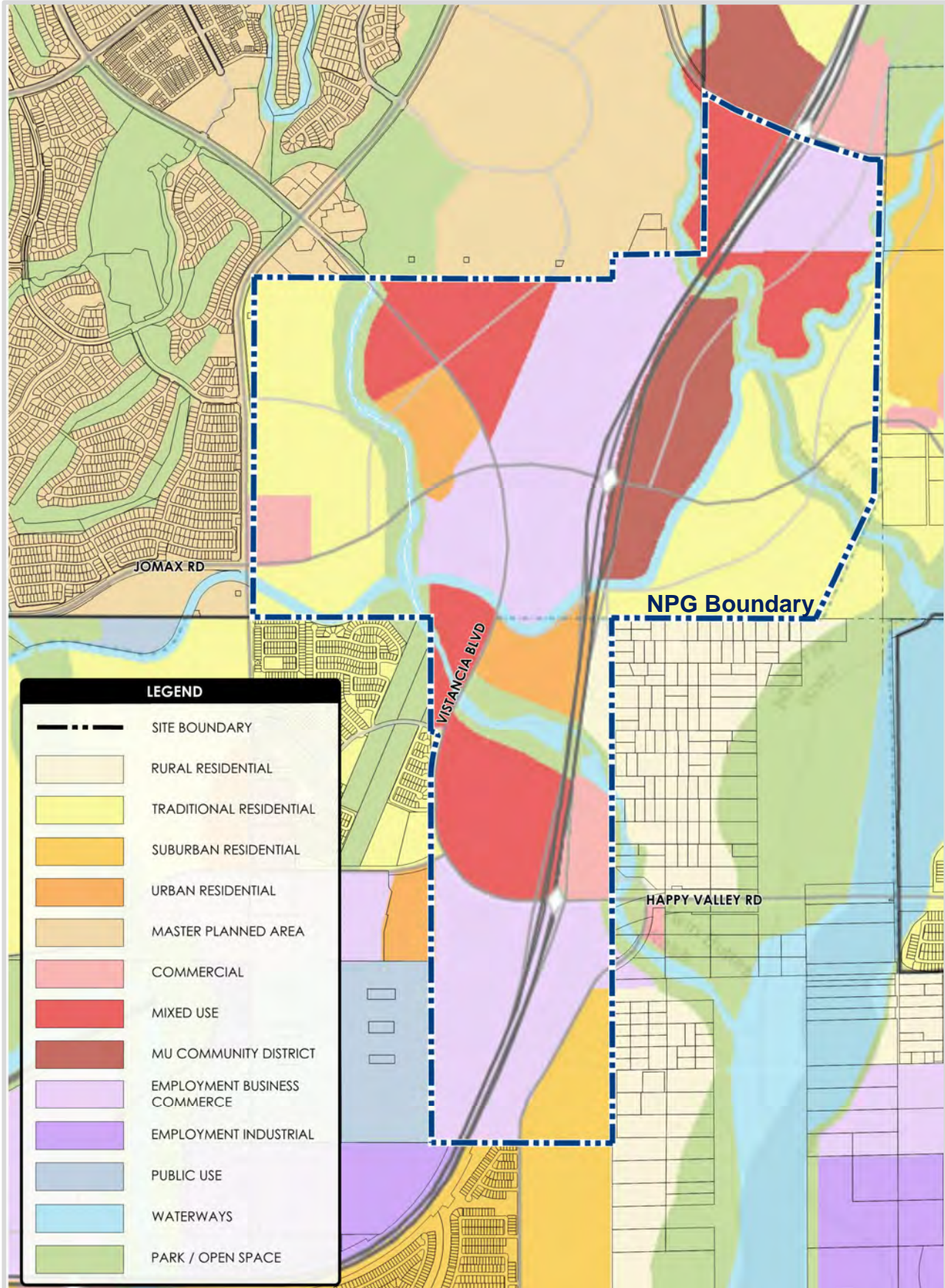
Fiscal Sustainability

- FS-1** Continue to provide services that exhibit an optimal experience for the community while maintaining sound financial management of City resources.
- FS-2** Program reserve or contingency funds that will allow the deployment of assets where necessary to fulfill service needs or obligations of the City.
- FS-3** Regularly evaluate opportunities for efficiency improvements or cost reductions that maintain levels of service as the City grows.
- FS-4** The City shall continue to maintain necessary levels of service with adequate and timely funding of public facility and municipal utility improvements to meet the demands of existing and future residents and businesses.
- FS-5** Development exactions and fees shall focus on addressing the needs placed on the community by new development and requiring those needs to be funded by the developer.

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2024 Major General Plan Amendments

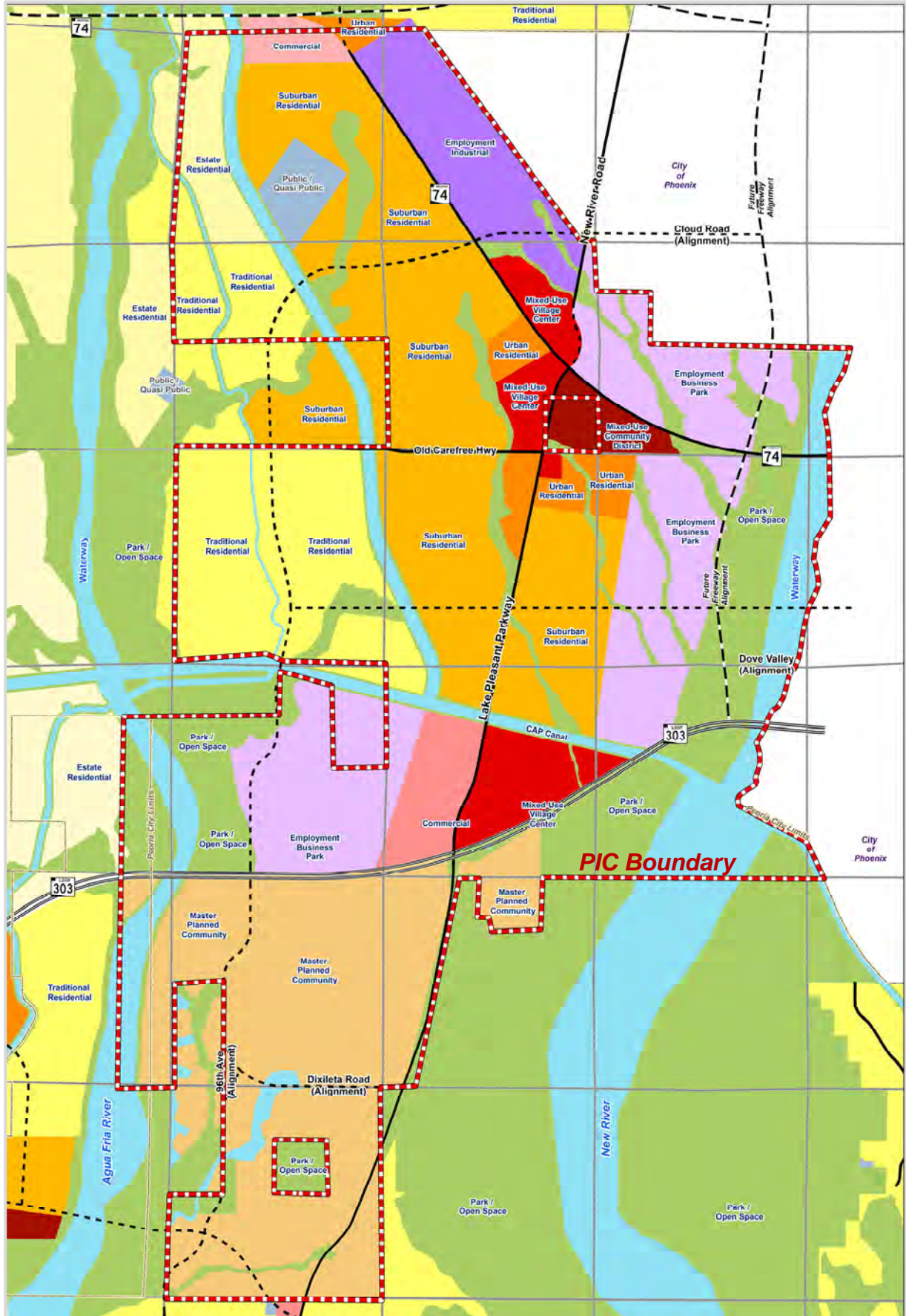
(GPA24-01, GPA24-02, GPA24-03 and GPA24-05)



Request: Modify all existing land use classifications within NPG boundary to the *ASLD Special Land Use Classification*

2024 Major General Plan Amendments

(GPA24-01, GPA24-02, GPA24-03 and GPA24-05)



Request: Modify all land use categories to ASLD Special Land Use classification

2024 Major General Plan Amendments

(GPA24-01, GPA24-02, GPA24-03 and GPA24-05)

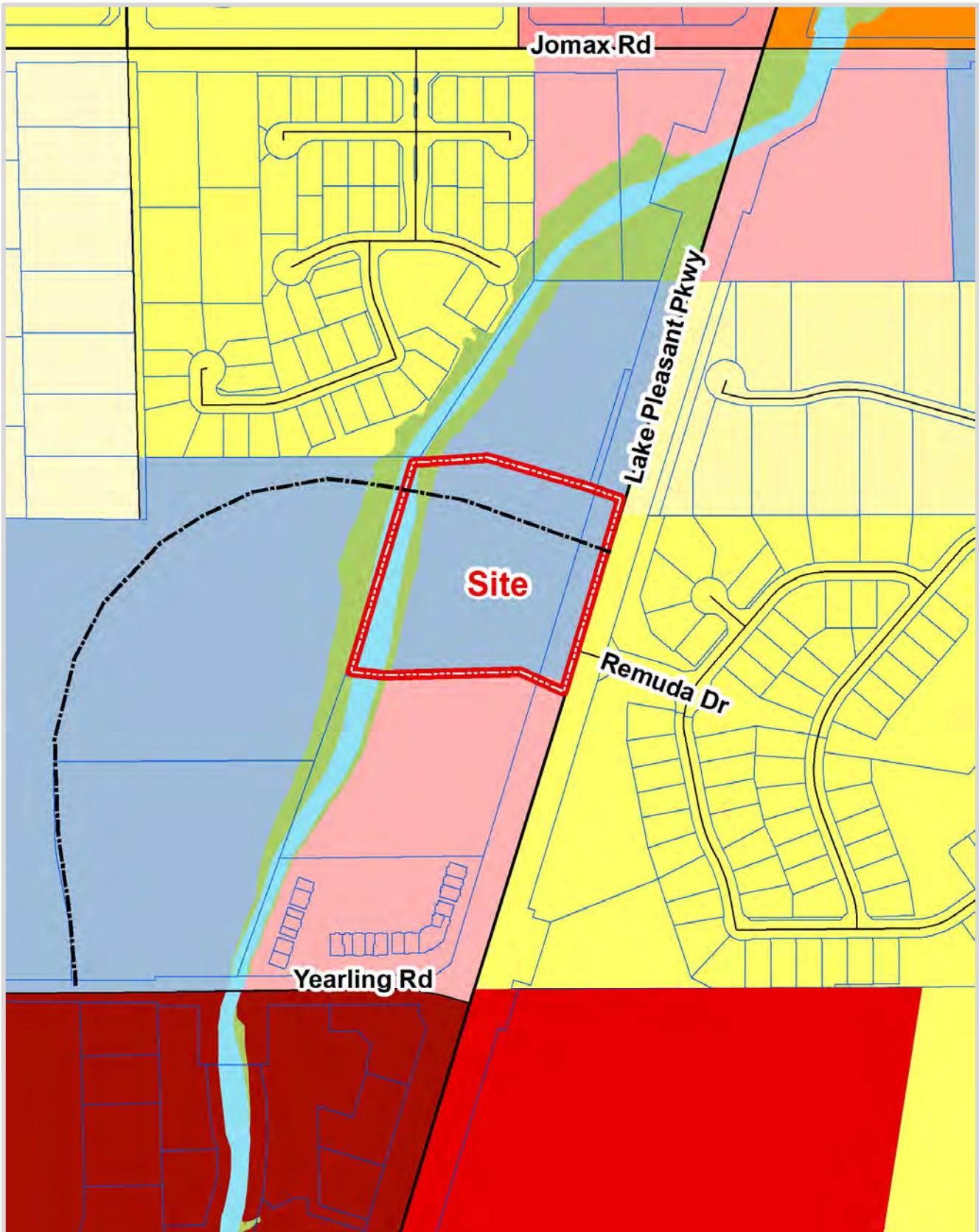


Exhibit 2C | PRMC Land Use Map Request

Request: Modify the *Public Uses* land use classification to *Office and Local Commercial*

2024 Major General Plan Amendments

(GPA24-01, GPA24-02, GPA24-03 and GPA24-05)



Exhibit 3



Integrated Transportation

Integrated Transportation intends to create a range of mobility options that are safe and efficient for all types of users. This theme provides policy guidance for the development, enhancement, beautification, and expansion of all current transportation options and explores yet-to-be-identified emerging technologies. Peoria's system includes the on-street network, transit services, pedestrian and bicycle facilities (active transportation), and mobility-as-a-service (MaaS).

The goal of Integrated Transportation section is to provide a balanced approach for a variety of modes of travel that further broadens the system away from single-occupant, self-driven cars. Peoria aims to provide mobility solutions to schools, businesses, and services at the pedestrian, cyclist, mass transit, and automobile level. In order to address comfort levels for these users and the importance of regional connections, different implementations will be utilized in specific areas of Peoria. Pedestrian-focused areas, like P83 at 83rd Avenue and Bell Road, and Old Town, at 83rd Avenue and Peoria Avenue will provide enhanced streetscape, placemaking, shading, and expansive sidewalk and cyclist facilities. Automobile-focused corridors, like Bell Road, Lake Pleasant Parkway, and Happy Valley Road will provide Intelligent Transportation Systems (ITS) for efficient travel times, fixed and circulator bus options, and key connections to regional roadways and destinations.

PURPOSE

To holistically create a seamless network of mobility choices, through acknowledgement and dedication to continuing to foster and grow the on-street roadways, off-street shared use paths, transit options, and plan for advancing technologies. Transportation should be considered for all modes of travel and universally accessibility.

4.1 ON-STREET NETWORK

The roadway network provides facilities for vehicles, the transit network, and pedestrian and bicycle options through the connected sidewalks and bicycle lanes. This section provides background on these modes of transportation, which provide the basis for goals and policies to expand or improve the networks to accommodate future growth.

Peoria utilizes a robust system of Intelligent Transportation Systems (ITS) in order to monitor traffic congestion and how efficiently vehicles are travelling on the roadway network. ITS allows the City to make improvements and corrections to better move all forms of transportation through the City. This extra refinement improves safety around schools by allowing left-turn movements freely during off-peak times and during a protected phase when students are using active transportation (cycling and walking) to get to school. This limits the exposure and reduces conflict between users. Recently, Bell Road has been upgraded to provide an adaptive camera system. This has reduced congestion times by coordinating traffic signals through multiple local, county, and state-level jurisdictions. This level of coordination can be utilized on other regional roadways such as Happy Valley Road and Lake Pleasant Parkway. Ensuring that the roadway network can operate efficiently helps create a better semblance of quality of life that makes travel enjoyable within Peoria.

Roadway Network

The Peoria roadway network is fully interconnected into the Phoenix street-grid system. The Peoria roadways from 67th Avenue to 91st Avenue and from Northern Avenue to Happy Valley Road maintains alignment and regional connections with the adjacent cities of Glendale, Phoenix, Surprise, and portions of unincorporated Maricopa County. This area is consistent with other areas of the Phoenix metropolitan area with arterial roadways at one-mile intervals, and collector and local streets providing robust connections to existing shopping and services.





North of Happy Valley Road and west of 91st Avenue in the less developed portions of Peoria, the street grid alignment adjusts to the topographic characteristics of the area. River and wash corridors, as well as mountainous terrain create challenges for local and regional connections at the same frequency and spacing. Arterial roadway spacing can vary from one-mile intervals to several miles apart. The northern portion of Peoria must address all forms of transportation through the roadway network to include facilities for transit and active transportation.

Peoria has access to four major transportation corridors: Arizona State Route 101 (Loop 101), Arizona State Route 303 (Loop 303), US Route 60 (US 60 or Grand Avenue), and Arizona State Route 74 (SR 74). These state routes along with Peoria's extensive network of parkways, **major** arterials, and collectors provide both intracity and intercity travel options.

Functional Classification

Streets in the roadway network are given classifications based on function within the network. In general, these classifications are used to establish a logical, integrated roadway network throughout the community, and define the relationship between accessibility and mobility. Generally, as mobility increases, access decreases and vice-versa. State Routes, Parkways, and arterials prioritize mobility over access, while collector and local streets prioritize access over mobility.

The functional classifications are based on the services performed, typical trip lengths, access spacing, and continuity of the Peoria roadway system. The following are the functional categories in Peoria, which describes the hierarchy of streets:

- **Freeway.** Freeways provide high-speed travel, similar to an interstate. The four freeways in Peoria are SR 101 (Loop 101), SR 303 (Loop 303), and State Route 74 (SR 74). US 60 (Grand Avenue) operates as a quasi-highway, which has similar characteristics as a Freeway. All roadways classified as Freeway (including Grand Avenue) are under the jurisdiction of the Arizona Department of Transportation (ADOT) and access control is addressed via interchanges.
- **Parkway.** Parkways are major roadways that provide connectivity between adjacent communities by moving large volumes of traffic though maintained access control measures. Parkways should be designated as a limited access road by controlling the spacing between intersections, driveways, crossings, and other conflict points to improve efficiency and safety. Generally, major intersections are located at mile intervals, with half-mile intersections if the demand exists. Examples of Parkways include Lake Pleasant Parkway and Happy Valley Parkway.
- **Major Arterial.** ~~Major~~ Arterials move large volumes of traffic from one part of Peoria to another and are spaced based on land use density and not distance. ~~moderate speed traffic to and from freeways and serve some city wide trips.~~ Major aArterials connect areas that are major access points for commercial uses ~~along major arterials~~, as well as residential areas that are served from side streets. Access studies may be needed for future **major** arterials.
- ~~Minor Arterial. Minor Arterials move large volumes of traffic from one part of Peoria to another. Minor arterials. Minor arterials allow for the movement of through traffic, with a secondary benefit of providing direct property access. Minor arterials are used to primarily connect neighborhoods to local commercial uses.~~

- **Collector.** Collectors allow neighborhood traffic to travel from local to arterial streets. Collectors provide for the movement of neighborhood traffic, but not as connections for non-neighborhood through traffic, with a secondary benefit of providing direct property access. Bicycle routes are typically located on collector streets and may require additional right-of-way and street width.
 - ~~Major Collector. Major Collectors provide two lanes of travel in both directions, restrict street side parking, and provide a center left turn lane.~~
 - ~~Minor Collector. Minor Collectors provide one lane of travel in each direction and provide a center left turn lane.~~
- **Local.** Local Streets provide direct property access. They bring local neighborhood traffic to collectors, which then feed into arterials. Local streets are designed to preserve privacy and encourage livable residential neighborhoods.
- **Rural.** Rural Streets are the same functional classification as a local street when located in a rural setting.

Peoria's transportation network can be seen on **Figure 5**. The northern areas of the Municipal Planning Area (MPA) have been characterized as having the most potential for growth. These areas are serviced by Loop 303 and SR-74 and while development is currently sparse, much of the northern MPA has been master planned for future development. The City will need to position itself to ensure as these areas continue to build out considerations are made for the future developments adjacent to these communities. Topographical challenges and constraints will further define the ability to serve local and regional destinations.





Signature Streets

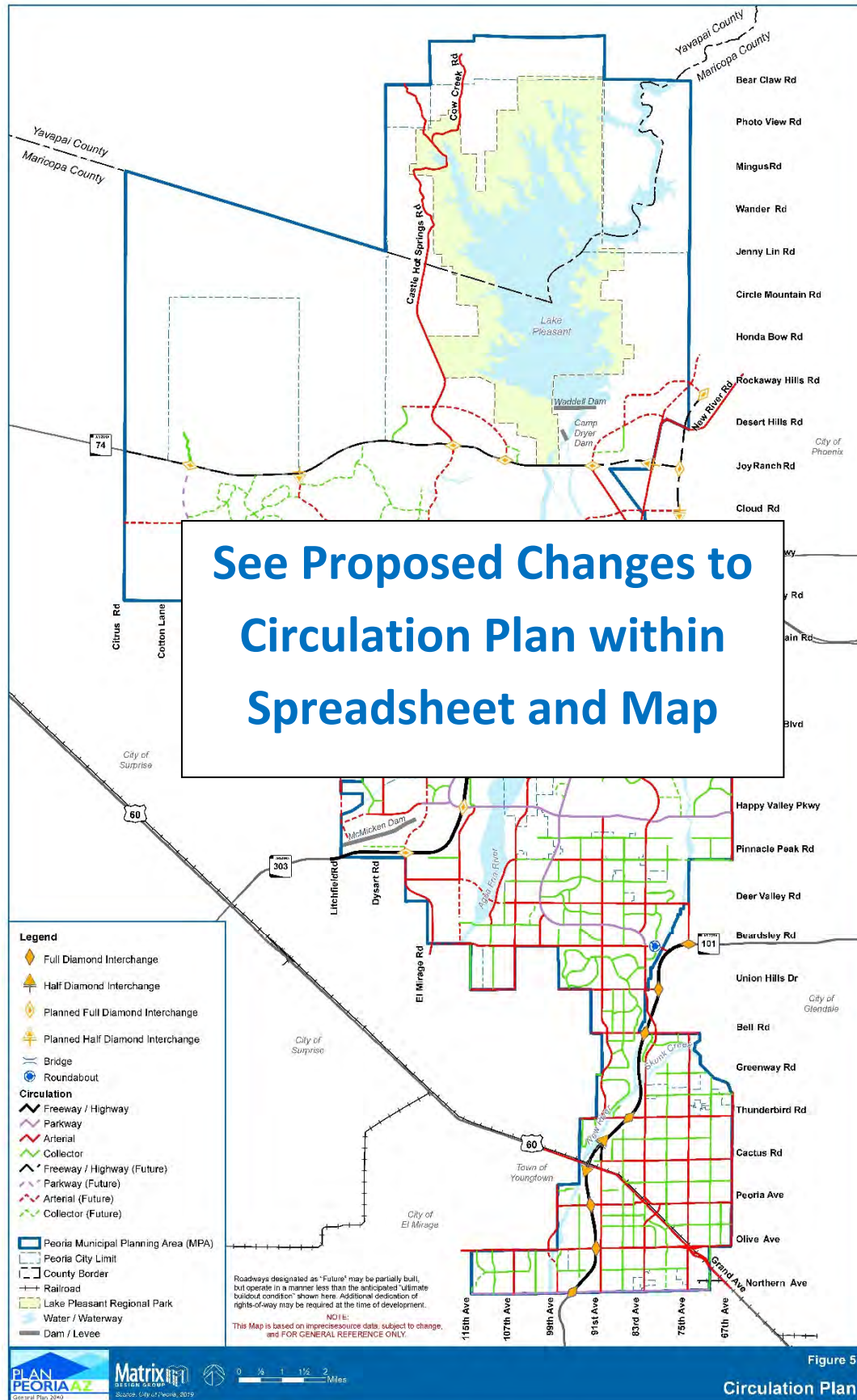
Peoria recognizes the need to continue to be distinctive as a leader in the Valley. One of the techniques to do so is by establishing a number of Signature Streets that embraces the City's identity by incorporating placemaking, shade, transit and multi-modal facilities. There are many examples of roadways within Peoria that are known as primary routes within the city, including 83rd Avenue, Peoria Avenue, and Lake Pleasant Parkway. Some roadways have started progressing from asphalt alone to include shade elements through landscaped medians, wider sidewalks to accommodate multiple transportation methods, and specific branding elements. These should be refined through master planning efforts, and molded through continued private development partnerships.

Circulation Plan

The Circulation Plan shown on **Figure 5** depicts the future roadway network for the City to be implemented with new growth opportunities. This map also shows the existing roadway network that has been built or entitled through private development. As the City continues to build to the north and west of the major population and employment centers, a more thorough investigation of constraints due to mountains ranges, river and wash corridors, and significant archeological areas will need to be done.

This effort provides an opportunity to develop a Transportation Master Plan. The plan would be used to guide the City's transportation needs and refine the Circulation Plan based on the northern Peoria challenges, future development corridors, and community's buildout condition. The plan would also provide recommended improvements to the existing transportation network to accommodate growth and provide for a comprehensive, multi-modal network. Once adopted, the future Transportation Master Plan would become part of the General Plan by reference.







4.2 TRANSIT

Public transportation is a vital component of any multi-modal network as it provides mobility along major transportation corridors throughout southern and central Peoria connecting riders throughout the larger region. Currently, public transit services build on the existing roadway network and consist of several Fixed Route Bus Service, Dial-a-Ride (DAR) and Para-transit Service, and the Peoria On The Go (POGO) circulator in central and northern Peoria. This section also discusses future transit opportunities.

The 2011 Multi-Modal Transportation Plan has served as the guiding document for transit services within the City. This plan has been applied to implement the new 83rd Avenue fixed-route bus service option, the POGO circulator, and the first phase of the Old Town Transit Center by moving the downtown Peoria Park-and-Ride facility to a more visible, centralized location. As transit continues to evolve and compete against MaaS, the City will need to update this plan with a new Transit Master Plan.

Fixed Route Bus Services

Fixed route bus services in Peoria is provided by Valley Metro. There are currently five local routes, and one limited route in the City that are within the Valley Metro super-grid, which extends transit services throughout the region:

- **Peoria Avenue (Route #106).** The Peoria Avenue (#106) route travels from 105th Avenue at Santa Fe in Sun City, east to the Sunnyslope Transit Center at 3rd Street and Dunlap Avenue.
- **67th Avenue (Route #67).** The 67th Avenue (#67) route travels north to south from Buckeye Road to Arrowhead Towne Center at 75th Avenue and Bell Road. Route 67 runs along the City limit with Glendale.
- **Bell Road (Route #170).** The Bell Road (#170) route travels from Arrowhead Towne Center east to Raintree Drive and Northsight Boulevard in Scottsdale.
- **Thunderbird Road (Route #138).** The Thunderbird Road (#138) route travels from 105th Avenue and Santa Fe Drive to 32nd Street and Thunderbird Road.
- **83rd Avenue (Route #83).** The newly extended 83rd Avenue route provides a north-south transit option for Peoria residents. Route 83 travels from Arrowhead Towne Center south to Van Buren Street in Phoenix.
- **Grand Avenue Limited (GAL).** The Grand Avenue Limited travels from the Peoria Park & Ride facility at 83rd Avenue and Peoria Avenue, southeast to Phoenix’s Central Station at Central Avenue and Van Buren Street. GAL operates as a quasi-limited service bus with only two inbound morning trips and two evening outbound trips.



Dial-A-Ride and Regional Para-Transit Service

Dial-A-Ride (DAR) and Para-transit services mixes elements of traditional bus service with characteristics of MaaS. The City offers DAR Monday through Friday within City limits. In addition to Peoria's regular service, a special program called Dial-A-Ride Plus (DAR+) for seniors and disabled persons allows the City to transport Peoria residents to the neighboring medical campuses of Sun City and Glendale. Travel beyond these areas is also available through Valley Metro Regional ADA service.

Transit Stops

The City recognizes the need to provide transit stops and shelters that create safe, shaded environments. If bus stops provide a comfortable waiting environment, people traveling to and from that area will be more likely to use transit. Conversely, if bus stops do not provide a comfortable environment, people will be less likely to use transit. Peoria will continue to evaluate and enhance all transit stops along fixed-route and POGO locations. This may include shelters, additional natural shading through trees and trellises, or constructed shade panels and sails. The existing ADA conditions will also be reviewed and improved to current standards.



The new centralized Park-and-Ride facility at 83rd Avenue and Peoria Avenue provides shaded parking for over 50 vehicles and serves as overflow parking for events in Old Town Peoria. The facility is utilized for the GAL route, and is additionally served by Route 106 and Route 83, running on Peoria Avenue and 83rd Avenue, respectively.

Peoria-On The Go

~~Peoria-On The Go (POGO) is the City's circulator bus route located in central and northern Peoria. Circulators connect neighborhoods with local services and activity centers and act as an extension to fixed route service. POGO began operation in 2019 and has quickly become a preferred option to connect neighborhoods and services.~~

~~POGO serves Peoria residents and connects to a portion of Glendale at the regional Arrowhead Transit Center. The route is 18 miles in length, serving 83rd Avenue, Happy Valley Road, Lake Pleasant Parkway, Bell Road, and 91st Avenue. POGO serves approximately 18,000 residents and reaches 8,000 jobs within a quarter mile of the stops. The route includes the Four Corners and P83 shopping and entertainment districts, two high schools, three elementary schools, and the Sunrise Mountain branch library. The route currently runs at 30-minute intervals between 6:00 a.m. and 6:00 p.m., during weekdays.~~





Future Transit Opportunities

Peoria will continue to plan and implement facilities towards the transit evolution. The existing regional funding through Proposition 400 will sunset in 2025. Peoria will need to be in a competitive position if Maricopa County residents fund a new Prop 500 initiative. A Transit Master Plan can refine near to long-term goals for fixed route and circulator busing, and possible high capacity transit options.

Fixed Route and Circulator Bus

Peoria will continue to coordinate with adjacent cities and the regional bus operator, Valley Metro for expansions of the super-grid system. Numerous local routes along many of Peoria's streets have not yet come into City limits, including Northern Avenue (Route #80), Olive Avenue (Route #90), Union Hills Drive (Route #186), and 75th Avenue (Route #75). Bell Road (Route #170) is only in Peoria for a very short distance and can be expanded much further to the west than the current end-of-line at the Arrowhead Transit Center. These routes should be explored to determine when extensions are feasible.

Additional new routes can be explored along such roadways as Happy Valley Road, which can make connections with the city of Phoenix and an existing Valley Metro Park-and-Ride facility at Interstate 17 (I-17) and Happy Valley Road. Route #90 along Olive Avenue presents a unique opportunity for expansion as the current end-of-line for Valley Metro Light Rail is located at 19th Avenue and Dunlap (renamed from Olive Avenue) approximately six miles east of the City limits.

High Capacity Transit

The 2011 Multi-Modal Transportation Plan determined that none of the Light Rail Transit (LRT) scenarios were feasible for the near future due to low projected ridership, diminishing return, and high costs of installation. Additionally, the City of Glendale has determined not to move forward with a LRT spur extension, which makes the closest planned connection over six miles away from Peoria city limits in the city of Phoenix. This creates an opportunity to evaluate Bus Rapid Transit (BRT) through this corridor to connect to the light rail network. This would act as an express route bridging gaps in the mass transit network, providing residents with another alternative to single-occupant driving to major employment corridors in central and downtown Phoenix.

Commuter Rail

The Maricopa County Association of Governments (MAG) is studying the potential of a regional commuter rail system utilizing the existing Burlington Northern Santa Fe (BNSF) rail line along Grand Avenue. This system would connect the cities of Wickenburg, Surprise, Sun City, Peoria, and Glendale to downtown Phoenix. Peoria has positioned the Old Town Park-and-Ride facility to expand to a mass transit hub for bus and rail transit should commuter rail move forward in the region.

4.3 ACTIVE TRANSPORTATION

Providing convenient, safe, and comfortable bicycle and pedestrian paths is an important component of a multi-modal transportation network. Peoria is a bicycle-friendly city containing over 121 miles of dedicated bicycle lanes, which includes over 70 percent of all Peoria arterial and parkway roads. The off-street network contains over 20 miles of shared-use paths on the river networks for all forms of non-motorized travel. To provide enhanced connectivity, the bicycle network extends past Loop 303 to State Route 74 through an expanded bicycle route paved shoulder. The off-street network additionally extends to an established unpaved trail constructed by Maricopa County that ultimately connect to Lake Pleasant as part of the Maricopa Trail.

On-Street Network

Peoria has strived towards a holistic approach for transportation goals that go beyond the single-occupant vehicle. The sidewalk network extends throughout nearly all Peoria roadways through connected or landscape-separated paths. In more established sections of Peoria the sidewalk is typically four feet wide, while more recent developments have utilized five feet on local streets, and eight to ten feet wide on arterial and parkway roads. The City distinguishes the importance of expanded widths for universal accessibility and future planning with shade canopy goals, transit implementation, and MaaS options, discussed in the next section.

Through updates to the Peoria Engineering Standards Manual, all parkway, arterial, and collector roadway sections include dedicated bicycle lanes. Peoria's robust network allows riders to continuously travel throughout the City and connect with transit facilities, adjacent jurisdictions, and a majority of neighborhoods and services. The City recognizes the growing desire to use cycling as an alternative to driving by continuing to retrofit existing arterial roads in Peoria with new dedicated bicycle lanes. These installations consequently improve shy distance for pedestrians on the connected sidewalk network and reduce conflict points. Peoria will need to continue to evaluate access management to better control the interaction between driver and non-vehicular travel modes.

Off-Street Network

The City contains a regional pathway network along its three major waterways: New River, Agua Fria River, and Skunk Creek.

- **New River Trail.** The New River Trail (NRT) traverses Peoria from beyond its southern border with Glendale uninterrupted for over thirteen miles. This shared-use path does not interact with any roadway by providing underpasses or low-flow crossings at every mile. The route parallels Loop 101 for a majority of that distance and reiterates the City's stance on providing alternatives to the car-centric model.
- **Agua Fria River Trail.** The Agua Fria River Trail (AFRT) has been partially constructed through private development along a small portion of northern Peoria. Extensions of this path will be difficult due to a number of jurisdictions that are adjacent to Agua Fria River and the numerous sand and gravel operations that continue to operate; however, steps should be taken whenever possible to ensure connectivity of this trail throughout the corridor.



- **Skunk Creek Trail.** Skunk Creek Trail (SCT) is located behind the P83 Entertainment District in central Peoria and acts as a regional hub for many different trail networks. Skunk Creek Trail confluences with New River Trail to the west at Peoria’s first community park, Rio Vista. The trail also continues east from P83 through City limits into Glendale and continues for an additional three miles. SCT also shifts onto the Arizona Canal Diversion Channel (ACDC), which is a far-reaching shared-use path that provides unimpeded travel through the cities of Glendale, Phoenix, and Scottsdale.

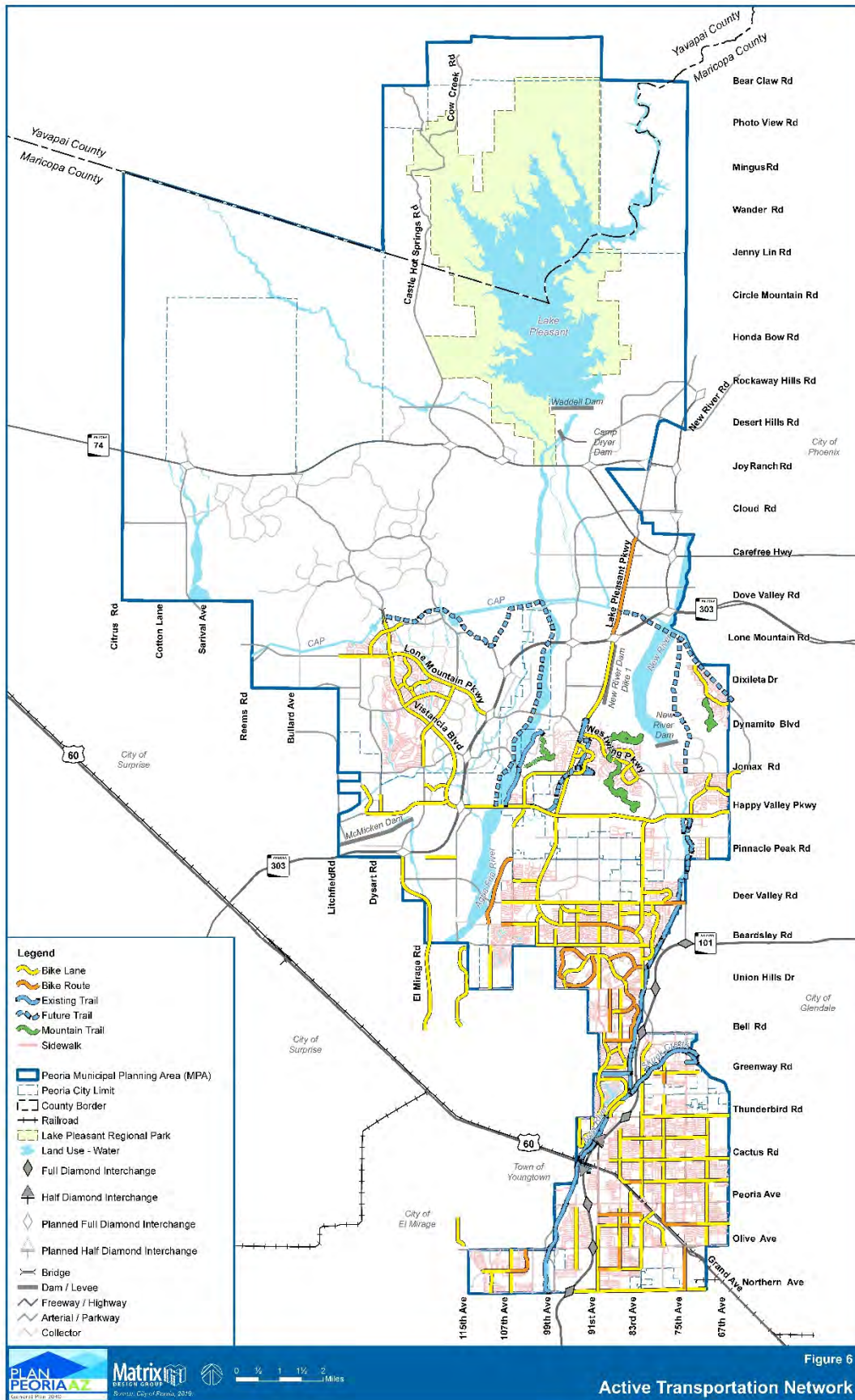
Future Active Transportation Opportunities

New development in Peoria will continue to provide additional active transportation infrastructure opportunities through sidewalks, bicycle lanes, trail extensions and shared-use paths. The Peoria Engineering Standards Manual provides the design and construction standards and specifics in order to create a seamless connection to the existing network and the City’s master plans outline the same information for the off-street network. When possible, the City will collaborate with developers to create harmonious neighborhood connections to the City’s active transportation network and design appropriate travel paths with commercial and office developments to broaden the ability to utilize active transportation as an alternate to driving. The active transportation network is shown in **Figure 6**.

To expand upon future on-street bicycle and pedestrian needs in the city, an Active Transportation Plan should be developed. An Active Transportation Plan is a master plan for pedestrian and bicycle facilities that identify gaps, recommendations, priorities, and funding mechanisms for implementing future improvements. This plan should also consider future technologies (MaaS) for the bicycle and pedestrian realm and plan accordingly for them. While the plan will focus on the roadway and built environment, the off-street network should be acknowledged and build upon existing plans. For example, the City continues to plan for and extend shared use paths to ensure connectivity between existing trails, and existing and future development. These extensions are then regularly updated on the city’s interactive trail map available online. Looking ahead, continued master planning efforts contemplate numerous miles to be added to the system in the form of shared use paths, hiking trails, and equestrian-specific routes. Additional trailheads are proposed along these networks to provide additional amenities to users, such as expanded parking, restrooms and picnic areas. These efforts will help ensure residents and visitors continue to enjoy access to a robust active transportation network within Peoria in the years to come.

PLAN PEORIAAZ

General Plan 2040





4.4 MOBILITY-AS-A-SERVICE (MAAS)

Mobility-as-a-Service (MaaS) is an emerging opportunity to move further away from single-occupant self-driven vehicles. When planning for growth and the transportation system that will accommodate this growth, there is a need to look ahead at the impacts of MaaS and how it can affect roadway cross-sections and on-site design to ensure interactions between multiple travel means are symbiotic. Additionally, further exploration of the various forms of active transportation facilities and what kind of mobility options should interact is needed, specifically with regard to motorized and non-motorized options.

Emerging Technology

The transportation industry is beginning to see its first real shift away from personally owned cars into new technologies with the autonomous car, ride-hailing options, such as Uber and Lyft, and micro-mobility concepts with bicycle and scooter rental companies. In short, a MaaS user could arrange transportation options for short or long distance travel through this new technology. Integrated data sharing and route planning can help cities better plan and design the roadway network and include appropriate amenities in the right places.

Autonomous Vehicles

Arizona is a leader of autonomous vehicle testing with several companies operating and testing various aspects of a human driver or human monitoring. The Society of Automotive Engineers (SAE) defines five levels of autonomy:

- **0: No Automation** – Full-time human driver of all aspects of the driving.
- **1: Driver Assistance** – Full-time human driver with either steering or acceleration/deceleration assistance.
- **2: Partial Automation** - Full-time human driver with both steering and acceleration/deceleration assistance. This is the first level of a “hands-off” method.
- **3: Conditional Automation** – Self-driven with assistance by human driver at controls if requested to intervene. This allows the driver to not fully engage in their surroundings.
- **4: High Automation** - Self-driven with ability to correct if human does not intervene or in a position to manage controls. This allows all occupants to act as passengers.
- **5: Full Automation** – Self-driven with all abilities and inventions as human driver. No steering wheel or pedals required.

A majority of new vehicles sold fall somewhere between Level 2 and Level 3 automation, with a majority committed to obtaining Level 3 or Level 4 in the next ten years. These improvements will improve efficiency in the existing network that will lend itself to reevaluation of the roadway classifications. In some instances, a downgrade of an existing or planned roadway may be appropriate due to the reduced delays and conflicts through this technology.

Ridesharing

Ridesharing services have become a possible alternative transportation method in some cities. Due to the nature of rideshares and the continued use of these services, an increased amount of congestion and “deadheading” (as in driving without fare between destination and next origin) has been seen. There should be some consideration of rideshare accommodations, such as appropriate drop-off locations when planning for future development. These services are also competing with City transit options. Dependent upon location and cost, a user may lean towards a rideshare option, instead of mass transit. This further congests the existing roadway network and reduces the efficiency of existing transit options. The City has created some positive initial steps by keeping the Peoria On The Go (POGO) circulator bus free of charge and extending Route 83 through central and southern Peoria. Expansion of transit options can help keep rideshare from overburdening the network and ensure available options are numerous.

Micro-mobility

Micro-mobility options have been around for some time in the form of bicycles, electric bicycles (or e-bicycles) and gas-powered scooters. The current widespread trend in micro-mobility is towards electric scooters (or e-scooters). Because of the growing popularity of e-scooters and rentable bicycles, the dynamics between pedestrian and vehicle travel are evolving. An emergence of dockless e-scooters have started to utilize existing city right-of-way to place these mobility options. Dockless e-scooters are placed along the sidewalk network or at transit stops as a means to provide an alternate to ever stepping in a vehicle. This option is a way to provide first-mile / last-mile travel that bridges the gap between the front door of a home and the entry point into the transit or ridesharing network.

Arizona state law was recently expanded to include e-scooters as a new category of mobility. Due to the new legislation, cities like Peoria are in the process of determining if additional allowances or restrictions are needed to address operation specifics. More particularly, Peoria will need to determine if these micro-mobility options are appropriate to mix with the vehicle traffic within bicycle lanes or on sidewalks with pedestrian traffic. Once the determination is made, the city’s applicable regulations will need to be updated accordingly.





4.5 GOALS AND POLICIES

GOALS

1. **Contiguous Transit.** Build and expand the public transit system to facilitate contiguous travel throughout the City to connect the community locally and regionally.
2. **Complete Streets.** Reconfigure existing roadways into Complete Streets, prioritizing improvements on roadways that provide access to services, schools, parks, civic uses, and mixed-use districts.
3. **Convenient Access.** Provide active transportation improvements that provide comfortable, safe, and convenient access throughout the City.
4. **Regional Coordination.** Facilitate coordination with regional partners to develop active transportation and recreational trail networks throughout natural areas and parks.
5. **Transportation Awareness.** Provide education to increase community awareness for all transportation options in the City for drivers, bicyclists, pedestrians, and transit riders.
6. **Quality Designed Transportation.** Ensure that City design standards reflect the best available design guidelines to effectively implement all modes of transportation.
7. **Signature Streets.** Provide Signature Streets that identify our City's uniqueness and incorporate placemaking and identity creation.
8. **Well Maintained.** Provide transportation infrastructure that is well-maintained and safe, preserving past investments for the future.
9. **Technology Advancements.** Implement technology advancements for the on-street roadway network, providing effective and safe travel corridors.

POLICIES

On-Street Network

- OSN-1** Expand the right-of-way beautification projects along the **major** arterial roadway network to provide enhanced design and landscape treatment.
- OSN-2** Protect existing and planned bridges through ongoing annual maintenance.
- OSN-3** Provide signature arrivals in Peoria through monumentation and placemaking efforts.
- OSN-4** Expand master planning efforts for various modes of travel to provide a safe, connected, integrated, and efficient transportation system.
- OSN-5** Monitor and continue implementation of the City's Pavement Management Program to keep streets in good condition, maintain vehicle safety and driver comfort, minimize the adverse effects of deteriorating roadways, and provide expansions of the City's cycling network through bicycle lane additions and transit network improvements through additional pull-out stops.
- OSN-6** Require enhanced safety measures for bicyclists and pedestrians across freeway interchanges, such as buffered bike lanes, wide sidewalks, pedestrian refuge islands, and reduced right turn lane angles.
- OSN-7** Ensure private developments provide cross-access opportunities to prevent isolated unconnected neighborhoods or commercial centers.

Transit Network

- TN-1** Seek to develop higher density Transit-Oriented Development around future transit centers and regional roads to create a strong nexus for ridership.
- ~~**TN-2** Expand the Peoria On The Go circulator bus to other areas of the City around Old Town and the master planned developments north of the Loop 303 to address first mile / last mile options.~~
- TN-2** Extend fixed-route service along existing Valley Metro routes into Peoria.
- TN-3** Promote the use of Dial-A-Ride and Regional Para-Transit Service through additional outreach with local businesses, offices, and City media services.
- TN-4** Ensure future roads and private developments provide adequate transit facilities at key locations.
- TN-5** Secure a major role in the coordination with all neighboring cities on regional transit programs and projects.
- TN-6** Implement regional Bus Rapid Transit (BRT) corridors with regional partners.
- TN-7** Explore future park-and-ride or transit center locations in the northern portion of Peoria.



Active Transportation

- AT-1** Promote the use of green bicycle lanes implementations to provide enhanced notification to driver and cyclist.
- AT-2** Continue to provide a safe, connected, integrated and efficient active transportation network through improved design standards, increased shade, and proper separation from vehicular travel.
- AT-3** Identify areas with pedestrian and bicycle conflicts concerns and prioritize improvements of these areas to use as a baseline for future improvements.
- AT-4** Identify gaps in the existing on-street and off-street network active transportation network and direct improvements through private development and the Capital Improvement Program.
- AT-5** Explore the use of pedestrian overpasses along freeway corridors to improve access from the trail network to key areas of Peoria, such as P83, Park West, Rio Vista and Pioneer Community Park.
- AT-6** Consider incorporating pedestrian plazas, promenades, and paseos to divide large blocks in future redevelopment within existing neighborhoods.
- AT-7** Identify and develop additional trailheads where trails intersect with Peoria's bicycle and pedestrian network. Such trailheads should include a variety of amenities, including parking, restrooms, and shade.

Mobility-as-a-Service

- MS-1** Expand the use of adaptive traffic cameras for heavily travelled and regional corridors.
- MS-2** Monitor emerging modes of travel, such as autonomous vehicles, and evaluate the suitability of such travel on the City's roadway network and existing or planned infrastructure improvements.
- MS-3** Update City infrastructure guidelines to ensure that new transportation technologies are accommodated within the City's infrastructure.
- MS-4** Study the feasibility of developing a network of charging stations for hybrid, electric, or other alternatively fueled vehicles.
- MS-5** Study parking and loading zone requirements to consider special accommodations for transit, micro-mobility, ridesharing services, and the autonomous car.
- MS-6** Consider integration of Intelligent Transportation Systems (ITS) into transit system services.
- MS-7** Create opportunities to implement micro-mobility through expanded policy and best practices.

2024 Major General Plan Amendments

(GPA24-01, GPA24-02, GPA24-03 and GPA24-05)



Exhibit 4

List of Proposed Circulation Changes to Peoria 2040 General Plan

#	Name	Beginning Extent	Ending Extent	Modification
1	79th Avenue	Northern Avenue	Butler Drive	Realign to reflect existing entitlement conditions
2	Hatcher Road	79th Avenue	Cul-de-sac west of 82nd Lane	Change from existing local to existing collector
3	Deer Valley Road	Williams	109th Avenue	Change from proposed to existing arterial and realign to reflect conditions
4	119th Avenue	Mariposa Grande	Happy Valley Pkwy	Realign to reflect existing and proposed entitlement conditions
5	Mariposa Grande	El Mirage Road	119th Avenue Alignment	Add future collector
6	Happy Valley Road	Dysart Road	West of Litchfield Road	Change from future to existing and realign to reflect existing conditions
7	Dysart Road	Ridgeline Road	Dynamite Boulevard	Change from future to existing arterial
8	Espial Avenue	Lone Mountain Parkway	Westward Skies Drive	Realign to reflect existing entitlement conditions
9	Revel Way	El Mirage Road	Lone Mountain Parkway	Realign to reflect existing entitlement conditions
10	Crown Crest Lane	Revel Way	Cul-de-sac	Realign to reflect existing entitlement conditions
11	Peakview Road	Espial Avenue	Desert Cactus Lane	Realign to reflect existing entitlement conditions
12	Collector A (113th Ave Alignment)	Lone Mountain Parkway	Cul-de-sac	Add future collector
13	Desert Cactus Lane	Lone Mountain Parkway	Westward Skies Drive	Realign to reflect existing entitlement conditions
14	Westward Skies	El Mirage Road	Vistancia Boulevard	Realign to reflect existing and proposed entitlement conditions
15	Collector B Loop	Westward Skies	Jomax Road	Add future collector
16	Jomax Parkway	Loop 303	Vistancia Boulevard	Change from future to existing arterial
17	Westward Skies	Vistancia Boulevard	Jomax Road	Add future collector
18	Blue Sky Drive	El Mirage Road	Westward Skies Drive	Add future collector
19	Beardsley Collector	Vistancia Boulevard	Loop 303	Remove from map
20	Collector C (117th Ave Alignment)	Jomax Road	Lone Mountain	Add future collector
21	Collector D (115th Ave Alignment)	Jomax Road	Lone Mountain	Realign future collector
22	Buckhorn Trail	Skipping Rock Road	103rd Lane	Change from existing collector to local and remove from map
23	Jomax Parkway	Tierra del Rio	107th Lane	Change from future to existing arterial
24	Yearling Road	Lake Pleasant Parkway	Yearling	Realign intersection to reflect existing conditions
25	93rd Avenue	Happy Valley	Jomax Road	Add existing collector
26	83rd Avenue	Happy Valley Road	Jomax Road	Rename to "Westwing Parkway"
27	Bronco Trail Alignment	Westwing Parkway / 83rd Avenue	78th Lane / Avenida Del Rey	Realign to reflect entitlement conditions
28	78th Lane	Yearling Road	77th Lane	Realign to reflect entitlement conditions
29	Prickley Pear Trail	Yearling Road	77th Lane	Realign to reflect existing conditions
30	Yearling Road	Westwing Parkway / 83rd Avenue	78th Lane	Change from future to existing and realign to reflect existing conditions
31	Keefer Trail	Westwing Parkway / 83rd Avenue	78th Lane / Prickley Pear Trail	Change from future to existing and realign to reflect existing conditions
32	77th Lane	Happy Valley Road	Jomax Road	Change alignment to reflect existing conditions
33	Eastwing Vista Trail	Jomax Road	Aloravita Boulevard	Realign to reflect existing conditions
34	Aloravita Boulevard	Jomax Road	Hedgehog Place	Change from future to existing and realign to reflect existing conditions
35	75th Avenue	Summer Blossom Drive	Bent Tree Drive	Change alignment to reflect existing conditions
36	Ridgeline Road	Dysart Road	135th Roundabout	Change from future to existing arterial
37	135th Avenue	Ridgeline Road / 135th Roundabout	Morning Vista Drive	Change from future to existing arterial
38	Morning Vista Lane	135th Avenue	136th Lane	Change from future to existing collector
39	Upcountry Way	Ridgeline Road	Vistancia Boulevard	Change from existing collector to private street and remove from map
40	El Mirage Road	Lone Mountain Parkway	Westland Road	Change from future to existing arterial
41	Forest Pleasant Place	Garambullo Drive	El Mirage Road	Add existing collector
42	Garambullo Drive	Westland Road	126th Avenue	Change from future to existing and realign to reflect existing conditions
43	Westland Road	El Mirage Road	127th Ave alignment	Change from future to existing arterial
44	Garambullo Drive	126th Avenue	El Mirage Road	Remove from map
45	El Mirage Road	Westland Road	North of CAP	Realign to reflect existing entitlement
46	Vistanica Boulevard	CAP	Sonoran View Drive	Change from future to existing arterial
47	Sonoran View Drive	Vistancia Boulevard	White Peak Drive	Change from future to existing collector
48	White Peak Drive	134th Drive	Ashler Hills	Change from future collector to private street and remove from map
49	White Peak Drive	Ashler Hills Drive	Red Range Way	Change from future to existing collector
50	White Peak Drive	Red Range Way	Vistancia Boulevard	Change alignment to reflect existing conditions
51	White Peak Drive / Woburn Ln	Vistancia Boulevard	Chevelon Drive	Change from future collector to local and remove from map
52	Twin Buttes Road	Vistancia Boulevard	El Mirage Road	Realign to reflect existing entitlement
53	Collector E	Galvin Street Alignment	131st Drive Alignment	Realign to reflect existing entitlement
54	Vistanica Boulevard	Twin Buttes Road	Saddleback Way	Realign to reflect existing entitlement
55	Saddleback Way	Vistancia Boulevard	Galvin Street Alignment	Realign to reflect existing entitlement
56	Ashler Hills Drive	Lake Pleasant Parkway	96th Avenue	Add future collector
57	93rd Avenue	Happy Valley Road	Calle Lejos	Add existing collector

2024 Major General Plan Amendments

(GPA24-01, GPA24-02, GPA24-03 and GPA24-05)

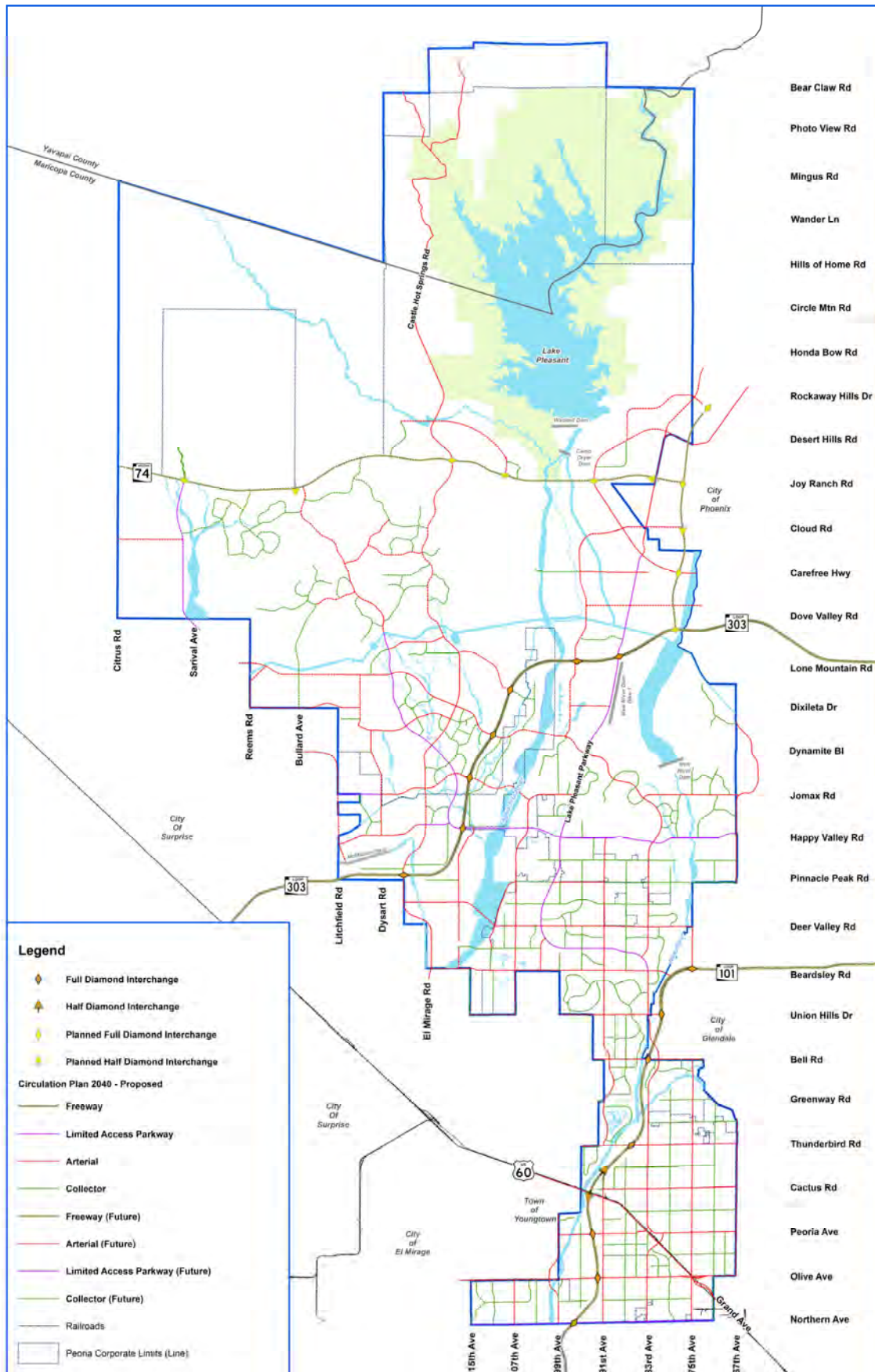


Exhibit 4 | Proposed Circulation Map

2024 Major General Plan Amendments

(GPA24-01, GPA24-02, GPA24-03 and GPA24-05)



Exhibit 5



Arts, Cultural, and Recreational Enrichment



The Arts, Cultural and Recreational Enrichment (ACRE) chapter of the General Plan recognizes that strong connections to the arts, culture, education and recreation are essential characteristics of a community that values everyone’s quality of life. These aspects not only help define and express who we are as community, they also significantly contribute to a more livable city by stimulating our economy, enriching our built environment, and celebrating the natural environment.

Peoria has made great strides in infusing arts, culture and recreation within its community fabric and strives to expand its standing as a place of distinction. Residents and visitors of all ages continue to enjoy access to meaningful enrichment opportunities that draw on Peoria’s artistic, cultural and recreational resources.

PURPOSE

This chapter is intended to enhance the availability and accessibility of the arts for all residents, preserve important historic and cultural elements that make Peoria unique, activate the human spirit through social and physical connections, and provide educational opportunities for lifelong learning.

6.1 INSPIRATION

The inspiration for the Arts, Cultural, and Recreational Enrichment (ACRE) chapter is the shared belief that the aspects of **arts**, **culture**, **education**, and **recreation** have a direct effect on the daily lives of Peoria residents. Currently though, *historic preservation* and *recreation* are the only state-required topics discussed within this chapter. Nevertheless, the City is committed to supporting and expanding its efforts in all four aspects in order to contribute and enhance Peoria’s character and vitality. This chapter represents an important step towards recognizing these aspects as essential components of civic life that merit investment, consideration, and incorporation into the City’s decision-making processes. Similar to the previous chapters, the ACRE chapter contains narrative, goals and policies that correlate with goals and policies presented in other chapters of the General Plan. In this instance, the ACRE chapter focuses on enhancing livability in Peoria, and frames the overall desired physical image of the city through infusing of art throughout the community, preserving cultural and historically significant elements, and conserving natural resources.

6.2 BRIEF HISTORY OF PEORIA

Peoria’s cultural heritage is very diverse, ranging from Native American sites estimated to be over 1,000 years old to post-World War II-era buildings. It is important to understand the history of Peoria in order to establish the historic context and stories of the area, as they continue to provide guidance for identifying the places and things that are important to Peoria’s culture and heritage.



Hohokam Village Rendering

Ancient Inhabitants

The prehistoric record of Peoria begins primarily with the Hohokam, the indigenous people who inhabited the Salt River Valley about AD 500 – 1450, although the area was inhabited as early as 10,000 B.C. The Hohokam created an elaborate irrigation system along the Salt River, the New River and the Agua Fria River before their population appears to have dwindled and disappeared. Hundreds of years later, it would again be irrigation and the promise of plentiful water for farming, this time from the Arizona Canal, which would draw settlers to the area.



Modern Peoria's Beginnings

Peoria was established in the 1880s when William J. Murphy's vision of fertile farmlands fed by water from the Salt River became reality with the completion of the Arizona Canal in 1885. Once this canal was completed, Murphy went east to interest people in settling in this new community. Mr. Murphy was successful in catching people's attention - over 5,000 acres of land in the new district was purchased by citizens from Peoria, Illinois. Four families from Peoria, Illinois were among the first to move to Arizona to occupy and work their land.

Residences in the new community sprang up and a school and Post Office were established by 1889. More people followed the original families and Peoria continued to grow as a farming community. The farmlands were fertile and the people made a good living, despite having to battle swarms of red ants and the occasional rattlesnake in the kitchen.

The modern-day City of Peoria began near the current intersection of Peoria Avenue and Grand Avenue. The original town site was officially platted in 1897, and the early center of Peoria would begin to form on the south side of Grand Avenue where some of the earliest businesses and residences were constructed. However, most of Peoria's early settlers actually lived outside of the town, spread out on large tracts of agricultural land. The young town was well served by its location along Grand Avenue, as a railroad line soon paralleled this major roadway, allowing for goods and people to flow into the town, and for the agricultural products of the area to make their way to larger markets.

Despite its location near Grand Avenue and the Santa Fe railroad spur line, day-to-day living conditions in the Peoria area were harsh and the little town grew slowly. There was not a lot of money to invest in elaborate, professionally designed homes and businesses. As a result, most of the buildings constructed in the area at the turn of the century did not have high architectural value or the durability to withstand years of harsh Arizona summers. The majority of the commercial buildings in Peoria that did survive the first decade of the twentieth century were destroyed by a fire in 1917 that consumed the business district along Washington Street, east of present-day 83rd Avenue.



Leading the Way by Ann LaRose



Original Town Plat



Early Entry into Peoria

Early Growth of the Town

Between 1891 and 1895, a spur line of the Santa, Prescott and Phoenix Railroad was placed in Peoria along with Phoenix, Glendale, Alhambra, Hesperla, and Marinette. A small depot was built on 83rd Avenue just off Grand Avenue. The depot was later sold to the city of Scottsdale in 1972, where it now resides at McCormick Stillman Railroad Park.

The Peoria Chamber of Commerce formed in 1919. It operated as the informal government body until Peoria was incorporated in 1954. The Peoria volunteer fire district formed in 1920 and remained a volunteer-based district until the mid-1950s. The three-story Edwards Hotel was built in 1918, followed by the Mabel Hood building in May 1920 at the southwest corner of Washington Street and 83rd Avenue. The John L. Meyer or “flatiron” building was completed in June 1920 and the O.O. Fuel’s Paramount Theatre, which served as Fire Station 1 from 1950-2004, was completed in July 1920. The town’s first newspaper, The Peoria Enterprise, was printed weekly from November 14, 1917, to April 1921.

Peoria’s first library was held at the Women’s Club in 1920 until it moved to the old Peoria City Hall in 1975 where the Peoria Center for the Performing Arts was constructed. The library eventually moved to the Peoria Municipal Complex. In May 1959, the Women’s Club gave the clubhouse to the City of Peoria.

Central School was built in 1906, and by 1910, three additional classroom buildings were built next to the central school. In 1918, another school building was opened, containing an auditorium and four classrooms. At this time, the attendance for Peoria schools was 190. School District Number Eleven was the regional elementary school district, while children going on to high school had to travel to Glendale High School. In 1919, the school board approved construction of Peoria High School.



Post-War Development

Increased economic activity, combined with the presence of Luke Air Force Base and tremendous growth throughout the entire Valley—coinciding with the mass-production of air conditioning in the early 1950s—led to an increase in residential housing in Peoria. A postwar construction boom set the stage for Peoria to become a suburb of Phoenix, providing housing for the capital city as growth moved west.

In 1954, Peoria was home to 1,925 residents, within an area of 1.13 square miles. Peoria incorporated on June 7, 1954. A seven-member city council formed and held its first organizational meeting on June 14. By 1966, Peoria grew to encompass 3.1 square miles with 36 miles of street. In 1968, the city passed a bond securing the money to build a sewer system, which was completed in 1969. In 1970, Peoria began to transition to paid firefighting staff. From a population of 4,792 in 1970, the city grew to 12,351 in 1980 and 50,675 in 1990. Construction of the \$30 million municipal complex began in 1988 at the edge of Peoria’s Old Town. The Police Department opened in 1989, the main city hall building and courts in 1991, and the library in 1993. The warm climate and small-town atmosphere of Peoria continued to attract people, and still do today.



6.3 HISTORIC PRESERVATION

One of the major themes of this General Plan is “protecting natural resources and community character.” Historic preservation is one means to achieve this goal. The preservation of Peoria’s historic resources, which includes archaeological sites, enriches the lives of Peoria residents by creating connections to the past. That is because no community can hope to understand its present, or even try to forecast its future if it fails to recognize its past. Only through tracing and preserving its culture and heritage, Peoria can gain a clear sense of the process by which it achieved its present form, values and substance.



Palo Verde Ruin

Historic Preservation Program

In 2002, the Peoria City Council passed several ordinances that laid the foundation for the City to become more directly involved with the preservation of its local heritage. Through these ordinances, the Historic Preservation Commission was established and the Zoning Ordinance was updated to authorize the designation and protection of local historic landmarks and districts. Since its inception, the Commission has undertaken a variety of tasks including the adoption of the City’s first Historic Preservation Plan in 2005. The Commission has also recommended several buildings for designation as local landmarks, all of which have been approved by the City Council.

The City has also entered into an Intergovernmental Agreement with the State Parks Department to become a Certified Local Government (CLG). This action teams the City and the State on important historical and archaeological policies. It also entitles the City to apply for federal grant monies made available through the State Historical Preservation Office. In February 2010, Peoria was designated as a Preserve America Community. Preserve America is a federal program that encourages and supports community efforts to preserve and enjoy America’s cultural and natural heritage. The designation provided national recognition of Peoria’s commitment to promoting and preserving its heritage.



Peoria’s historical and cultural resources include a variety of buildings, structures, objects, sites, landscapes, districts, archaeological sites, and traditional cultural properties that possess historical, scientific, architectural, aesthetic, or cultural significance. As the City continues to grow and new development flourishes, it is important to identify and conserve significant elements of our built environment in order to maintain a tangible connection to Peoria’s history and identity. The goals and the policies within this General Plan are designed to help identify and protect Peoria’s historic resources, and foster awareness and appreciation of Peoria’s culture and heritage.

6.4 ARTS AND CULTURE

Peoria’s offers a variety of arts and cultural events, institutions and programs aimed at promoting a sense of community identity and providing education and information about the city’s heritage. Art and cultural activities, such as music, theater and dance provide alternatives to traditional outdoor recreational activities and create a positive social environment. These opportunities provide diverse cultural experiences to residents as well as visitors by celebrating local traditions and heritage in creative and inspiring ways by building connections. Additionally, arts and culture are also a competitive tool, strengthening many elements of civic life, including the economy, workforce development, education, youth development, neighborhood development, redevelopment projects, and sustainability.

Arts and culture are among a community’s most powerful assets, as they assist residents in better understanding and celebrate the uniqueness of their lives. While the terms “arts” and “culture” and often interlinked, it is important to understand the differences between the two terms. For the purposes of the General Plan, art is a product of the culture that prevails within the community. In this setting, the “arts” includes items such as: high or fine arts, literary arts, as well as a range of visual and performing artists, craftspeople, designers, and educators. It also includes a range of cultural events, such as performances, exhibitions, festivals and celebrations. The arts enrich the quality of life for residents and visitors by creating spaces that invite contemplation while evoking a sense of community. The arts support cultural opportunities for both local artists and the general public through the acquisition and display of public art, art exhibitions, and performances and festivals.

“Culture” can be generally thought of as any form of human expression, traditions, historical resources, or any forms of expression that are valued, practiced, and preserved by a community. In this manner, culture shapes how we view the world and is integrated into all aspects of daily life. Thus, Peoria’s culture comes alive through creativity, whether participating as an audience member, maker, creator, or patron.



Be Water by Tom and Jean Latka

Promoting Arts and Culture

In 2009, Peoria prepared and adopted the City's first *Arts and Culture Master Plan*. This document guided the development of the arts and cultural events in the city. Since that adoption, Peoria has developed a tremendous number of artistic and cultural assets, and each year the City of Peoria makes important investments in these resources for the benefit of its residents and visitors. With the city projected to continue to grow over the next 20 years, the City's next master plan will need to be updated to establish the recommend actions to achieve the City's long-term priorities. The updated plan will need to embrace the changing population dynamic and reflect the elevated role of the arts and culture within the community. Thus, the vision for the next master plan should be to foster an environment in which art and culture flourish for the sharing and benefit of all residents and visitors.

Public Art

Public art can serve as a key component of place-making by playing a significant role in defining the character of a community and contributing to the aesthetic quality of gathering spaces. These distinct visual elements can be either permanent or temporary, kinetic or stationary, stand-alone or integrated into the architecture and landscaping, and elevate a place into a destination, as well as serving as a wayfinding element. Public art in particular can serve as a point of reference and landmark, welcoming and orienting residents and visitors to Peoria. It accomplishes this by reinforcing gateways, signature streets, gathering areas and neighborhood centers. Public art also has the ability to strengthen critical pedestrian linkages and enliven the overall experience, and can take many forms including:



Blooming Spire

- **Signature Artwork.** Iconic artwork is significant, large-scale permanent artwork serving as defining landmarks at major gateways into Peoria, at civic centers, and on major boulevards and intersections.
- **Wayfinding Artwork.** Wayfinding artwork is permanent artwork located in active vehicular and pedestrian intersections, which serves to connect key locations, enhance pedestrian circulation, and guide passage to and from destinations.
- **Neighborhood Identity Artwork.** Neighborhood identity artwork are permanent artwork installations located within neighborhood centers and parks where people congregate and interact. It strengthens a sense of neighborhood identity and signals a community gathering place.
- **Temporary Artwork.** Temporary art installations are non-permanent artwork in a range of media and scale that are displayed for a limited amount of time. It serves to enliven and refresh the pedestrian experience, enhance tourism and pique awareness of the built environments.



Performing Arts

Performing arts are different from visual arts, which is when artists use paint, canvas or various materials to create physical or static art objects. Performing arts can include several disciplines, each performed in front of a live audience. The City of Peoria is home to two unique and special performing arts facilities:

Peoria Center for the Performing Arts

The Peoria Center for the Performing Arts (PCPA) opened its doors in 2007. Shortly thereafter the city entered into a joint venture with Theater Works to be the resident theater company to bring award-winning theater to the downtown area. As a destination, it features more than 200 events a year including: live theater, classical concerts, jazz, popular music, dance, comedy, cultural events, festivals, youth and adult education classes and much more. The Peoria Center for the Performing Arts has a 270-seat state-of-the-art Main Stage theater and an 80-seat Black Box theater, classrooms, set construction and costume shops and dressing rooms.

Arizona Broadway Theater

From the time construction began in 2004 to today, Arizona Broadway Theatre (ABT) has taken great care to create a beautiful, versatile performance space that allows for every type of theatrical production, special event, and musical extravaganza. ABT's main stage performance space includes a 6,300 square-foot house with table seating for 470 patrons, where every seat in the house has an unobstructed view of the stage. ABT's balcony section is also available for large party or private group rental, accommodating up to 40 patrons. There is tableside dining with a full menu that changes for each show, and themed towards the production itself.



Arizona Broadway Theatre

Old Town Arts and Culture Program

Peoria currently has an abundance of arts and cultural resources within Old Town. The Peoria Center for the Performing Arts, located in Old Town, was constructed in 2007 and is a joint venture between the City and the non-profit organization, Theater Works. The center brings award winning theater productions to downtown Peoria along with youth programming, summer camps, and special events. Additionally, there are two art galleries that are located nearby at the Main Library and at City Hall.

In addition to the Performing Arts Center and galleries being located in Old Town, there are also many historic and significant buildings that can be found in this area, including Fire Station No. 1, First Presbyterian Church, Peoria High School “Old Main”, the Edwards Hotel, and the Jail Building. Because this area is culturally enriched, there is an opportunity to create an Arts and Cultural Program for Old Town to capture these unique assets.

To foster arts and cultural facilities, the program should allow and encourage arts or cultural related uses, such as, but not limited to, studios, performance space, galleries, street performances, musical events, and festivals. The program should inform the desired scale of development, mixed-land uses, accessibility, and other factors that would be appropriate for arts-related uses. The potential for this program is described in the policies for arts in this chapter.



Artists: Charith and Michael Denson and Arnold Guerrero



Future Arts Opportunities

The lack of financial resources and financial stability is a constant and debilitating concern for the arts. The challenge continues to be identifying and developing new sources of funding and to strengthen existing sources of support for the arts. Peoria continues its legacy by financially contributing to the arts throughout the city each fiscal year. For example, the City has implemented the Percent for Arts Program to contribute 1% of costs for public projects towards public art. This program currently applies to capital improvement building projects funded by the City of Peoria. Art funded by this program is selected by the Arts Commission and approved by the City Council. Locations where public art has been funded through this program include the Peoria Art Gallery at City Hall, and the Library Art Gallery at the Main Library.

Future arts opportunities are also encouraged through the Art Grants Award, which is implemented through the Peoria Arts Commission. Through this program, non-profit organizations can apply for assistance in funding performing or visual arts installments, which could help fund programs, festivals, murals, or other projects that would contribute to the use of the space. As Peoria continues to grow, the City will continue to explore opportunities to increase public art in the community.

6.5 EDUCATION AND LIFELONG LEARNING

Improving schools, enriching the education of youth, and expanding the role of career training, higher education, and lifelong learning are major priorities for Peoria. As a city, Peoria recognizes that having access to quality education for our youth and being able to continue that education as adults is a key factor in sustaining and enhancing our quality of life. For example, having a high-quality educational system can attract and retain a dynamic workforce, along with attract and retain businesses that bring skilled, high-wage jobs, which in turn enhance the local economy.

While schools are completely separate and distinct entities with their own mission, governing bodies, and revenue sources, the City continually looks for strategic and innovative ways to partner with them and other educational institutions and agencies to offer residents a variety of services and programs related to education and learning. By leveraging these relationships, the City desires to improve the quality of its schools, enhance the education and job skills of its residents, and develop into a recognized center of quality education and lifelong learning. The objectives of this section also closely correlate both directly and indirectly with other chapters of the General Plan including Economic Prosperity, Smart Growth and Healthy Neighborhoods.

Early Childhood Development

Childcare and early childhood development is vital to the success of Peoria's families and youth. At its most basic level, childcare makes it possible for parents to work and financially support their families. In addition, quality childcare and childhood development programs provide early experiences that play a crucial role in the future success of children. Results of studies show that early childhood development programs, such as preschool, also significantly increases a child's chances of graduating from high school and college.



Public Schools

The majority of the urbanized area of Peoria is within the Peoria Unified School District (PUSD); however, there are actually six school districts that include some portion of Peoria within their respective boundaries: Peoria Unified, Deer Valley Unified, Dysart Unified, Morristown Elementary, Nadaburg Unified, and Wickenburg. Each of the six are briefly discussed below and shown in Figure 7.



Peoria Unified School District

PUSD encompasses the majority of the City of Peoria and also extends into Glendale, Surprise and Youngtown. Established in 1889, PUSD is one of the largest unified school districts in Arizona. There are 34 elementary schools, of which 22 are within the city's boundary, which are shown on **Figure 16**. Likewise, four of the seven PUSD comprehensive high schools, and the one non-traditional high school are located within Peoria. They are:

- Peoria High School – opened 1922
- Centennial High School – opened 1990
- Sunrise Mountain High School– opened 1996
- Liberty School – opened 2006
- Peoria Flex Academy – opened 2005

Deer Valley Unified School District

The Deer Valley Unified School District (DVUSD) boundary encompasses 367 square miles and extends into Phoenix, Glendale, Peoria, Anthem, New River, Cave Creek and unincorporated areas of Maricopa County. Of the 32 elementary and middle schools, only two are within Peoria city limits - Terramar School and West Wing Elementary. The residential communities of Pleasant Valley, West Wing, Rock Springs, Terramar, Sonoran Mountain Ranch, and Aloravita are within the DVUSD boundary.

Nadaburg Unified School District

Nadaburg Unified School District (NUSD) encompasses 154 square miles of northwest Maricopa County, which includes a portion of the northwestern portion of Peoria. Master planned communities such as Saddleback Heights and the western portion of Vistancia are within the Nadaburg school boundary; however, construction within these areas has not commenced to date.

Dysart Unified School District

A small portion of the 140 square miles served by the Dysart Unified School District (DUSD) boundaries extend into the City of Peoria. More specifically, the area between 115th Avenue and El Mirage Road, and from Beardsley Road to Harmony Lane is outside of the existing city limits; however, it is within the Peoria Municipal Planning Area boundary.

Morristown Elementary School District

The Morristown Elementary School District extends into the far northwestern portion of the city, outside of the existing city limits, but within the Peoria Municipal Planning Area.

Wickenburg Unified School District

The Wickenburg Unified School District (WUSD) spans from north of the Yavapai County line on the north end down to Bell Road within the City of Buckeye at its south border. Because the northern most portion of City of Peoria falls within Yavapai County, near Lake Pleasant, that area is within the WUSD school border

Other Schools

In addition to the traditional public schools, Peoria receives the benefit of other non-traditional schools, such as but not limited to charter schools, which are located throughout the city.

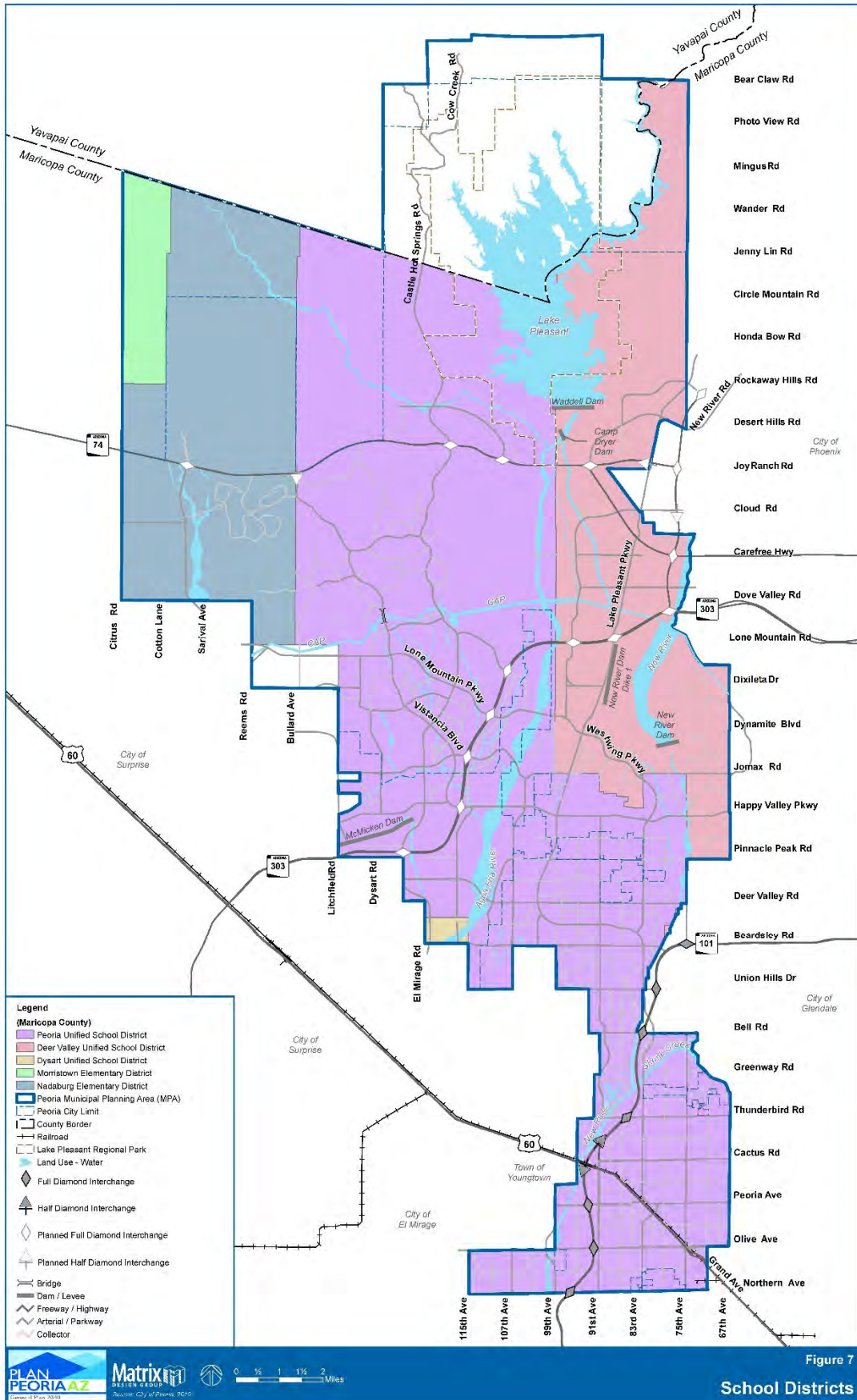
Higher Education

Higher education opportunities are vital for any community as they contribute to an educated workforce and can help with business attraction. In addition to the primary and secondary schools, Peoria is also home to Huntington University, which offers graduate and undergraduate programs in the emerging fields of digital media arts (DMA). DMA is a recognized Science, Technology, Engineering, and Mathematics (STEM) discipline that can impact all business and community organizations. As the City continues to grow, Peoria will continue to seek out opportunities to increase educational opportunities that correlate to the targeted growth industries. These higher education opportunities may include universities, community colleges, and career technical education (CTE).

Lifelong Learning

Peoria recognizes that learning is not confined to formal education and job training, but takes place throughout life and in a range of situations. “Lifelong learning” can then be defined as ongoing, voluntary, and self-motivated pursuit of knowledge, primarily for personal enjoyment and satisfaction. Given the numerous benefits of continuing education, our community has the desire to be a center for lifelong learning. Accordingly, the goals and policies within this General Plan strive to create a variety of lifelong learning opportunities that extend beyond an individual’s formal education and career training. These opportunities may be offered through local colleges, museums, libraries, self-directed learning circles, senior centers, and community organizations.

Arts, Cultural, and Recreational Enrichment



6.6 LIBRARY SYSTEM

Currently, the library system in Peoria comprises two public libraries, the Main Library and Sunrise Mountain Library. However, the library system goes beyond its traditional role of being a place where residents check out books. Peoria libraries play a number of important roles in the social fabric of the community, as they are the educational, informational and cultural heart of the community. They offer a gathering place, provide valuable meeting spaces, foster and support community involvement, and provide a safe and central public space. In addition, library services support literacy, allow for personal and professional development, and offer free and enriching programs for individuals of all backgrounds.

The City of Peoria recognizes and understands the critical role that libraries play within the community, and have development goals and policies within this chapter to advance the library system, using the following strategies outlined below.

The Peoria Library System will:

- Be a community hub for the City of Peoria, enriching lives by providing a means of social and cultural interaction.
- Provide a flexible and adaptable physical space that is accessible to all residents and adequately supports collections and services.
- Enhance existing collections and services.
- Improve marketing, outreach, and communications with patrons, media, and stakeholders.
- Provide the highest level of customer service to all residents.
- Develop new offerings to patrons, as community needs change.
- Adapt services as new technology becomes available.





6.7 RECREATIONAL ENRICHMENT

Peoria residents recognize the importance of high-quality parks, and recreation facilities. In this manner, the city's parks, natural areas and recreational programs are integral to creating a community that is socially and physically connected as discussed within the Healthy Neighborhood chapter. In this manner, the city's recreational facilities, along with programs and services provide valuable opportunities to engage and enrich residents and visitors alike. Parks, paths and trails provide a variety of opportunities for recreation, social interaction, community-building and visual respite.



The City's existing park system provides a solid foundation for creating a comprehensive and integrated network that strengthens neighborhoods, improves community image and supports a strong economy. A well-designed, quality and accessible park system contributes to the economic attractiveness of an area and helps to draw private sector investment into the community. Accordingly, the City of Peoria is committed to maintaining exceptional parks, plazas and recreational amenities for its residents.

Recreational Master Plans

Since 1996, the City of Peoria adopted of master plans to outline the need for future recreational facilities and services, and establish a framework for future parks, trails and community centers throughout the community. While a number of recommendations have been implemented and the result is an impressive and expansive comprehensive recreational network as of today, our community is still young and growing. As we look to the future, the City will need to continually review and refine its master plans to maintain and enhance our recreational trail systems today and into the horizon.

The five areas of focus for enhancing the Peoria's city-wide recreational system are:

- Park and Facility Development and Enhancement;
- Programs and Services Delivery;
- Partnerships and Collaborative Efforts;
- Internal Department Organization and Staffing Needs; and
- Funding Resources and Budget Allocations.

Park and Recreation Center Designation Classification Guidelines

Overtime, the City of Peoria has developed and maintained park and recreation classification guidelines which establish minimum expectations in order to deliver parks amenities that meet the needs of the community. Currently, Peoria utilizes ~~five-different~~ eight (8) classifications as below. Within this classification set, there is a range of both passive and active recreational activities and amenities that can occur within each designation park-classification. However, the designations generally do imply a type and size of facility and a level of service that corresponds to current public expectations.

Because recreational standards and best practices evolve to meet the changing needs of the community, the park and recreation designations classifications identified below should be regularly reviewed and modified as needed to maintain relevancy and effectiveness.

- **Mini Park:** ~~A-1-10~~ Typically these parks are under five (5) acres park-serving-in size and serve users within 0.25 mile radius. Visitation will generally arrange between 30 minutes to 1 hour in length. Additionally, ~~T~~ these parks are generally privately owned and operated by homeowner associations and provide needed recreational space and potential drainage areas for the ~~within~~ neighborhoods.
- **Neighborhood Park:** ~~A-10-40~~ Typically these parks are under twenty (20) acres in size and park serving serve users within a one (1) mile radius. Visitation will generally arrange from one (1) to three (3) hours in length. These parks serve the residents of the immediate and adjacent neighborhoods and may serve a dual role in acting as stormwater retention for the area. Neighborhood parks are generally maintained by the City of Peoria. Amenities may include: Playgrounds, ramadas, multi-purpose courts, usable turf areas, fitness stations, path/trail connections, restrooms, and parking. ~~Some examples of neighborhood parks include Deer Village Park, Parkridge Park, and Sunnyslope Park.~~
- **Community Park:** A 40-100 acre park that generally serve serving users within 3 to 5 miles; however, have a regional draw particularly during recreation tournaments. These parks include all the assets typical of neighborhood parks along with facilities to serve the larger area of the community. Peoria maintains ~~two~~ three community parks—Pioneer Community Park, ~~and~~ Rio Vista Community Park, and Paloma Community Park. Visitation will generally arrange from one (1) to five (5) hours in length. Amenities may include: Lighted baseball/softball fields, lighted multi-purpose fields and/or sport courts, shaded playgrounds, splash pads, skateboard park, concessions, path/trail connections, restrooms, and parking. ~~A third community park, Paloma Park, is currently under construction, with Phase I expected to be completed in 2020.~~
- **Regional Park:** A 100+ ~~400~~ acre park serving users within a 30 to 60-minute drive time. A regional park typically offers primary recreational opportunities that have a broad appeal on a regional basis. Patrons of regional parks are generally willing to drive to the facility and have an expectation that they will pay for use of the facility. Peoria contains ~~two~~ one regional parks—the ~~Peoria Sports Complex and~~ Lake Pleasant Regional Park. Visitation will generally arrange from two (2) hours to all day. Amenities may include: Marinas, lake/water features, nature centers, camping/camp grounds, restrooms, concessions, picnic areas, paths, trails, equestrian access, and open space.



- **Special Use Park:** Special Use Parks may be designed to be focused on a historic/cultural/social sites, or alternatively a specific function or an asset that meets a community or regional need and enjoyment. More specifically, these spaces do not fall within a typical park classification and will vary in size and service area depending on the amenities and recreational opportunities provided. It is possible for a special-use facility to be located either within or adjacent to another park. Alternatively, they may be located adjacent to another type of civic or institutional related facility. These parks can be provided or managed by the City, or through a partnership with not-for-profit or private entities with unique expertise directly related to the Specialty Park. Visitation time will vary based on the focus or specialty amenities of each park.

The Peoria Sports Complex is designated as a Special-Use Park, and there are up to two (2) future special use parks contemplated within the Vistancia Master Planned Community. Amenities may include: Multiple lighted baseball/softball fields, lighted multi-purpose fields and/or sport courts, shaded inclusive playgrounds, picnic areas with ramadas, restrooms, and regional path/trail connections. ~~A park dedicated to specific or limited purpose recreational activities. These parks vary in size and service area depending on the amenities and recreational opportunities provided. Special Use Parks generally fall within three categories:~~

- ~~Historic/Cultural/social sites~~
- ~~Recreational facilities~~
- ~~Outdoor recreation facilities~~

- **Community Recreation Center:** Also known as Recreation Centers, these are indoor facilities of varying sizes and service areas which provide local and area residents with a place to gather, recreate, and acquire / share public information. These centers are typically located in or near Neighborhood, Community or Regional parks.

They may specialize in services for adults, seniors, or youths. Amenities may include a gymnasium, classrooms, game rooms, meeting rooms, restrooms, kitchen area, staff offices, and storage areas. Programs and activities offered at Community Recreation Centers vary and may include items such as but not limited to arts and crafts, martial arts, exercise and fitness, dance, after school programs, education planning, senior citizen programs, youth organizations, organized clubs, community meetings, and special and cultural events.

- **Open Space / Conservation Lands:** Open space/conservation lands are undeveloped but may include natural or paved trails. Open space/conservation lands contain natural resources that can be managed for recreation and natural resource conservation values, such as a desire to protect wildlife habitat, water quality, and endangered species. Open space/conservation lands also can provide opportunities for nature-based, unstructured, low-impact recreational opportunities, such as walking and nature viewing. Amenities may include paved or natural trails, wildlife viewing areas, mountain biking, disc golf, and interpretation and education facilities.

- Conservation Park: Conservation parks are sites that preserve natural and/or cultural resources, including hillsides, areas containing native trees, areas containing native plants, grasslands, riparian areas, historic sites, and more. Typically, conservation parks are a minimum of five (5) acres in size in order to provide a habitat area of sufficient size to reasonably support native wildlife. Some conservation parks may be smaller and still retain this designation because of the unique natural or cultural resources located there. Conservation parks feature limited or no development and should provide a tranquil setting for experiences in the outdoors. Typical length of stay is two hours to all day. Amenities are limited or none, usually only trails



Paths and Trails

A comprehensive path and trail network will include a range of path and trail types. These vary from soft-surface trails in remote natural areas to shared use concrete paths adjacent to major roadways, river corridors and washes. It is preferential to have the paths and trails separated from vehicular roadways even if it is just a landscape buffer. These path corridors are enhanced when they include appropriate pedestrian amenities, aesthetic elements, enhanced landscaping and connections to desired destinations. The City should continue to seek pedestrian corridors that are separate from vehicles as a means to improve safety and the recreational experience as well as promoting functional alternative modes of transportation. For more information regarding this subject, refer to Section 4.3 within the Integrated Transportation chapter.



Recreational Centers

Large multi-purpose and multi-generational community recreation centers provide a “one-stop” facility with a wide variety of amenities to serve all ages. At present, the City of Peoria contains two recreation centers— Rio Vista Recreation Center and Peoria Community Center.

Rio Vista Recreational Center

The Rio Vista Recreation Center is designed to be a versatile, family-friendly facility. Its numerous amenities and programs are intended to engage residents and promote healthy lifestyles. The Recreation Center is home to a number of firsts in Peoria, including the first public gymnasium, the first indoor racquetball courts, the first climbing wall and so much more. The 52,000 square-foot facility was recognized by the Arizona Parks and Recreation Association as an Outstanding Facility of the Year in 2007 and in 2008.

Peoria Community Center

The Peoria Community Center is a 26,000 square foot, state-of-the-art facility located in the heart of downtown Peoria. The Center offers a broad range of activities and classes for all ages such as arts and crafts, dance, games, wellness, and more. It also serves as a multi-purpose space for community events, meetings, lectures, and activities. Designed by Gabor Lorant Architects of Phoenix, the building has been recognized with a LEED™ Gold certification for its environmentally responsible design.

Peoria Sports Complex

Spring training has a long history in Peoria starting in the 1970s when Peoria’s Greenway Sports Complex served as a minor-league training facility for the Milwaukee Brewers baseball team. The facility was located at 83rd Avenue and Greenway Road. As major league spring training (the Cactus League) developed in the Phoenix area, the Peoria Sports Complex was constructed in 1994 and developed into the first Major League Baseball spring training facility in Arizona shared by two teams.

In 2014, both teams re-signed to train in Peoria for another 20 years, causing the facility to undergo extensive renovations over a multiyear period. The team clubhouses were updated in 2014, and the stadium followed during 2015-16 with improvements and construction of concourses, outdoor group areas, an enlarged team store, an expanded ticket office, an indoor event space, shaded seating, and a youth playground. The 12,518 seat stadium and 13 baseball fields host a number of community events as well as professional and amateur baseball events, while serving as the year-round player development home of both Major League Baseball (MLB) teams.



Natural Areas

Peoria covers some of the most beautiful and biologically diverse natural desert lands in Maricopa and Yavapai counties. The area contains Lake Pleasant, is located in the foothills of the Hieroglyphic Mountains and is surrounded by some of the last vestiges of the Sonoran Desert in the Phoenix metropolitan area. The region is also distinctive from the standpoint that two major water courses – the



Agua Fria River and New River – run through the northern portions of the City. Along and between the river basins is a rich reserve of cultural resources. The region’s Sonoran Desert is also one of the most beautiful, unique and fragile environments on the planet. Although one of the hottest deserts in North America, it receives enough rainfall to support a diverse and lush environment including the distinctive Saguaro Cactus.

The distinctive beauty of the Sonoran Desert draws both residents and tourists to these rugged open spaces. This unique ecology and biodiversity, significant cultural sites, and beautiful, scenic landscapes that the City of Peoria desires to preserve for its citizens and future generations to enjoy and appreciate. Peoria residents and business leaders recognize the challenge and the importance of planning for an appropriate balance in conservation and preservation of significant desert lands in balance with future growth. Accordingly, the City will continue to take proactive steps to conserve and protect these natural and open spaces while allowing for their passive and active use.



6.8 GOALS AND POLICIES

GOALS

1. **Community Strengthen Through Enrichment:** Integration of art, culture, and education as vital aspects of community life, providing enrichment to residents and visitors.
2. **Accessibility to Art:** Improve livability by increasing accessibility to the Arts through a variety of avenues for expression and creativity.
3. **Enhanced Economic Opportunities:** Encourage and promote opportunities for the arts and artists to contribute to the economic development of Peoria.
4. **Arts and Culture Funding:** Establish a broad range of public and private funding sources to support the arts and cultural goals.
5. **Arts in Old Town:** Create a cultural and artistic center of interest within Old Town.
6. **Celebrate Culture:** Protect, promote, and celebrate the City's rich heritage and diverse culture.
7. **Historic Resources:** Foster protection and preservation of Peoria's historic and cultural resources, and educate residents and visitors about the city's history.
8. **Educational Facilities and Programming:** Educational facilities and programming in Peoria provide exceptional learning environments and opportunities that give all citizens a strong sense of community pride.
9. **Lifelong Learning:** Libraries act as a focal point of civic engagement and activity that encourages community interaction and life-long learning.
10. **An integrated recreational system:** Expand the network of open space and community facilities while linking them together along natural washes, pedestrian-friendly streets and multimodal corridors for multiple benefits.
11. **Diverse Recreational Programs:** Promote health, physical fitness, leisure, creativity and entertainment with programs and services for residents and visitors with a diverse range of abilities and interests.
12. **Safe and High-Quality Recreational Facilities:** Provide safe, high-quality, distinctive parks and community facilities that support secure places for social interaction, community identity, beauty and livability.



POLICIES

Arts and Culture

- AC-1** Regularly review and update the Arts and Cultural Master Plan to provide a framework that advances the arts as a key element in enhancing quality of life, promoting economic development, enhancing education, and celebrating our community.
- AC-2** Enhance public awareness of arts and culture in Peoria through education, communication, and marketing strategies.
- AC-3** Provide access to the arts and cultural resources for all neighborhoods and segments of the community so that all people may create and enjoy the arts.
- AC-4** Foster an environment of active participation in and attendance at artistic and educational programs and activities by residents and visitors.
- AC-5** Enhance cultural and social connections through opportunities for volunteerism and civic engagement; more public gathering places, family-friendly activities, and public art; and more events that connect residents to one another.
- AC-6** Develop guidelines to prioritize support for artists, institutions, programs or projects that increase awareness and visibility of diverse, relevant and historic arts in Peoria, and involve citizens in art form expressions related to social and cultural themes.
- AC-7** Promote cooperative arrangements with other public and private agencies that facilitate the temporary or permanent display of art within or upon public or private facilities and land.
- AC-8** Where possible, provide interim spaces within existing facilities or businesses for arts and arts education opportunities.
- AC-9** Support cultural tourism and the creative economy by investing in and expanding multi-cultural programs that enhance arts and cultural programs, services, organizations, and artists to ensure their long-term vitality and continued benefits to all residents.
- AC-10** Connect arts with science and technology as a catalyst for innovation.
- AC-11** Provide financial assistance through a variety of dedicated city and contributed sources to groups or individuals who provide public arts programming to residents.
- AC-12** Allocate funding for the acquisition, maintenance, and conservation of public art within or upon public or private facilities and land.
- AC-13** Explore opportunities and funding strategies for developing dedicated arts-oriented gathering places and venues that ensure wide availability and accessibility to arts and arts education opportunities.
- AC-14** Acknowledge and support local artists and creatives as a foundation for the expansion of the community's cultural development.

- AC-15** Cultural facilities such as theatres, museums, and galleries are a visible component of the community's cultural identity, and are elevated through thoughtful management and strategic investment.
- AC-16** Promote arts and culture as a key component of the revitalization effort within Old Town.
- AC-17** Identify site specific opportunities to develop, attract, and retain a *Creative Economy* within Old Town.
- AC-18** Build on previous improvements, such as upgraded streetscapes and public gathering areas to further enhance the Old Town environment.
- AC-19** Promote the creation of greater partnerships between the city, businesses and education to help develop additional arts programs for students.

Historic Preservation

- HP-1** Strengthen and enhance the historic, natural, and cultural character of Peoria while promoting long-term sustainable economic development.
- HP-2** Maintain and update the Historic Preservation Master Plan to guide preservation efforts.
- HP-3** Recognize opportunities to partner with non-profits and similar organizations to highlight the City's living history and enhance the historic preservation program.
- HP-4** Continue to manage the local Peoria Register of Historic Places.
- HP-5** Update and expand the City's Historic Resources Survey to inventory additional geographic areas where buildings are at least 50 years old or archaeological resources are present.
- HP-6** Maintain the City's designation as a Certified Local Government (CLG) by adhering to the responsibilities outlined in the CLG agreement with the State Historic Preservation Office (SHPO), in order to retain local control of historic preservation decisions as delegated by the SHPO.
- HP-7** Utilize the CLG program grant funding available from the SHPO to nominate buildings to the National Register of Historic Places, preserve Peoria heritage, and educate the community on Peoria's history.
- HP-8** Encourage the adaptive re-use of historically significant properties through incentive and education programs.
- HP-9** Encourage new development to be compatible with adjacent historical structures in scale, massing, building materials, and general architectural treatment.
- HP-10** Through the design review process, encourage the adaption of and compatible reuse of historic buildings in order to preserve the historic resources that are a part of Peoria's heritage.



- HP-11** Discourage the demolition of structures and buildings identified as historic resources on the City's Historic Resources Surveys.
- HP-12** Include historic properties in the City's programs and partnerships to develop an array of housing options.
- HP-13** Pursue designation as a Preserve America Community to support efforts to preserve Peoria's historic resources.
- HP-14** Enforce the standards and guidelines for signage intended to identify, describe, and commemorate Peoria's historic resources.
- HP-15** Continue to develop interpretive/informational materials to promote Peoria's heritage as well as general information pamphlets discussing the City's historic preservation program.
- HP-16** Create and distribute handouts and applications available for programs such as state and federal tax incentives, and any local incentives for residents and developers.
- HP-17** Provide information to developers and the public regarding preferred approaches for handling the historically significant buildings on their properties.
- HP-18** Encourage owners of properties deemed historically significant by Historic Resource Surveys to support the nomination of their properties to the City's Local Register of Historic Places.
- HP-19** Recognize individuals, groups or businesses that have made a significant effort or contribution to the preservation, protection or restoration of historical or cultural resources.
- HP-20** Work with educational institutions in preservation programs and activities.
- HP-21** Encourage active community involvement in preservation efforts through city supported initiatives such as resource sponsorship programs.

Education and Library

- EL-1** Continue coordination with school districts and charter schools through the exchange of information regarding upcoming and ongoing development proposals.
- EL-2** Continue to encourage communication between school districts, charter schools and developers of projects with residential components.
- EL-3** Collaborate with school representatives regarding expansion of existing facilities and future school placement within the community.
- EL-4** Encourage connectivity between schools and surrounding developments through the use of sidewalks, bicycle lanes, multi-use paths, and trails that minimize crossings of collector and arterial streets.
- EL-5** Coordinate with local school districts, charter schools, and other public facilities, such as local libraries, to explore opportunities for complementary educational programs such as literacy programs, language-learning programs, and computer and technology programs.

- EL-6** Provide educational services that identify and respond to changing demographics and the needs of the citizenry, which address elements such as workforce resources and outreach, business training, etc.
- EL-7** Conduct a needs assessment with existing and future higher education institutions to develop or expand undergraduate, graduate, and certification programs that meet community and employer base needs.
- EL-8** Explore performance-based incentives for attracting post-secondary institutions that align with the target growth sectors in Peoria.
- EL-9** Host regular education seminars with regional partners, such as the Peoria Chamber of Commerce, Small Business Development Center, etc.
- EL-10** Partner with local school districts and charter schools to conduct regular Career Fairs that inform high school students of the types of careers that are available to them in Peoria after high school and the necessary steps to help prepare for those careers.
- EL-11** Inventory educational and skills training programs, and engage the business community to help funnel local skilled labor to growing fields within Peoria to accommodate any gap in skills-to-employment needs.
- EL-12** Peoria libraries should partner with local schools to provide offerings that are in line with the established curriculum of the schools in the area.
- EL-13** The Community Services Master Plan shall establish review time frames and methods for assessing technology related needs and programming that provide modern technologies, and training for the community on the use of those technological elements.
- EL-14** Conduct annual assessments of the physical and programming needs of libraries to quantify capacity shortages in programming or physical space and work to adjust future budgetary needs as appropriate.
- EL-15** Identify opportunities for the expansion of library programs and events into parks and other community facilities to increase accessibility to these programs.
- EL-16** Expand the Friends of Peoria Public Libraries as well as other for-profit, and non-profit coordination as a means for programming activities and fundraising for the City's public libraries.
- EL-17** Expand library volunteer services programs to leverage volunteer expertise in supporting daily operations, programs, and engagement.
- EL-18** Design physical and environmental factors exterior to the library that draw people to communal gathering spaces such as exterior patio areas.
- EL-19** Ensure residents of all ages and physical- and learning- abilities have access to existing and new public libraries and programming.
- EL-20** Program additional library related facilities in the Capital Improvement Program based on needs assessments and programming specified within the Community Services Master Plan.



- EL-21** Build in flexibility to the programming and physical structure of libraries to accommodate a future array of uses such as makerspaces, meeting rooms, etc.
- EL-22** Accommodate makerspace with sufficient resources and bandwidth to address user needs.
- EL-23** Evaluate the feasibility of creating joint use facilities when planning for additional library locations or services. Joint uses can include school library media centers, academic libraries, and museums.
- EL-24** Coordinate with the elementary and higher education schools to increase the utilization of cultural and recreational opportunities available in the community by children and youth.

Recreational Enrichment

- RE-1** Develop strategies that will expand the system of large and small open spaces and community facilities linked together along natural washes, pedestrian-friendly streets and multimodal corridors.
- RE-2** Coordinate park development and upgrades with pedestrian and bicycle improvements to safely and comfortably connect residents to valuable recreational destinations.
- RE-3** Create a system of parks that equitably serves diverse community needs, offers a range of park types, facilities and activities and highlights natural features wherever possible.
- RE-4** Provide more transit opportunities to improve access to parks and recreation facilities.
- RE-5** Provide safe, high-quality, distinctive parks that support secure places for social interaction, community identity, beauty and livability.
- RE-6** Base park designs on the unique cultural, historic and environmental setting of an area so that each park is distinctive.
- RE-7** Promote safety and activate parks by programming for broad appeal, encouraging flexible spaces to accommodate a wide range of experiences and utilizing natural and technological surveillance measures.
- RE-8** Use efficient and sustainable design and maintenance practices to conserve natural resources and support environmental stewardship.
- RE-9** Where possible, highlight natural features, retrofit streets as “green streets”, expand urban greenery, utilize natural systems to manage stormwater, and improve pedestrian and bicycle connections to encourage non-vehicular modes of transit.
- RE-10** To enhance public enjoyment, provide public health benefits, and offer convenient opportunities for hands-on experiences in nature, provide appropriate access to natural environments with varying habitats.
- RE-11** Foster environmental stewardship and ongoing support for open space preservation through improved access and enjoyment of Peoria’s natural open spaces.

- RE-12** Increase opportunities for contact with nature on a smaller scale by designing urban parks and play areas to incorporate natural features.
- RE-13** Contribute to raising public awareness of natural and cultural resources and the value of connecting people to nature by encouraging interpretive features in the landscape.
- RE-14** Develop and expand recreational services and enrichment opportunities to best serve people of all incomes, cultural backgrounds, ages and levels of physical capability.
- RE-15** Provide a range of conveniently accessible, stimulating programs and services that meet the diverse needs of the community and improve the quality of life of all residents.



2024 Major General Plan Amendments

(GPA24-01, GPA24-02, GPA24-03 and GPA24-05)



Exhibit 6



Implementation

The Implementation Plan is designed to be a key resource for City staff in assuring that the goals and policies of the General Plan are reflected in day-to-day operations and services including preparing plans and programs, reviewing development proposals, and maintaining infrastructure. The Implementation Plan can be used as a work program, a framework for preparing departmental budgets, or as a monitoring tool to assess annual performance in achieving targeted goals for key implementation actions.

8.1 ADMINISTRATION

The previous sections of the General Plan described the vision, goals and policies for advancing Peoria into its desired state. These efforts will only be successful only if the General Plan is properly administered and implemented. The purpose of this chapter is to describe the actions that will be used to implement the approved plan.

Plan Adoption and Ratification

The General Plan is effective for ten years following voter ratification. After ten years, the Peoria City Council shall either adopt a new general plan or re-adopt the existing General Plan. The general plan and its subsequent ten-year update must be ratified by the City’s electorate in a general election.

Annual Review

An annual General Plan report will be compiled to monitor the status of the General Plan implementation responsibility, as well as any amendments made, an assessment of the goals and policies, and a progress statement on plan implementation. Suggested updates or improvements should be detailed for City Council consideration at an annual public hearing. At a minimum, every decade the document will be reviewed and revised through a formal public process.

Interpretation

For the purposes of the implementation of this General Plan, it is noted that the term ‘will’ provides specific and certain guidance for development. Whereas terms such as ‘may’ and ‘should’ signifies a less rigid directive, to be followed in the absence of alternatives. However, in no case will the use of any of these terms be implied and or interpreted to rise to the level of an adopted City ordinance.

As with any flexible policy document, there is room for interpretation of the policies and goals in order to meet the overall objectives. Under the advisement of the Planning and Zoning Commission and City staff, the City Council has the final interpretation of this document.

Relationship to Other Plans

Master plans or plans specific to a designated sub-area of the City are intended to integrate with the general plan and such plans should be incorporated by reference into the general plan. Where there are greater details and direction provided in these adopted specific area plans, such direction shall prevail and will be followed in implementing the City’s adopted plans. If there is no specific detail or the direction is absent, then the general plan guidance should be followed.

Calculation of Residential Density

Residential land use densities shall be calculated using gross density (total number of proposed residential **parcels units** divided by the total gross land area proposed for residential development). Gross land area is to include any adjacent existing or proposed rights-of-way (as measured to the centerline).



Land Use Categories and Zoning District Correlation

Each land use category provides a section that illustrates the correlation between zoning districts and the General Plan Land Use Categories. The City will use these as a general guide when determining the consistency of a rezoning proposal with the General Plan Land Use Map. Other factors such as conformity to community character, land use compatibility, availability and capacity of public services and facilities, and preservation of environmental features may also be considered in determining if a zoning district is appropriate.

8.2 GENERAL PLAN AMENDMENTS

The General Plan should be considered a living document, as long-range decisions will need to be periodically reconsidered to reflect new conditions. The General Plan is an important tool, reflecting changing perspectives and attitudes. In between General Plan updates, amendments may be initiated by both minor and major amendments may be initiated by the City Council, City Manager or Planning and Zoning Commission.

Rationale for General Plan Amendments

The planning process leading up to the adoption of a General Plan is a rigorous process involving many formal and informal public meetings and hearings over a considerable period of time. These meetings are typically supplemented with individual interviews, surveys, and other methods that are used to determine the community's goals regarding the development of Peoria. The amendment process is less comprehensive in scope.

Nonetheless, the City must continually reexamine the Plan to respond to the changing socioeconomic environment associated with dynamic growth. Significant changes in land use, traffic patterns, social or economic conditions, provision of city services, etc. can trigger a need to amend the Peoria General Plan. Because the General Plan is, by its very nature, general, an in-depth examination of a specific property or area within the community may reveal characteristics that are inconsistent with the policies and details of the Plan. This in no way, however, negates the intent or guidance set forth in the Plan to provide for orderly growth and development within the City or adequate service provision for residents.

The most prudent policy when considering Plan amendments is to carefully evaluate the benefits they can bring to the community and their consistency with the adopted plan's guidance and overall intent and to maintain a balance between inflexible adherence (resulting in few or no amendments) and over-elastic flexibility (resulting in indiscriminate changes).

Statutory Requirement for Amending the General Plan

The manner of amending the General Plan is set forth in A.R.S. 9-461.06. Major amendments are subject to an annual process whereby all proposals are considered at the same time, as scheduled by the local government. Major amendment proposals must be considered for approval during the same calendar year in which they were initiated and are subject to enhanced requirements regarding notification, participation, and adoption processes.

If the City of Peoria determines that the amendment process would create severe hardship for the municipality, the city council may direct process; however, amendments to the Peoria General Plan cannot be enacted as emergency measures and are subject to public referendum.

Peoria should adopt written procedures to provide structured, predictable, and continuous public participation in the development and consideration of amendments to general plans and relative to all geographic, ethnic, and economic areas of the City of Peoria. These procedures should ensure the following:

- The broad dissemination of proposals and alternatives
- The opportunity for written comments
- Public hearings after effective notice
- Open discussions, communications programs, and information services; and
- Consideration of public comments

The City of Peoria meets or exceeds statutory requirements in an effort to provide for a wide dissemination of information related to plan amendments, to encourage and support constructive discussion in the community, and to ensure that changes to general plans are supported by the community. Peoria notifies the general public, public agencies, property owners, and other entities of any pending amendments with official public notices and through an enhanced public participation process.

8.3 AMENDMENT CRITERIA

Amendments to this plan may be initiated by the City or may be requested by private individuals or agencies in accordance with the procedures set forth in state law. Amendments to this General Plan shall be classified as a “major” amendment, a “minor” amendment, or “none” in accordance with **Table 8-1**. Major amendments may only be considered by the City Council at a single hearing designated each year for such cases, must be submitted within the same year they are heard and must receive an affirmative two-thirds majority vote of the City Council for approval. Minor amendments can be heard and considered by the City Council at any time and must receive an affirmative simple majority vote of City Council for approval.



TABLE 8-1 General Plan Amendment Criteria

DESCRIPTION		MAJOR	MINOR	NONE
1	Municipal Planning Area (MPA) Boundary Adjustment	•		
2	General Plan Text Change			
	A. Goals, policies, or land use category definitions	•		
	B. Adjustment to formatting, photos, graphics, or tables		•	
	C. Map adjustments except <i>Future Land Use</i> and <i>Circulation Map</i>		•	
	D. Implementation plan		•	
	E. Scrivener error			•
3	Future Land Use Map*			
	Amount of change to Land Use Category or Categories			
	A. Eighty (80) acres or more	•		
	B. Less than Eighty (80) acres		•	
4	Circulation Map*			
	A. Reclassification of Arterial Road to Collector Road deemed substantial by City’s Traffic Engineer	•		
	B. Reclassification of Arterial Road to Collector Road not deemed substantial by City’s Traffic Engineer		•	
	C. Reclassification of Collector Road to Local Roadway		•	
	D. Realignment of any roadway <u>and/or change in classification from “future” to “existing” to recognize built conditions.</u>			•
	E. Addition of a new roadway based on recommendation of City Council Adopted Master Plan		•	

8.4 NOTIFICATION REQUIREMENTS

Privately-Initiated Amendments

Owner/applicant(s) shall notice privately initiated amendments in the same manner as a rezoning request, as outlined within the Zoning Ordinance. In addition to the applicant’s notice, city staff will mail a notice of application and notice of hearing to each neighborhood association and homeowners associations registered with the City and affiliated with a neighborhood located within one (1) mile of the subject property, along with publishing a newspaper ad, in accordance with Article 21-315 of the Zoning Ordinance.

City-Initiated Amendments

City-initiated amendments are initiated by staff on behalf of the Planning and Zoning Commission or City Council, and often impact a substantial portion of the City, more so than typically associated with privately-initiated applications. In some instances, the amendment encompasses the entire City. Consequently, the notification procedures listed below allow the City to incorporate an array of communication methods intended to reach a larger audience.

- At a minimum, city staff shall notice each real property owner within the impacted area at least once by one of these methods: postcard, water bill inserts, direct mailing or drop flyer.
- Staff may supplement notification by utilizing methods such as, but not limited to, social media, websites, posting of notices at recreational or community centers, and Peoria Channel 11.

8.5 PUBLIC PARTICIPATION PROCESS

60-Day Review

To ensure adequate scrutiny of proposals for Major Amendments to the General Plan, State Statutes mandate that local governments provide notice of the proposal a minimum of sixty (60) days prior to providing notice of public hearing. Staff will transmit the proposal to the Planning and Zoning Commission and City Council and provide review copies to the following entities:

- The planning agency of the county in which the municipality is located.
- Each county or municipality that is contiguous to the corporate limits of the municipality or its area of extraterritorial jurisdiction.
- The regional planning agency within which the municipality is located.
- The department of commerce or any other state agency that is subsequently designated as the General Planning agency for this state.
- The Arizona Department of Water Resources
- Any person or entity that requests in writing to receive a copy of the proposal.

All recipients will have the opportunity to submit written comments that will then be transmitted to the Planning and Zoning Commission and City Council in advance of any briefing, public meeting, or hearing.

Neighborhood Meeting

For all Major and Minor Amendments to the General Plan, applicants shall provide a Citizen Participation Process report. The purpose of the Public Participation Process is to ensure that the community is informed of proposed changes to the General Plan and provide a forum for public involvement and resolution of concerns prior to the public hearing process. In accordance with State Statutes, the City must adopt written procedures to provide effective, early, and continuous public participation in the development and amendments of general plans. The Statutes call for the broad dissemination of information and an opportunity for public discussion and comment. Peoria's Public Participation Plan exceeds statutory requirements.



Within forty five (45) days of filing a Minor General Plan Amendment with the Peoria Planning Division, the applicant shall hold a meeting with affected residents as defined in the Zoning Ordinance. Following the meeting, the applicant shall provide a written report to the Planning Division setting forth points discussed, an attendance list with attendee addresses and any modifications to the proposed plan. In the event that substantial revisions are made to the proposed plan, planning staff may, at its discretion, require that the applicant hold additional meetings with the affected residents and provide the respective reports. In the event that a rezoning application is filed concurrently with the General Plan Amendment application, a single Participation Plan meeting all required criteria shall suffice.

8.6 ADOPTION

Major Amendments are subject to more stringent requirements for adoption than are Minor Amendments. Major Amendments to the General Plan require a minimum of two public hearings, at distinct locations, before the Planning and Zoning Commission, and a third public hearing before the City Council. Minor Amendments require a minimum of one public hearing before the Planning and Zoning Commission, and a public meeting before the City Council. Approval of a Major Amendment requires the affirmative vote of at least two-thirds of the members of the Peoria City Council.

For both Major and Minor Amendments to the General Plan, the City shall find that the proposal substantially demonstrates or exhibits conformance with the following evaluative criteria. Approval of General Plan Amendments is based on the six criteria shown below, with the sixth criterion being applicable only to Major Amendments, which shall be considered in concert to determine the merit of the project in meeting the intent of the General Plan.

1. The development pattern contained in the Land Use Plan inadequately provides appropriate optional sites for the use or change proposed in the amendment.
2. The amendment constitutes an overall improvement to the General Plan and is not solely for the good or benefit of a particular landowner or owners at a particular point in time.
3. The amendment will not adversely impact the community as a whole or a portion of the community by:
 - Significantly altering acceptable existing land use patterns,
 - Requiring larger and more expensive improvements to roads, sewer or water delivery systems than are needed to support the prevailing land uses and which, therefore, may impact developments in other areas,
 - Adversely impacting existing uses because of increased traffic on existing systems, or
 - Affecting the livability of the area or the health and safety of the residents.
4. Within a Tier 3 Growth Area, the amendment advances a key economic development goal or otherwise provides an equivalent benefit to the community that offsets the early extension and maintenance of infrastructure and services.
5. That the amendment is consistent with the overall intent of the General Plan and other adopted plans, codes and ordinances.

For Major Amendments to the General Plan, the City shall consider the following [additional](#) evaluative criterion together with the above criteria:

6. Provides a positive benefit to the community without unduly impacting the City's water supplies as demonstrated through the application of the economic value per gallon of water measure contained within the City's adopted Principles of Sound Water Management.



8.7 IMPLEMENTATION PROGRAM

The Implementation Program for the City of Peoria General Plan establishes specific measures that will lead to plan achievement. The intent of the Implementation Program is to organize the policies within each chapter and prioritize them for timely completion. The following tables contains the comprehensive list of goals and policies.

GOALS

Economic Prosperity							
No.	Description	EP	SG	IT	HN	ACR	SPS
1	A Robust and Sustainable Economy	●	●	■	●	■	■
2	A Business-Friendly City	●	■	■	■	■	●
3	Investing in Image	●	●	■	■	●	■
4	Culture of Entrepreneurship	●	●	■	■	■	■
5	Workforce Development	●	●	■	●	●	■
6	Industry Targets	●	●	■	■	■	●
7	Business Expansion and Retention	●	●	●	●	■	●
8	Future Ready	●	●	●	■	■	●
Smart Growth							
No.	Description	EP	SG	IT	HN	ACR	SPS
1	Balance Land Uses	●	●	●	●	●	●
2	Focused Growth	●	●	●	●	●	●
3	Sustainable Development	●	●	●	●	●	●
4	Ensure Compatibility	■	●	■	●	■	■
5	Complete Neighborhoods	●	●	●	●	●	●
6	Array of Housing Options	●	●	●	●	■	■
7	Preserving Housing Stock	■	●	■	●	■	●
8	Placemaking	●	●	●	●	●	●
9	“Community” by Design	■	●	●	●	●	■
10	Streetscapes for People	■	●	●	●	■	●
11	Connected Corridors	■	●	●	●	●	■
12	Fiscal Sustainability	●	●	●	●	●	●
13	Cost of Development	●	●	●	●	●	●
Integrated Transportation							
No.	Description	EP	SG	IT	HN	ACR	SPS
1	Contiguous Transit	■	●	●	●	■	■
2	Complete Streets	■	●	●	●	■	●
3	Convenient Access	■	●	●	●	●	■
4	Regional Coordination	■	●	●	●	●	■
5	Transportation Awareness	■	●	●	●	■	■
6	Quality Designed Transportation	●	●	●	●	■	●
7	Signature Streets	●	●	●	●	■	●
8	Well Maintained	■	●	●	●	■	●
9	Technology Advancements	●	●	●	●	●	●

Healthy Neighborhoods							
No.	Description	EP	SG	IT	HN	ACR	SPS
1	Health and Well Being		●	●	●	●	
2	Active Lifestyle Choices		●	●	●	●	
3	Access to Health Foods		●	●	●	●	
4	Access to Medical Services		●	●	●	●	
5	Socially-Connected Neighborhoods		●	●	●	●	
6	Civic Engagement	●	●	●	●	●	●
7	Variety of Housing	●	●	●	●	●	●
8	Supportive Services		●	●	●	●	●
9	Environmental Health		●	●	●	●	●
10	Parks, Open Space and Recreation		●	●	●	●	
11	Recreation Programs		●	●	●	●	
12	Sustainability in Decision Making	●	●	●	●	●	●
Arts, Cultural and Recreational Enrichment							
No.	Description	EP	SG	IT	HN	ACR	SPS
1	Community Strengthened Through Enrichment	●	●	●	●	●	
2	Accessibility to Art		●	●	●	●	
3	Enhanced Economic Opportunities	●	●	●	●	●	
4	Arts and Culture Funding		●	●	●	●	
5	Arts in Old Town	●	●	●	●	●	
6	Celebrate Culture		●	●	●	●	
7	Historic Resources		●	●	●	●	
8	Educational Facilities and Programming	●	●	●	●	●	
9	Lifelong Learning	●	●	●	●	●	
10	An Integrated Recreation System		●	●	●	●	
11	Diverse Recreational Programs		●	●	●	●	
12	Safe and High-Quality Recreational Facilities		●	●	●	●	
Superior Public Services							
No.	Description	EP	SG	IT	HN	ACR	SPS
1	Responsive	●	●	●	●	●	●
2	Reliable	●	●	●	●	●	●
3	Safe		●	●	●	●	●
4	Compassionate		●	●	●	●	●
5	Strategic	●	●	●	●	●	●
6	Municipal Operations	●	●	●	●	●	●
7	Utilities	●	●	●	●	●	●
8	Water		●	●	●	●	●
9	Wastewater System		●	●	●	●	●
10	Solid Waste and Recycling		●	●	●	●	●
11	Stormwater and Floodplain Management		●	●	●	●	●
12	Police and Fire		●	●	●	●	●
13	Proactively Prepared		●	●	●	●	●
14	Air Quality		●	●	●	●	●
15	Technology		●	●	●	●	●



POLICIES

ECONOMIC PROSPERITY							
No.	Description	EP	SG	IT	HN	ACR	SPS
EP-1	Regularly evaluate and update Economic Development strategic or master plans to ensure that implementation measures remain relevant and the City adapts to changing environments.	●	●	●			
EP-2	Map departmental coordination opportunities that facilitate speed to market for targeted employers or industries.	●		●			
EP-3	Proactively engage in partnerships that would allow the City to position land or resources for sustainable development that will culminate in high-wage future ready job growth.	●	●	●			●
EP-4	Expand recruitment efforts to include businesses that fulfill tangential needs of major employers that do not exist in the City.	●	●	●			
EP-5	Work with regional partners to provide opportunities for the labor force to improve its skills and education.	●		●		●	
EP-6	Balance the City's residents to employment ratio by attracting growth in jobs suited to the skills and education of current and future residents with the target of a 1 to 1 ratio.	●	●	●		●	
EP-7	Develop a business outreach program that regularly communicates with the business community to assess and improve services for existing and prospective businesses and entrepreneurs.	●		●			
EP-8	Work with education providers, as well as skills and business training resource providers to connect students to local jobs and enhance the education, skills, and qualifications of the regional and local labor force.	●		●		●	
EP-9	Leverage strategic partnerships that will engage targeted startups to establish a business incubator program that provides a range of resources to entrepreneurs and business start-ups, fulfilling strategic needs within the City.	●	●	●	●		
EP-10	Adapt land use policies or development regulations as necessary to create agility in the evaluation of key development sites.	●	●	●			●
EP-11	Deploy incentives, as appropriate, to attract desired uses where doing so is related to strategic policies, and creates permanent high-wage jobs. Inducements can include items such as expedited permit approvals, dedicated project managers, permit fee reimbursement, infrastructure assistance, and other forms of inducements.	●	●	●			●
EP-12	Conduct regular reviews of development codes, related regulatory documents, or business practices to address enhancements that will accommodate truncated timelines for business operations.	●	●	●			●
EP-13	When needs arise, seek out opportunities and sources for cost reduction while improving service delivery through elements such as integrated or unified software systems across the organization, or asset sharing across departments.	●	●	●			●
EP-14	Maintain key reserve funds that provide a safety net in difficult economic times.	●		●			●
EP-15	Study areas that are underserved with infrastructure, such as fiber optic or reclaimed water, and prioritize future capital investments as appropriate to assist in attracting new businesses within focal industries.	●	●	●	●		●

ECONOMIC PROSPERITY							
No.	Description	EP	SG	IT	HN	ACR	SPS
EP-16	Invest in infrastructure enhancements to ensure that key areas can support expansion or redevelopment in response to changing market conditions in concert with smart growth policies.	•	•	•			•
EP-17	Establish financing mechanisms for the Old Town area to help fund infrastructure enhancements, pedestrian amenities, landscaping, and to leverage future redevelopment.	•	•	•	•	•	•
EP-18	Develop a marketing strategy for the community that addresses the relevance of Peoria as a tourism draw and creates awareness for targeted locations that would likely capture prospective tourists.	•	•	•	•	•	•
EP-19	Emphasize synergies between various community assets and strategically devote resources to enhancements that uniquely position Peoria for a competitive advantage in the tourism space (such as public transit or green infrastructure networks leading to regional community amenities – i.e. Rio Vista Recreation Center or Lake Pleasant).	•	•	•	•	•	•
EP-20	Identify opportunities that balance the seasonality of tourism prospects within the City.	•	•			•	
EP-21	Protect the City’s primary commercial corridors and mixed-use activity centers from conversion to uses that would limit employment or active uses, such as single-family residential, warehousing, storage, and auto-oriented uses.	•	•		•		
EP-22	Develop strategies to evaluate and reuse big box stores as they become vacant.	•	•	•	•	•	•
EP-23	Work with area partners and businesses within P83 to reduce the amount of parking surface area to open up new retail, office, and residential development opportunities.	•	•	•	•	•	
EP-24	Develop a long-range strategy for P83 to foster new urban development patterns that are conducive to walkable, active, live-work-play lifestyles, including mixed-use development, and pedestrian amenities.	•	•	•	•	•	•
EP-25	Establish partnerships with the appropriate agencies to grow recreation and business opportunities associated with Lake Pleasant Regional Park.	•	•	•	•	•	•

SMART GROWTH							
No.	Description	EP	SG	IT	HN	ACR	SPS
LUC-1	Promote sustainable planning concepts for growth, new development, areas in transition through active citizen participation.		•		•	•	
LUC-2	Explore refining the community’s goals for new public and private developments in strategic areas by developing master plans or character areas plans that identify specific principles and design guidelines that capture the distinctive, diverse local character of that area.	•	•	•	•	•	•
LUC-3	Integrate a variety of compatible land uses into new and established neighborhoods to provide residents with convenient access to goods, services, and other community amenities.	•	•	•	•	•	•



SMART GROWTH							
No.	Description	EP	SG	IT	HN	ACR	SPS
LUC-4	Encourage infill and redevelopment opportunities that place residential, work, and retail land uses in proximity to each other to maximize walking, bicycling, and transit opportunities.	●	●	●	●	●	●
LUC-5	Encourage residential developments that provide a mix of housing types and densities within a development project. Individual parcels within the development may be developed at higher or lower densities than allowed by the General Plan, provided that the net density of the entire development is within the allowed density range.	●	●	●	●		●
LUC-6	Locate commercial and employment uses in proximity to adequate transportation and utility infrastructure.	●	●	●	●		●
LUC-7	Protect Peoria's natural resources and environmental systems by limiting land use and transportation development in sensitive environmental areas.	●	●		●	●	
LUC-8	Use the principles of sound water management to inform and shape the land use patterns within the community.		●		●	●	●
LUC-9	Promote regional planning and increased coordination between local, state and federal agencies to address major land use and transportation challenges.	●	●	●			●
LUC-10	Continue the long-standing relationship with Luke Air Force Base by evaluating and coordinating development proposals within the Air Force Base Vicinity with Luke to ensure compatibility with the mission of the Base.	●	●	●			●
LUC-11	Maintain and regularly update development regulations and design standards to be clear and predictable, and support the intent and the goals within the Peoria General Plan.		●	●			●
LUC-12	Discourage new residential zoning where future residences would be adjacent to an existing or planned aggregate /mineral mining operation.		●		●		
LUC-13	Discourage new mining operations adjacent to or in close proximity to existing residential development, schools or existing or planned city recreation areas.		●		●		
LUC-14	Promote non-residential development such as business park and industrial uses adjacent to existing mining operations.		●		●		
CN-1	Promote efforts to make complete neighborhoods by encouraging the development of a mix of complementary uses and amenities that meet the daily needs of residents.		●	●	●	●	●
CN-2	Elevate design standards that require the development of neighborhood amenities and complimentary uses in convenient, central locations of the neighborhood whenever feasible.		●		●	●	
CN-3	Protect the pattern and character of existing neighborhoods by requiring new infill developments to have complimentary building forms and site features.		●				
CN-4	Encourage residential developments to incorporate design features that encourage walking within neighborhoods.		●	●	●	●	
CN-5	Require new commercial and mixed-use developments to have a pedestrian-scale and orientation.		●	●	●	●	
GS-1	Devise evaluation criteria and methodology to establish priority development areas within the community, and promote effective management and mitigation of growth impacts.		●	●	●	●	●

SMART GROWTH							
No.	Description	EP	SG	IT	HN	ACR	SPS
GS-2	Direct dwelling unit density, and employment growth toward infill development sites within the city, especially catalyst and opportunity sites identified within Economic Development related strategic plans or programs.	●	●	●	●	●	●
GS-3	Seek the revitalization or redevelopment of strategically sited abandoned, obsolete, or underutilized properties through collaboration and incentive programs or if necessary enforcement action to accommodate transition.	●	●	●	●	●	●
GS-4	Ensure that adequate infrastructure capacities are available to accommodate planned growth throughout the city.	●	●	●	●	●	●
GS-5	Consider the annexation of adjoining unincorporated properties if the annexation would improve the fiscal health of the City, provide a more efficient delivery of City services to the area, and/or create a more logical City boundary.	●	●	●	●	●	●
GS-6	Extend reclaimed water services through appropriate CIP efforts especially when in association with adjacent infrastructure improvements, and require development projects to extend services across their frontage.	●	●	●	●	●	●
GS-7	Accommodate land use proposals that target growth in the area of existing or planned infrastructure and services.	●	●	●	●	●	●
GS-8	Continually evaluate and make needed revisions to parking regulations to ensure they balance the needs of various transportation options.	●	●	●	●	●	●
HS-1	Distribute a variety of housing types throughout the City to expand the choices available to meet the financial and lifestyle needs of Peoria's diverse population.	●	●	●	●	●	●
HS-2	Focus high density residential developments and the residential component of mixed use developments in areas of higher employment to provide workforce housing opportunities near employment nodes.	●	●	●	●	●	●
HS-3	Provide design flexibility within form of each development so that multiple unit types may be provided so long as the overall density of the project complies with land use standards and context sensitive design.	●	●	●	●	●	●
HS-4	Require variety in architecture and form that allows for the organic design of neighborhoods with cohesive yet distinctive features.	●	●	●	●	●	●
HS-5	Evaluate methods to reinvigorate existing housing stock.	●	●	●	●	●	●
HS-6	Encourage green practices in housing construction and rehabilitation that support durable, healthy, and energy-efficient homes.	●	●	●	●	●	●
PC-1	Protect and enhance the unique qualities of Peoria's notable public spaces and places such as parks, plazas, and streetscapes; and, where needed, enrich those areas lacking distinctive visual character or where the character has faded.	●	●	●	●	●	●
PC-2	Conduct a needs assessment that identifies areas that may be underserved by placemaking efforts and evaluate opportunities for enhancement.	●	●	●	●	●	●
PC-3	Plan opportunities for community gathering space as a part of development proposals where appropriate.	●	●	●	●	●	●
PC-4	Seek out opportunities to activate passive space through programing or physical placemaking installations that facilitate social interaction.	●	●	●	●	●	●
PC-5	Regularly evaluate design guidelines and ordinances to address opportunities for enhancements that will elevate the design of the built environment.	●	●	●	●	●	●



SMART GROWTH							
No.	Description	EP	SG	IT	HN	ACR	SPS
PC-6	Provide developers and citizens the ability to make recommendations to enhance community standards.		●	●		●	
PC-7	Implement design standards that address varying design forms and product type to enable the community to provide a sense of place without creating uniformity.	●	●	●		●	
PC-8	Conduct regular evaluations of design guidelines and ordinances to address opportunities for enhancements that will elevate the design of the built environment.	●	●	●	●	●	●
PC-9	Implement design standards that address varying design forms and product type to enable the community to provide a sense of place without creating uniformity.		●		●	●	
SC-1	Accommodate streetscape design processes that provide for a multi-departmental review of design proposals to ensure active pedestrian streetscapes.		●	●	●	●	●
SC-2	Identify and prioritize key thoroughfares within the City that are ripe for improvement and will maximize opportunities for creating a signature pedestrian experience that acts as a conduit to various points of interest within the City.	●	●	●	●	●	●
SC-3	Require development to design their frontage so that it focuses on the pedestrian experience and continues any streetscape theming design in place for the area.		●	●	●	●	
SC-4	Maximize opportunities for shade and appropriate pedestrian refuge while minimizing the potential for nuisance activity.		●	●	●	●	●
SC-5	Coordinate with adjacent jurisdictions to develop plans and policies that provide for logical connection points to existing trails and corridors that create components of a larger regional system to facilitate a green infrastructure network.		●	●	●	●	●
SC-6	Plan future public and direct private open space areas and connections to act as links and nodes for a larger network of open space connectivity.		●	●	●	●	●
SC-7	Provide opportunities for open space connections to integrate with adjacent land uses.		●	●	●	●	
FS-1	Continue to provide services that exhibit an optimal experience for the community while maintaining sound financial management of City resources.	●	●	●	●	●	●
FS-2	Program reserve or contingency funds that will allow the deployment of assets where necessary to fulfill service needs or obligations of the City.	●	●	●			●
FS-3	Regularly evaluate opportunities for efficiency improvements or cost reductions that maintain levels of service as the City grows.	●	●	●			●
FS-4	The City shall continue to maintain necessary levels of service with adequate and timely funding of public facility and municipal utility improvements to meet the demands of existing and future residents and businesses.	●	●	●			●
FS-5	Development exactions and fees shall focus on addressing the needs placed on the community by new development and requiring those needs to be funded by the developer.	●	●	●			●

INTEGRATED TRANSPORTATION							
No.	Description	EP	SG	IT	HN	ACR	SPS
OSN-1	Expand the right-of-way beautification projects along the major arterial roadway network to provide enhanced design and landscape treatment.		●	●			●
OSN-2	Protect existing and planned bridges through ongoing annual maintenance.			●			●
OSN-3	Provide signature arrivals in Peoria through monumentation and placemaking efforts.		●	●		●	●
OSN-4	Expand master planning efforts for various modes of travel to provide a safe, connected, integrated, and efficient transportation system.		●	●	●	●	
OSN-5	Monitor and continue implementation of the City's Pavement Management Program to keep streets in good condition, maintain vehicle safety and driver comfort, minimize the adverse effects of deteriorating roadways, and provide expansions of the City's cycling network through bicycle lane additions and transit network improvements through additional pull-out stops.			●	●		●
OSN-6	Require enhanced safety measures for bicyclists and pedestrians across freeway interchanges, such as buffered bike lanes, wide sidewalks, pedestrian refuge islands, and reduced right turn lane angles.		●	●	●		●
OSN-7	Ensure private developments provide cross-access opportunities to prevent isolated unconnected neighborhoods or commercial centers.		●	●	●		●
TN-1	Seek to develop higher density Transit-Oriented Development around future transit centers and regional roads to create a strong nexus for ridership.	●	●	●	●		●
TN-2	Expand the Peoria On The Go circulator bus to other areas of the City around Old Town and the master planned developments north of the Loop 303 to address first mile / last mile options.		●	●	●		●
TN-3	Extend fixed-route service along existing Valley Metro routes into Peoria.		●	●	●		●
TN-4	Promote the use of Dial-A-Ride and Regional Para-Transit Service through additional outreach with local businesses, offices, and City media services.		●	●	●		●
TN-5	Ensure future roads and private developments provide adequate transit facilities at key locations.	●	●	●	●		●
TN-6	Secure a major role in the coordination with all neighboring cities on regional transit programs and projects.		●	●	●		●
TN-7	Implement regional Bus Rapid Transit (BRT) corridors with regional partners.		●	●	●	●	
TN-8	Explore future park-and-ride or transit center locations in the northern portion of Peoria.		●	●	●		
AT-1	Promote the use of green bicycle lanes implementations to provide enhanced notification to driver and cyclist.			●	●		●
AT-2	Continue to provide a safe, connected, integrated and efficient active transportation network through improved design standards, increased shade, and proper separation from vehicular travel.		●	●	●	●	●
AT-3	Identify areas with pedestrian and bicycle conflicts concerns and prioritize improvements of these areas to use as a baseline for future improvements.		●	●	●		●
AT-4	Identify gaps in the existing on-street and off-street network active transportation network and direct improvements through private development and the Capital Improvement Program.		●	●	●		●



INTEGRATED TRANSPORTATION							
No.	Description	EP	SG	IT	HN	ACR	SPS
AT-5	Explore the use of pedestrian overpasses along freeway corridors to improve access from the trail network to key areas of Peoria, such as P83, Park West, Rio Vista and Pioneer Community Park.		●	●	●	●	
AT-6	Consider incorporating pedestrian plazas, promenades, and paseos to divide large blocks in future redevelopment within existing neighborhoods.		●		●	●	
AT-7	Identify and develop additional trailheads where trails intersect with Peoria's bicycle and pedestrian network. Such trailheads should include a variety of amenities, including parking, restrooms, and shade.		●	●		●	
MS-1	Expand the use of adaptive traffic cameras for heavily travelled and regional corridors.			●			
MS-2	Monitor emerging modes of travel, such as autonomous vehicles, and evaluate the suitability of such travel on the City's roadway network and existing or planned infrastructure improvements.	●	●	●			●
MS-3	Update City infrastructure guidelines to ensure that new transportation technologies are accommodated within the City's infrastructure.		●	●			●
MS-4	Study the feasibility of developing a network of charging stations for hybrid, electric, or other alternatively fueled vehicles.		●	●			●
MS-5	Study parking and loading zone requirements to consider special accommodations for transit, micro-mobility, ridesharing services, and the autonomous car.		●	●			●
MS-6	Consider integration of Intelligent Transportation Systems (ITS) into transit system services.		●	●			●
MS-7	Create opportunities to implement micro-mobility through expanded policy and best practices.		●	●	●		●

HEALTHY NEIGHBORHOODS							
No.	Description	EP	SG	IT	HN	ACR	SPS
CW-1	Foster educational opportunities that show a connection between "place" and health and promote an understanding of the connections between the built environment and health challenges in the City of Peoria.	●	●		●	●	
CW-2	Support partnerships with local health service providers, the public health agencies, schools, and other community-based organizations to promote health, wellness, and preventative care.	●			●	●	●
CW-3	Offer education programs and services which target the wellness of residents and families physically, mentally and financially.	●			●	●	
CW-4	Expand access to healthy food and nutrition choices by promoting expanded access to grocery stores, community gardens, urban agriculture and local markets.		●	●	●		●
CW-5	Support and promote availability and accessibility of clean drinking water and water filling station in public facilities, businesses, and schools.		●		●		●
CW-6	Promote improved access to comprehensive range of health care facilities and medical services for all residents, including hospitals, acute care facilities, neighborhood health portals/clinics, and mental health facilities.		●	●	●	●	●

HEALTHY NEIGHBORHOODS							
No.	Description	EP	SG	IT	HN	ACR	SPS
CW-7	Promote improved transit connections to service and healthcare providers for people who are transit-dependent.	●	●	●	●	●	●
CW-8	Advocate for more complete, healthy communities that provide access to a range of daily goods and services, and recreational resources within comfortable walking distance of homes.		●	●	●		
CW-9	Support cohesive, well-designed and well-maintained neighborhoods that offer a variety of lifecycle housing options for all residents.	●	●	●	●	●	●
CW-10	Facilitate social interaction and foster a sense of identity and community pride by providing attractive, safe walkways, and linked community gathering spaces.		●	●	●	●	●
CW-11	Continue to improve access and expand recreation opportunities and facilities for maximum accessibility, allowing people of all ages and abilities to participate.		●	●	●	●	●
CW-12	Ensure recreational opportunities are offered within comfortable walking distance of homes, schools, and businesses in order to encourage more physically and socially active lifestyles.		●	●	●	●	
CW-13	Support and promote development and redevelopment that reduces automobile dependency through more efficient and varied use of lands.	●	●	●	●	●	●
CW-14	Support access to efficient and safe public transit and other active circulation options that increase physical activity, reduce air and noise pollution, and make streets safe for people of all ages.		●	●	●		
CW-15	Coordinate with regional transportation agencies and support enhanced and expanded public transit to improve mobility options for residents, employees, and visitors.	●	●	●	●	●	●
NP-1	Protect existing residential areas from incompatible land uses and activities through careful consideration of zoning amendments and enforcement of buffering requirements.		●	●	●	●	
NP-2	Promote the conservation and rehabilitation of existing residential areas and improve neighborhood appearance by requiring compliance with property maintenance codes.		●		●		●
NP-3	Public and private infrastructure and amenities are designed, constructed, and maintained to maximize safety and security and reduce opportunities for criminal activity.		●	●	●		
NP-4	Increase safety and security in public places, such as parks, recreation facilities, sidewalks, transit stops and facilities, and trails by providing adequate lighting, maintaining landscaping to maximize visibility and reduce hiding places, removing graffiti and blight conditions from public areas; and conducting regular police and volunteer (crime watch) patrols.		●	●	●	●	●
NP-5	Utilize existing or develop new programs which identify aging neighborhoods and prioritize efforts to revitalize housing and infrastructure.		●	●	●		●
NP-6	Encourage landowners to maintain and upgrade their property in neighborhoods, commercial corridors and employment areas to protect viable neighborhoods and businesses.	●	●	●	●	●	
NP-7	Undertake a detailed housing needs assessment to define areas of need and an implementation plan to expand housing options.		●		●		
NP-8	Promote and provide incentives, such as reduced fees, expedited plan reviews, or increased allowable densities, to encourage the development of diverse workforce housing.	●	●		●	●	



HEALTHY NEIGHBORHOODS							
No.	Description	EP	SG	IT	HN	ACR	SPS
NP-9	Encourage non-traditional housing types to expand housing options, such as habitable accessory dwelling units, along with adapted reuse of residential, commercial, and industrial structures.	●	●	●	●	●	●
NP-10	Support the development of multigenerational housing or continuum of care facilities and special needs housing options within all neighborhoods.		●	●	●		
NP-11	Master Planned Communities shall include a range of housing densities and types that provide life-cycle housing opportunities in order to attract all ages of residents with a range of income levels and needs.		●		●		
OS-1	Ensures connectivity and recreational opportunities for the public that are maintained by the adjacent development.		●	●	●	●	
OS-2	Curate access to natural features within developments containing hillside or wash elements for all residents.		●	●	●	●	
OS-3	Protect and preserve view sheds within open space areas wherever possible to enhance the resident and visitor's experience and provide a further visual connection with nature.		●	●	●	●	
OS-4	Coordinate the preservation and conservation of cultural resource areas with the State Historic and Preservation Office (SHPO), and current and future private development projects.		●	●		●	
OS-5	Develop management agreements with public and private entities to ensure appropriate use and preservation of cultural and historic resources for future generations.		●	●		●	
OS-6	Enhance community awareness and increase public support of local cultural opportunities through appropriate park and recreational programs and activities.		●		●	●	
OS-7	Create, preserve, and manage biologically rich, connected open space; wildlife and plant habitat; and wildlife corridors, including natural washes and pockets of native vegetation, while working to eradicate invasive species.		●		●	●	
OS-8	Rehabilitate and enhance natural drainage systems, water detention and retention basins, and other infiltration areas for multiple benefits, such as recreation, wildlife habitat, and stormwater management.		●		●		●
ES-1	Work towards reducing the overall energy footprint from residential, employment, transportation and City operations.	●	●	●	●		●
ES-2	Incorporate and expand sustainability into the City's communication and outreach efforts.	●	●	●	●	●	●
ES-3	Support regional policies and efforts that improve air quality to protect human and environmental health.		●	●	●		●
ES-4	Reduce the urban heat island effect by minimizing heat generation and retention from the built environment using a range of strategies.		●	●	●	●	●
ES-5	Expand and maintain a healthy, drought-tolerant, low-water use tree canopy and urban forest to improve the attractiveness of neighborhoods and the city as a whole.		●	●	●	●	●
ES-6	Promote efficient use of energy and conservation of available resources in the design, construction, maintenance and operation of public and private facilities, infrastructure and equipment.		●	●	●	●	●
ES-7	Create a landscaping maintenance guide identifying proper planting, care, and maintenance to protect, restore, enhance, and manage trees for their long-term health.		●	●	●		●

HEALTHY NEIGHBORHOODS							
No.	Description	EP	SG	IT	HN	ACR	SPS
ES-8	Increase energy efficiency in new and existing water, wastewater and reclaimed water systems.		●		●		●
ES-9	Reduce and/or mitigate noise pollution for occupants by incorporating advanced technology and building materials that will help mitigate transportation related noise impacted on residential and sensitive uses within the community.				●		
ES-10	Protect the night skies from light pollution through building codes and design standards.		●		●		●

ARTS, CULTURAL AND RECREATIONAL ENRICHMENT							
No.	Description	EP	SG	IT	HN	ACR	SPS
AC-1	Regularly review and update the Arts and Cultural Master Plan to provide a framework that advances the arts as a key element in enhancing quality of life, promoting economic development, enhancing education, and celebrating our community.	●	●			●	
AC-2	Enhance public awareness of arts and culture in Peoria through education, communication, and marketing strategies.	●				●	●
AC-3	Provide access to the arts and cultural resources for all neighborhoods and segments of the community so that all people may create and enjoy the arts.		●			●	
AC-4	Foster an environment of active participation in and attendance at artistic and educational programs and activities by residents and visitors.				●	●	
AC-5	Enhance cultural and social connections through opportunities for volunteerism and civic engagement; more public gathering places, family-friendly activities, and public art; and more events that connect residents to one another.				●	●	
AC-6	Develop guidelines to prioritize support for artists, institutions, programs or projects that increase awareness and visibility of diverse, relevant and historic arts in Peoria, and involve citizens in art form expressions related to social and cultural themes.					●	
AC-7	Promote cooperative arrangements with other public and private agencies that facilitate the temporary or permanent display of art within or upon public or private facilities and land.	●	●			●	
AC-8	Where possible, provide interim spaces within existing facilities or businesses for arts and arts education opportunities.		●			●	
AC-9	Support cultural tourism and the creative economy by investing in and expanding multi-cultural programs that enhance arts and cultural programs, services, organizations, and artists to ensure their long-term vitality and continued benefits to all residents.	●	●			●	
AC-10	Connect arts with science and technology as a catalyst for innovation.	●	●			●	
AC-11	Provide financial assistance through a variety of dedicated city and contributed sources to groups or individuals who provide public arts programming to residents.	●				●	
AC-12	Allocate funding for the acquisition, maintenance, and conservation of public art within or upon public or private facilities and land.					●	



ARTS, CULTURAL AND RECREATIONAL ENRICHMENT							
No.	Description	EP	SG	IT	HN	ACR	SPS
AC-13	Explore opportunities and funding strategies for developing dedicated arts-oriented gathering places and venues that ensure wide availability and accessibility to arts and arts education opportunities.	•				•	
AC-14	Acknowledge and support local artists and creatives as a foundation for the expansion of the community's cultural development.					•	
AC-15	Cultural facilities such as theatres, museums and galleries are a visible component of the community's cultural identity, and are elevated through thoughtful management and strategic investment.	•	•			•	
AC-16	Promote arts and culture as a key component of the revitalization effort within Old Town.	•	•			•	
AC-17	Identify site specific opportunities to develop, attract, and retain a <i>Creative Economy</i> within Old Town.	•	•	•		•	•
AC-18	Build on previous improvements, such as upgraded streetscapes and public gathering areas to further enhance the Old Town environment.	•	•	•		•	•
AC-19	Promote the creation of greater partnerships between the city, businesses and education to help develop additional arts programs for students.	•			•	•	
HP-1	Strengthen and enhance the historic, natural, and cultural character of Peoria while promoting long-term sustainable economic development.		•			•	
HP-2	Maintain and update the Historic Preservation Master Plan to guide preservation efforts.		•			•	
HP-3	Recognize opportunities to partner with non-profits and similar organizations to highlight the City's living history and enhance the historic preservation program.	•	•			•	
HP-4	Continue to manage the local Peoria Register of Historic Places.		•			•	
HP-5	Update and expand the City's Historic Resources Survey to inventory additional geographic areas where buildings are at least 50 years old or archaeological resources are present.		•			•	
HP-6	Maintain the City's designation as a Certified Local Government (CLG) by adhering to the responsibilities outlined in the CLG agreement with the State Historic Preservation Office (SHPO), in order to retain local control of historic preservation decisions as delegated by the SHPO.		•			•	
HP-7	Utilize the CLG program grant funding available from the SHPO to nominate buildings to the National Register of Historic Places, preserve Peoria heritage, and educate the community on Peoria's history.		•			•	
HP-8	Encourage the adaptive re-use of historically significant properties through incentive and education programs.	•	•	•		•	•
HP-9	Encourage new development to be compatible with adjacent historical structures in scale, massing, building materials, and general architectural treatment.		•			•	
HP-10	Through the design review process, encourage the adaption of and compatible reuse of historic buildings in order to preserve the historic resources that are a part of Peoria's heritage.	•	•			•	•
HP-11	Discourage the demolition of structures and buildings identified as historic resources on the City's Historic Resources Surveys.		•			•	

ARTS, CULTURAL AND RECREATIONAL ENRICHMENT							
No.	Description	EP	SG	IT	HN	ACR	SPS
HP-12	Include historic properties in the City's programs and partnerships to develop an array of housing options.	•	•			•	
HP-13	Pursue designation as a Preserve America Community to support efforts to preserve Peoria's historic resources.		•			•	
HP-14	Enforce the standards and guidelines for signage intended to identify, describe, and commemorate Peoria's historic resources.	•	•			•	
HP-15	Continue to develop interpretive/informational materials to promote Peoria's heritage as well as general information pamphlets discussing the City's historic preservation program.	•	•			•	
HP-16	Create and distribute handouts and applications available for programs such as state and federal tax incentives, and any local incentives for residents and developers.	•	•			•	
HP-17	Provide information to developers and the public regarding preferred approaches for handling the historically significant buildings on their properties.					•	
HP-18	Encourage owners of properties deemed historically significant by Historic Resource Surveys to support the nomination of their properties to the City's Local Register of Historic Places.		•			•	
HP-19	Recognize individuals, groups or businesses that have made a significant effort or contribution to the preservation, protection or restoration of historical or cultural resources.					•	
HP-20	Work with educational institutions in preservation programs and activities.	•				•	
HP-21	Encourage active community involvement in preservation efforts through city supported initiatives such as resource sponsorship programs.					•	
EL-1	Continue coordination with school districts and charter schools through the exchange of information regarding upcoming and ongoing development proposals.	•	•			•	
EL-2	Continue to encourage communication between school districts, charter schools and developers of projects with residential components.	•	•			•	
EL-3	Collaborate with school representatives regarding expansion of existing facilities and future school placement within the community.	•	•	•	•	•	•
EL-4	Encourage connectivity between schools and surrounding developments through the use of sidewalks, bicycle lanes, multi-use paths, and trails that minimize crossings of collector and arterial streets.	•	•	•	•	•	•
EL-5	Coordinate with local school districts, charter schools, and other public facilities, such as local libraries, to explore opportunities for complementary educational programs such as literacy programs, language-learning programs, and computer and technology programs.	•	•	•	•	•	•
EL-6	Provide educational services that identify and respond to changing demographics and the needs of the citizenry, which address elements such as workforce resources and outreach, business training, etc.	•	•	•	•	•	
EL-7	Conduct a needs assessment with existing and future higher education institutions to develop or expand undergraduate, graduate, and certification programs that meet community and employer base needs.	•				•	



ARTS, CULTURAL AND RECREATIONAL ENRICHMENT							
No.	Description	EP	SG	IT	HN	ACR	SPS
EL-8	Explore performance-based incentives for attracting post-secondary institutions that align with the target growth sectors in Peoria.	•	•			•	
EL-9	Host regular education seminars with regional partners, such as the Peoria Chamber of Commerce, Small Business Development Center, etc.	•				•	
EL-10	Partner with local school districts and charter schools to conduct regular Career Fairs that inform high school students of the types of careers that are available to them in Peoria after high school and the necessary steps to help prepare for those careers.	•				•	
EL-11	Inventory educational and skills training programs, and engage the business community to help funnel local skilled labor to growing fields within Peoria to accommodate any gap in skills-to-employment needs.	•				•	
EL-12	Peoria libraries should partner with local schools to provide offerings that are in line with the established curriculum of the schools in the area.	•				•	
EL-13	The Community Services Master Plan shall establish review time frames and methods for assessing technology related needs and programming that provide modern technologies, and training for the community on the use of those technological elements.		•	•		•	•
EL-14	Conduct annual assessments of the physical and programming needs of libraries to quantify capacity shortages in programming or physical space and work to adjust future budgetary needs as appropriate.		•			•	
EL-15	Identify opportunities for the expansion of library programs and events into parks and other community facilities to increase accessibility to these programs.		•		•	•	
EL-16	Expand the Friends of Peoria Public Libraries as well as other for-profit, and non-profit coordination as a means for programming activities and fundraising for the City's public libraries.					•	
EL-17	Expand library volunteer services programs to leverage volunteer expertise in supporting daily operations, programs, and engagement.					•	
EL-18	Design physical and environmental factors exterior to the library that draw people to communal gathering spaces such as exterior patio areas.		•		•	•	
EL-19	Ensure residents of all ages and physical- and learning-abilities have access to existing and new public libraries and programming.	•			•	•	
EL-20	Program additional library related facilities in the Capital Improvement Program based on needs assessments and programming specified within the Community Services Master Plan.		•			•	•
EL-21	Build in flexibility to the programming and physical structure of libraries to accommodate a future array of uses such as makerspaces, meeting rooms, etc.	•			•	•	•
EL-22	Accommodate makerspace with sufficient resources and bandwidth to address user needs.	•	•			•	•
EL-23	Evaluate the feasibility of creating joint use facilities when planning for additional library locations or services. Joint uses can include school library media centers, academic libraries, and museums.	•	•			•	•

ARTS, CULTURAL AND RECREATIONAL ENRICHMENT							
No.	Description	EP	SG	IT	HN	ACR	SPS
EL-24	Coordinate with the elementary and higher education schools to increase the utilization of cultural and recreational opportunities available in the community by children and youth.	•			•	•	
RE-1	Develop strategies that will expand the system of large and small open spaces and community facilities linked together along natural washes, pedestrian-friendly streets and multimodal corridors.		•	•	•	•	
RE-2	Coordinate park development and upgrades with pedestrian and bicycle improvements to safely and comfortably connect residents to valuable recreational destinations.		•	•	•	•	
RE-3	Create a system of parks that equitably serves diverse community needs, offers a range of park types, facilities and activities and highlights natural features wherever possible.		•	•	•	•	
RE-4	Provide more transit opportunities to improve access to parks and recreation facilities.		•	•	•	•	•
RE-5	Provide safe, high-quality, distinctive parks that support secure places for social interaction, community identity, beauty and livability.	•	•		•	•	•
RE-6	Base park designs on the unique cultural, historic and environmental setting of an area so that each park is distinctive.		•			•	
RE-7	Promote safety and activate parks by programming for broad appeal, encouraging flexible spaces to accommodate a wide range of experiences and utilizing natural and technological surveillance measures.		•		•	•	•
RE-8	Use efficient and sustainable design and maintenance practices to conserve natural resources and support environmental stewardship.		•			•	•
RE-9	Where possible, highlight natural features, retrofit streets as “green streets”, expand urban greenery, utilize natural systems to manage stormwater, and improve pedestrian and bicycle connections to encourage non-vehicular modes of transit.			•		•	•
RE-10	To enhance public enjoyment, provide public health benefits, and offer convenient opportunities for hands-on experiences in nature, provide appropriate access to natural environments with varying habitats.		•		•	•	
RE-11	Foster environmental stewardship and ongoing support for open space preservation through improved access and enjoyment of Peoria’s natural open spaces.		•		•	•	
RE-12	Increase opportunities for contact with nature on a smaller scale by designing urban parks and play areas to incorporate natural features.		•		•	•	
RE-13	Contribute to raising public awareness of natural and cultural resources and the value of connecting people to nature by encouraging interpretive features in the landscape.	•	•		•	•	
RE-14	Develop and expand recreational services and enrichment opportunities to best serve people of all incomes, cultural backgrounds, ages and levels of physical capability.		•		•	•	
RE-15	Provide a range of conveniently accessible, stimulating programs and services that meet the diverse needs of the community and improve the quality of life of all residents.				•	•	



SUPERIOR PUBLIC SERVICES							
No.	Description	EP	SG	IT	HN	ACR	SPS
CS-1	The City shall review and incorporate best practices to maintain accreditation of its various agencies such as, but not limited to American Public Works Association (APWA), Commission on Accreditation for Law Enforcement (CALEA), Commission on Fire Accreditation International Agency (CFAI), and Commission for Accreditation Park and Recreation Agencies (CAPRA).						•
CS-2	The City shall continue to be responsible stewards of taxpayer dollars while providing exceptional core services to meet the demands of existing and future residents and businesses.	•	•	•			•
CS-3	The City shall continue to use technology to enhance the performance of internal City operations and the delivery of public services.	•	•	•			•
CS-4	The City shall, through a combination of improvement fees, development requirements, and other funding mechanisms to ensure that new development pays its fair share of providing new public facilities and services and/or the costs of expanding/upgrading existing facilities and services impacted by new development (e.g. water, wastewater, and stormwater drainage).		•	•			•
CS-5	The City shall maintain and implement: 1) the use of modern and cost-effective technologies and best management practices; and 2) compatibility with current land use policy.	•	•	•	•		•
CS-6	The City shall continually evaluate their service delivery method in a strategic manner to ensure the services provided are responsive, reliable, and safe using tools and technology that best administer the citizen request.			•	•	•	•
CS-7	To honor its commitment to compassion, the City shall evaluate new, expanded and/or reduced services to understand its impact or ability to service Peoria's most vulnerable population.				•		•
MO-1	The City shall give high priority in capital improvement programming to funding rehabilitation or replacement of critical infrastructure that has reached the end of its useful life or has capacity constraints.	•	•	•	•		•
MO-2	Develop practices to reduce utility, fuel, and related procurement costs and minimize environmental impacts through process, technological, and behavioral changes to demonstrate City leadership in sustainable practices and improve operational efficiencies.	•	•	•	•		•
MO-3	Promote the clustering of public and quasi-public facilities (e.g., schools, parks, libraries, community centers), the joint-use of these facilities, and agreements for sharing costs and operational responsibilities among public service providers.		•				•
MO-4	When making decisions about where to build new community facilities, the City shall give preference to locations that are accessible to an existing public transit line or ensure that public transit links are extended to the new locations.	•	•	•	•	•	•
MO-5	Ensure that public facilities, such as water storage and treatment plants, transfer stations, maintenance facilities, and pumping stations are located, designed, and maintained so that noise, light, glare, or odors associated with these facilities will not adversely affect nearby land uses. The City shall require these facilities to be screened from neighboring residential properties as appropriate.		•	•	•		•
MO-6	Monitor expected impacts of climate on the city's infrastructure and services and make appropriate adaptive facility and service modifications and upgrades to increase resiliency.	•	•	•	•		•

SUPERIOR PUBLIC SERVICES							
No.	Description	EP	SG	IT	HN	ACR	SPS
MO-7	Require municipal buildings to be of high-quality construction and design to set an example for private development through the use of Leadership in Energy and Environmental Design (LEED) methods and certifications.		●				●
MO-8	When evaluating additional infrastructure, facilities and services, consideration shall be given to the resources required to maintain and operate the new asset in its intended condition on-going including eventual life-cycle replacement.		●	●			●
WS-1	Continue to plan and manage the City's water supplies, quality, and infrastructure for long-term reliability and efficiency and conserve water supplies through proactive measures to increase water conservation and lower water consumption.		●			●	●
WS-2	Continue to provide the highest level of water services in a cost effective manner by utilizing cost-effective technology in water treatment, and facility operations.		●			●	●
WS-3	Collaborate on multi-jurisdictional and regional water planning and conservation efforts.	●	●				●
WS-4	Expand water efficiency and conservation programs for City operations and for the residential, commercial, and industrial sectors.		●				●
WS-5	Expand the use of alternative sources of water for potable and non-potable uses, including rainwater, gray water, reclaimed water, effluent, and stormwater.		●				●
WW-1	Maintain the highest level of service in the City's wastewater collection and disposal system to meet the needs of existing and future development.	●	●				●
WW-2	Continue to plan and manage City's use of reclaimed water to ensure the highest and best use of this resource.		●				●
WW-3	Implement and regularly update programs to ensure compliance with applicable regulations.		●				●
SWR-1	The City will develop an action plan to reduce contamination in curbside recycling while further exploring alternate markets for recycled material.						●
SWR-2	Reduce municipal solid and hazardous waste by incorporating a variety of strategies to minimize what is taken to the landfill.						●
SWR-3	Explore efforts to increase the City's environmental stewardship by partnering with adjacent communities, private sector and agencies to maintain an integrated approach to solid waste management.					●	●
SWR-4	Continue to educate residents and businesses on the financial, ecological, and personal health benefits associated with recycling, and properly disposing of electronics and hazardous materials, including chemical, biological and pharmaceutical products.	●					●
SWR-5	Continue to reduce the hazardous waste impacts on landfills and water supplies through hazardous waste collections for residents.				●		●
SWR-6	Continue to examine routes, vehicles, operational locations and disposal sites as the municipality grows in order to optimize time and resources and incur minimal costs.		●	●			●
SFM-1	Expand and maintain the city's major stormwater drainage facilities to accommodate the needs of existing and planned development.						●



SUPERIOR PUBLIC SERVICES							
No.	Description	EP	SG	IT	HN	ACR	SPS
SFM-2	Identify and correct problems of localized flooding. Where practical and economical, the City shall upgrade existing drainage facilities as necessary.						•
SFM-3	Encourage “green infrastructure” design and Low Impact Development (LID) techniques for stormwater management in public and private new development and redevelopment, and in roadway projects.		•			•	•
SFM-4	Ensure grading on construction projects does not result unwanted pollution being conveyed into the city’s storm drainage systems.						•
SFM-5	Continue to educate residents and businesses regarding common stormwater pollution causes and increase compliance in protecting the quality of the stormwater runoff.						•
SFM-6	New development shall be to be designed to prevent the diversion of stormwater onto neighboring parcels.		•		•		•
SFM-7	New and expanded stormwater drainage facilities shall be designed to enhance the neighborhood or business by integrating such facilities into adjacent passive and active recreational areas.						•
PD-1	Promote policing strategies that support community partnerships and problem-solving techniques that build public trust and proactively address public safety issues.				•		•
PD-2	Maintain and consider new department programs that support residents and businesses in their efforts to prevent crime and improve neighborhood safety.		•		•		•
PD-3	Coordinate with school representatives to maintain and further develop programs, services, and strategies that keep children, at-risk youth, and teens involved in positive activities.	•	•	•	•	•	•
PD-4	Collaborate with youth organizations, faith-based organizations, and community centers to provide recreation and after-school programs that deter children and young adults from crime and foster a greater sense of civic engagement.	•			•	•	•
PD-5	Partner with local schools, parent-teacher organizations, and community centers to educate residents (especially children and seniors) about cyber security.	•			•	•	•
PD-6	Continue to include the Police Department in the review of development projects to promote the implementation of Crime Prevention Through Environmental Design (CPTED) principles.		•		•		•
PD-7	Ensure police department facilities and staff are strategically placed to provide optimum response times throughout the community and invest in technology that enhances the City’s ability to deliver services more efficiently and cost-effectively.		•	•	•		•
PD-8	The City shall maintain and implement programs that address conditions that foster crime or the fear of crime, such as blight, litter, graffiti, illegal dumping, and abandoned vehicles.		•		•		•
PD-9	The City shall coordinate with community organizations to develop and maintain a comprehensive system of services to alleviate homelessness, panhandling, and related public safety concerns.				•		•
FMS-1	The City shall seek recognition by the Center for Public Safety Excellence by improving the service of the Peoria Fire-Medical Department.						•

SUPERIOR PUBLIC SERVICES							
No.	Description	EP	SG	IT	HN	ACR	SPS
FMS-2	The City shall maintain optimum staffing levels for sworn, civilian, and support staff, in order to provide quality fire protection and emergency medical services to the community, and ensure that firefighters and paramedics have access to state-of-the-art training and professional development opportunities.						•
FMS-3	The City shall ensure that growth and development does not outpace the expansion of Fire-Medical Department staffing and the development of strategically located and fully equipped fire stations.		•	•			•
FMS-4	The City shall ensure that new fire stations are strategically placed to provide optimum response times throughout the community and invest in technology that enhances the City's ability to deliver emergency medical response, fire-rescue, and fire protection services more efficiently and cost-effectively.		•	•			•
FMS-5	The City shall continue to include the Fire Department in the review of development proposals to ensure projects adequately address fire access and building standards, and shall regularly review and adopt newer fire and building codes as appropriate.		•				•
EM-1	The City shall provide public education to promote citizen awareness and preparedness for self-action in case of a major disaster or emergency.				•		•
EM-2	The City shall encourage all residents to prepare and maintain emergency kits with enough supplies to be self-sufficient for three to seven days.		•		•		•
EM-3	The City shall coordinate with local and regional jurisdictions, schools and colleges, businesses, and community organizations to conduct emergency and disaster preparedness exercises that test operational and emergency response plans.		•		•		•
EM-4	The City shall maintain and implement a Comprehensive management Plan that outlines the City's responsibilities in emergencies, and coordination procedures for the response and recovery efforts of City Departments, local energy providers, and local, State, and Federal agencies.		•				•
EM-5	The City shall maintain flexibility to address new issues, respond and change to conditions as necessary.						•
EM-6	The City shall maintain and regularly upgrade its mass communications systems to effectively notify people during disasters and emergencies by using current communication technologies.	•					•
EM-7	The City shall continue to participate in mutual aid agreements to ensure adequate resources, facilities, and other support for emergency response.		•				•
ER-1	Coordinate with energy providers in the siting and design of gas and electric facilities to minimize environmental, aesthetic, and safety impacts and with regulators and providers to regularly monitor, evaluate, and maintain safety of facilities.		•				•
ER-2	Continue to work closely with energy providers to ensure that adequate electricity and natural gas services are available for existing and newly developing areas.		•	•			•
ER-3	Encourage utility providers to provide efficient, reliable, affordable, and state-of-the-art service, and shall promote technological improvements and upgrading of utility services.		•				•



SUPERIOR PUBLIC SERVICES							
No.	Description	EP	SG	IT	HN	ACR	SPS
ER-4	Explore and promote programs that increase the use of clean alternative energy and enhance environmental quality.					•	•
ER-5	All new electric utility lines constructed as part of new development projects are required to be installed underground if less than 69KV, and transformers are pad-mounted.						•
ER-6	Encourage energy providers to maintain and repair gas pipelines and electric utility lines, both overhead and underground) to ensure reliable service and limit service disruptions. For example, keep providers informed of upcoming roadway or other public projects that provide opportunities to inspect or repair underground utility lines.				•		•
ER-7	Work with utility companies to utilize easements and utility corridors for use as public or private open space, trails, or other compatible passive recreational uses.		•	•	•	•	•
AQ-1	Select right-sized vehicles for municipal operations use and explore opportunities for the city to increase the use of alternative fuels in fleet vehicles.					•	•
AQ-2	Continue to encourage trip reduction actions and incentives by employers.		•		•	•	•
AQ-3	Improve air quality and promote walking and bicycling by shading hard surfaces, such as sidewalks, bike paths, parking lots, and streets with large canopy trees and man-made shade structures.		•	•	•	•	•
AQ-4	Encourage providing charging stations for electric vehicles for use by the public at city facilities and within large retail, commercial and employment areas.	•	•	•	•	•	•
AQ-5	Communicate information about fireplace use restrictions on no burn days and High Pollution Advisory (HPA) days.				•		•
AQ-6	Continue to enforce and expand the city dust control ordinances to reduce plant allergens, along with encourage vacant lot stabilization and dust control requirements for construction projects.		•	•	•		•
TS-1	The City shall work with service providers to ensure access to and availability of a wide range of state-of-the-art telecommunication systems and services for households, businesses, institutions, public spaces, and public agencies throughout the city.	•	•	•	•		•
TS-2	Encourage compatible co-location of telecommunication facilities.	•	•	•		•	•
TS-3	Promote the installation of state-of-the-art internal telecommunications technologies in new planned developments and office and commercial developments and for use in public buildings.	•	•	•		•	•
TS-4	Support the development of internet-connected informational kiosks in public places and streetscapes.	•	•				•
TS-5	Continue to expand and upgrade the fiber optic telecommunications network and encourage the installation of public use wireless network “hot spots” throughout the city.	•	•				•

2024 Major General Plan Amendments

(GPA24-01, GPA24-02, GPA24-03 and GPA24-05)



Exhibit 7

From: Lorie Dever <Lorie.Dever@peoriaaz.gov>
Sent: Thursday, April 11, 2024 3:14 PM
To: Lorie Dever <Lorie.Dever@peoriaaz.gov>
Subject: City of Peoria - 2024 Major General Plan Updates

Good Afternoon,

You are receiving this email as an invitation to review and comment on the city-initiated amendments to the *Peoria General Plan*.

In accordance with ARS §9-461.06, all adjacent communities or other affected agencies are entitled to an opportunity to provide comment during a mandatory 60-day review period. During this time, you are encouraged to review the proposed modifications and submit any comments or questions you may have. Upon conclusion of this review period, all comments will be compiled and considered for incorporation into the final document, which will be evaluated by the City's Planning & Zoning Commission and acted upon by the Peoria City Council.

Please use the following link to access the proposed updates to the *Peoria General Plan* and to provide comments: www.peoriaaz.gov/generalplan

Additionally, you may submit your comments via email to Lorie.Dever@peoriaaz.gov or by replying to this email. If you require a hard copy, please contact me directly to make a request.

The 60-day review period will be as follows: **April 12, 2024 to June 19, 2024**

Thank you in advance for your participation and valued feedback.
Lorie

Lorie Dever
Deputy Director
623-773-5168
lorie.dever@peoriaaz.gov

City of Peoria | Planning Department
9875 N. 85th Avenue Peoria, AZ 85345
Monday through Thursday, 7am to 6pm | **Closed Friday**
Peoriaaz.gov/planning

Exhibit 7

From: Bernadette Martinez <bmartinez@azdot.gov>
Sent: Friday, April 12, 2024 10:27 AM
To: Lorie Dever <Lorie.Dever@peoriaaz.gov>
Cc: Peggy Fehlman <pfehlman@azdot.gov>
Subject: Re: City of Peoria - 2024 Major General Plan Updates

RE: Notice Number:
 Case Name: CITY OF PEORIA-GENERAL PLAN AMENDMENTS
 APN:
 Subject Address: CITY OF PEORIA

Thank you for the notification of the above-referenced proposed development. ADOT is neutral on this matter. As such, ADOT has no comment.

ADOT traffic engineering may offer additional comments, it is recommended that the developer ascertain if a traffic study or permit will be necessary. We appreciate receiving the notice, and the opportunity to review and comment. I am happy to assist with any other questions or concerns.

Bernadette Martinez
Transportation Construction Technician IV
Central District
2140 W. Hilton Ave, MD 700
Phoenix, AZ 85009
602.712.2086





June 19, 2024

Ms. Lorie Dever
Deputy Director
9875 N. 85th Ave
Peoria, AZ 85345

Electronically submitted to: Lorie.Dever@peoriaaz.gov

RE: City of Peoria 2024 Major General Plan Amendment

Dear Ms. Dever:

The Arizona Game and Fish Department (Department) appreciates the opportunity to review the City of Peoria (Peoria) 2024 Major General Plan Amendment (Plan). The Department understands the Plan would be amended to include a Special Land Use category for increased land-use flexibility, a reclassification of State Trust Land to Special Land Use, an update to the Peoria Circulation Plan for roadway revisions, refining the park classification guidelines, and changing the criteria for a “major” land use change from 80-acres to 640-acres.

Under Title 17 of the Arizona Revised Statutes, the Department, by and through the Arizona Game and Fish Commission (Commission), has jurisdictional authority and public trust responsibilities to conserve and protect the state fish and wildlife resources. In addition, the Department manages threatened and endangered species through authorities of Section 6 of the Endangered Species Act and the Department’s Section 10(a)(1)(A) permit. It is the mission of the Department to conserve and protect Arizona’s diverse fish and wildlife resources and manage for safe, compatible outdoor recreation opportunities for current and future generations. For your consideration, the Department provides the following comments based on the agency’s statutory authorities, public trust responsibilities, and special expertise related to wildlife resources and recreation.

The Department has prepared the attached comment matrix (AZGFD Comment Matrix Peoria 2024 Major General Plan Amendment) that includes the Department’s page specific comments and recommendations. In addition, the Department provides the following overarching recommendations:

- Based on statutory authorities, the Arizona Game and Fish Department manages all wildlife within the State of Arizona. This includes private, state, and Federal lands.
- Arizona has recently seen an increase in the number of proposed and in-development renewable energy generation projects, storage facilities, and associated infrastructure.

azgfd.gov | 480.981.9400

MESA OFFICE: 7200 E. UNIVERSITY DRIVE, MESA AZ 85207

GOVERNOR: KATIE HOBBS **COMMISSIONERS:** CHAIRMAN TODD G. GEILER, PRESCOTT | CLAY HERNANDEZ, TUCSON | MARSHA PETRIE SUE, SCOTTSDALE
JEFF BUCHANAN, PATAGONIA | JAMES E. GOUGHNOUR, PAYSON **DIRECTOR:** TY E. GRAY **DEPUTY DIRECTOR:** TOM P. FINLEY

Although each of these projects individually may have a minimal impact on the broader landscape, these projects cumulatively could result in loss of habitat, impact wildlife movements, and affect wildlife-related recreation. Additionally, long-term effects to wildlife can extend several kilometers beyond the footprint of a solar project area ([Sawyer et al. 2022](#)¹). The Department recommends that Peoria consider all potential cumulative effects and to evaluate each proposed project in association with other projects in the area. Department staff are available to assist in identifying potential cumulative impacts to wildlife and associated voluntary conservation measures that can be implemented.

- The Department would also like to encourage Peoria to use the [Arizona Online Environmental Review Tool](#)² as part of their standard operating procedure for review of new construction and development. This tool is a useful resource that provides baseline information on special status species such as Arizona's Species of Greatest Conservation Need and Species of Economic and Recreational Importance.

Thank you for the opportunity to provide input on the City of Peoria 2024 Major General Plan Amendment. For further coordination, please contact Bobby Lamoureux at rlamoureux@azgfd.gov or 480-262-9427

Sincerely,



Joshua Hurst
Regional Supervisor

cc: Ginger Ritter - Project Evaluation Program Supervisor
Kelly Wolff – Habitat, Evaluation, and Lands Program Manager, Region 6

Attachment: AZGFD Comment Matrix Peoria 2024 Major General Plan Amendment

AZGFD #M24-04120430

¹ <https://esajournals.onlinelibrary.wiley.com/doi/10.1002/fee.2498>

² <https://ert.azgfd.gov/>

AZGFD Comment Matrix Peoria 2024 General Plan Amendment

Section	Page	Recommendation/Comment
Request Map Changes: (PIC)	6	Please clarify if the 6.6 acres being changed to office and local commerce will reduce the acreage designated for Open Space. If so, will there be an increase of open space elsewhere to offset this decrease?
3.2 Walkability	3-3	Recommend including open space within the "walkability" framework, as open space can greatly improve upon walkability by adding a more natural experience to the landscape.
3.4	3-8	The Department would like further explanation why the following statement was removed: "State Trust Land parcels with high scenic value or habitat attributes may be designated or otherwise preserved for conservation, pursuant to applicable state laws and city ordinances."
Sense of Place	3-14	Recommend including open space and wildlife movement corridors as an example of a smart growth community. Please work with the Department if needed to identify known movement corridors within the area.
Character	3-26	Where possible, recommend considering including "no light" ordinances during nighttime hours to reduce interferences with nocturnal wildlife.
ASLD Special Land Use	3-39	Please coordinate with AZGFD for general recommendations when developing within State trust lands. This includes species records, areas with identified movement corridors, and best management practices when building near ephemeral streams and washes.
Park and Open Space	3-41	Recommend including that open space areas are also integral for wildlife movement and can help reduce unwanted human-wildlife interactions.
LUC-7	3-43	Recommend stating Peoria will coordinate with local state and federal agencies to identify specific areas of interest.
CN-3	3-44	Recommend including a new CN for native landscaping to compliment surrounding land.
Transit Network	4-16	Recommend ensuring areas are properly signed for wildlife crossings, especially for wild burro along the northern portions of Peoria.
Open Space / Conservation Lands	6-19	Recommend including habitat connectivity as an item desired to be protected.
Recreational Enrichment	6-29	Recommend creating a new bullet (RE-16): Ensure landscaping is done with native plant species, or non-invasive species to avoid invasive encroachment into natural areas.

2024 Major General Plan Amendments

(GPA24-01, GPA24-02, GPA24-03 and GPA24-05)



Exhibit 8



General Plan 2040

2024 MAJOR GENERAL PLAN AMENDMENTS NEIGHBORHOOD MEETING #1

DATE / TIME: April 23, 2024

LOCATION: Rio Vista Community Center

Name - Please Print	Join the eMail List	Have A Question? (Tell us how to contact you)	How did you hear about the meeting?
STACY MESTREKEM			<input type="checkbox"/> Email <input type="checkbox"/> Facebook <input type="checkbox"/> Friend/Family <input type="checkbox"/> Flyer <input type="checkbox"/> Twitter <input type="checkbox"/> Other <input type="checkbox"/> Webpage <input type="checkbox"/> Nextdoor _____
Linda Simpson			<input type="checkbox"/> Email <input type="checkbox"/> Facebook <input type="checkbox"/> Friend/Family <input type="checkbox"/> Flyer <input type="checkbox"/> Twitter <input type="checkbox"/> Other <input checked="" type="checkbox"/> Webpage <input type="checkbox"/> Nextdoor _____
PAUL BIANCO			<input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Facebook <input checked="" type="checkbox"/> Friend/Family <input type="checkbox"/> Flyer <input type="checkbox"/> Twitter <input type="checkbox"/> Other <input checked="" type="checkbox"/> Webpage <input type="checkbox"/> Nextdoor _____
Kirk + KATICA BAUMGARTNER			<input checked="" type="checkbox"/> Email <input type="checkbox"/> Facebook <input type="checkbox"/> Friend/Family <input type="checkbox"/> Flyer <input type="checkbox"/> Twitter <input type="checkbox"/> Other <input type="checkbox"/> Webpage <input type="checkbox"/> Nextdoor _____
Joe Durbin			<input checked="" type="checkbox"/> Email <input type="checkbox"/> Facebook <input type="checkbox"/> Friend/Family <input type="checkbox"/> Flyer <input type="checkbox"/> Twitter <input type="checkbox"/> Other <input type="checkbox"/> Webpage <input type="checkbox"/> Nextdoor _____
Jen Crawford			<input type="checkbox"/> Email <input type="checkbox"/> Facebook <input type="checkbox"/> Friend/Family <input type="checkbox"/> Flyer <input type="checkbox"/> Twitter <input type="checkbox"/> Other <input type="checkbox"/> Webpage <input type="checkbox"/> Nextdoor _____
Lee Cox			<input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Facebook <input type="checkbox"/> Friend/Family <input type="checkbox"/> Flyer <input type="checkbox"/> Twitter <input type="checkbox"/> Other <input type="checkbox"/> Webpage <input type="checkbox"/> Nextdoor _____



General Plan 2040

2024 MAJOR GENERAL PLAN AMENDMENTS

NEIGHBORHOOD MEETING #1

DATE / TIME: April 23, 2024

LOCATION: Rio Vista Community Center

Name - Please Print	Join the eMail List	Have A Question? (Tell us how to contact you)	How did you hear about the meeting?
RANDI DIGBELMANN PEGGY DOYLE	[REDACTED]		<input type="checkbox"/> Email <input type="checkbox"/> Facebook <input type="checkbox"/> Friend/Family <input type="checkbox"/> Flyer <input type="checkbox"/> Twitter <input type="checkbox"/> Other <input checked="" type="checkbox"/> Webpage <input type="checkbox"/> Nextdoor _____
Larry & Pam Edwards			<input type="checkbox"/> Email <input checked="" type="checkbox"/> Facebook <input type="checkbox"/> Friend/Family <input type="checkbox"/> Flyer <input type="checkbox"/> Twitter <input type="checkbox"/> Other <input type="checkbox"/> Webpage <input type="checkbox"/> Nextdoor <u>local</u>
Tom Venere Val Venere			<input type="checkbox"/> Email <input checked="" type="checkbox"/> Facebook <input type="checkbox"/> Friend/Family <input type="checkbox"/> Flyer <input type="checkbox"/> Twitter <input type="checkbox"/> Other <input type="checkbox"/> Webpage <input type="checkbox"/> Nextdoor _____
Lynda Reithmann			<input type="checkbox"/> Email <input checked="" type="checkbox"/> Facebook <input type="checkbox"/> Friend/Family <input type="checkbox"/> Flyer <input type="checkbox"/> Twitter <input type="checkbox"/> Other <input type="checkbox"/> Webpage <input type="checkbox"/> Nextdoor _____
Michael Romito			<input type="checkbox"/> Email <input type="checkbox"/> Facebook <input type="checkbox"/> Friend/Family <input type="checkbox"/> Flyer <input type="checkbox"/> Twitter <input type="checkbox"/> Other <input type="checkbox"/> Webpage <input checked="" type="checkbox"/> Nextdoor _____
JUDITH A. PROELL			<input type="checkbox"/> Email <input checked="" type="checkbox"/> Facebook <input type="checkbox"/> Friend/Family <input type="checkbox"/> Flyer <input type="checkbox"/> Twitter <input type="checkbox"/> Other <input checked="" type="checkbox"/> Webpage <input type="checkbox"/> Nextdoor _____
Karen Hauster			<input type="checkbox"/> Email <input type="checkbox"/> Facebook <input checked="" type="checkbox"/> Friend/Family <input type="checkbox"/> Flyer <input type="checkbox"/> Twitter <input type="checkbox"/> Other <input type="checkbox"/> Webpage <input type="checkbox"/> Nextdoor _____



2024 MAJOR GENERAL PLAN AMENDMENTS
 NEIGHBORHOOD MEETING #1

DATE / TIME: April 23, 2024

LOCATION: Rio Vista Community Center

General Plan 2040

Name - Please Print	Join the eMail List	Have A Question? (Tell us how to contact you)	How did you hear about the meeting?		
Megan		/	<input type="checkbox"/> Email <input type="checkbox"/> Flyer <input type="checkbox"/> Webpage	<input checked="" type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Nextdoor	<input type="checkbox"/> Friend/Family <input type="checkbox"/> Other _____
I ZEEB & BELINDA STROBL			<input type="checkbox"/> Email <input type="checkbox"/> Flyer <input type="checkbox"/> Webpage	<input checked="" type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Nextdoor	<input type="checkbox"/> Friend/Family <input type="checkbox"/> Other _____
Paula Barron			<input type="checkbox"/> Email <input type="checkbox"/> Flyer <input checked="" type="checkbox"/> Webpage	<input checked="" type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Nextdoor	<input checked="" type="checkbox"/> Friend/Family <input type="checkbox"/> Other _____
Phil Jensen			<input type="checkbox"/> Email <input type="checkbox"/> Flyer <input type="checkbox"/> Webpage	<input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Nextdoor	<input checked="" type="checkbox"/> Friend/Family <input type="checkbox"/> Other _____
Laura Page			<input type="checkbox"/> Email <input type="checkbox"/> Flyer <input type="checkbox"/> Webpage	<input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Nextdoor	<input type="checkbox"/> Friend/Family <input type="checkbox"/> Other _____
Tim Everhard			<input type="checkbox"/> Email <input type="checkbox"/> Flyer <input checked="" type="checkbox"/> Webpage	<input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Nextdoor	<input type="checkbox"/> Friend/Family <input type="checkbox"/> Other _____
SEAN CREGG			<input type="checkbox"/> Email <input type="checkbox"/> Flyer <input type="checkbox"/> Webpage	<input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Nextdoor	<input type="checkbox"/> Friend/Family <input type="checkbox"/> Other _____



General Plan 2040

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DATE / TIME: April 23, 2024

LOCATION: Rio Vista Community Center

Name - Please Print	Join the eMail List	Have A Question? (Tell us how to contact you)	How did you hear about the meeting?
Candy Stamb			<input type="checkbox"/> Email <input checked="" type="checkbox"/> Facebook <input type="checkbox"/> Friend/Family <input type="checkbox"/> Flyer <input type="checkbox"/> Twitter <input type="checkbox"/> Other <input type="checkbox"/> Webpage <input type="checkbox"/> Nextdoor _____
AMYSON JENSEN			<input type="checkbox"/> Email <input checked="" type="checkbox"/> Facebook <input type="checkbox"/> Friend/Family <input type="checkbox"/> Flyer <input type="checkbox"/> Twitter <input type="checkbox"/> Other <input type="checkbox"/> Webpage <input type="checkbox"/> Nextdoor _____
Deb Farley		ail	<input type="checkbox"/> Email <input checked="" type="checkbox"/> Facebook <input type="checkbox"/> Friend/Family <input type="checkbox"/> Flyer <input type="checkbox"/> Twitter <input type="checkbox"/> Other <input type="checkbox"/> Webpage <input type="checkbox"/> Nextdoor _____
TOM REITHMANU			<input type="checkbox"/> Email <input type="checkbox"/> Facebook <input type="checkbox"/> Friend/Family <input type="checkbox"/> Flyer <input type="checkbox"/> Twitter <input type="checkbox"/> Other <input type="checkbox"/> Webpage <input checked="" type="checkbox"/> Nextdoor _____
Marty Finley		what's being done with S. Peoria?	<input type="checkbox"/> Email <input type="checkbox"/> Facebook <input type="checkbox"/> Friend/Family <input type="checkbox"/> Flyer <input type="checkbox"/> Twitter <input checked="" type="checkbox"/> Other <input type="checkbox"/> Webpage <input type="checkbox"/> Nextdoor _____
Trish Roth			<input type="checkbox"/> Email <input checked="" type="checkbox"/> Facebook <input type="checkbox"/> Friend/Family <input type="checkbox"/> Flyer <input type="checkbox"/> Twitter <input type="checkbox"/> Other <input type="checkbox"/> Webpage <input type="checkbox"/> Nextdoor _____
ADAM PRUETT			<input type="checkbox"/> Email <input type="checkbox"/> Facebook <input type="checkbox"/> Friend/Family <input type="checkbox"/> Flyer <input type="checkbox"/> Twitter <input checked="" type="checkbox"/> Other <input type="checkbox"/> Webpage <input type="checkbox"/> Nextdoor _____



General Plan 2040

2024 MAJOR GENERAL PLAN AMENDMENTS

NEIGHBORHOOD MEETING #1

DATE / TIME: April 23, 2024

LOCATION: Rio Vista Community Center

Name - Please Print	Join the eMail List	Have A Question? (Tell us how to contact you)	How did you hear about the meeting?
Jim & Sandra Haile	[Redacted]		<input type="checkbox"/> Email <input type="checkbox"/> Facebook <input type="checkbox"/> Friend/Family <input type="checkbox"/> Flyer <input type="checkbox"/> Twitter <input type="checkbox"/> Other <input type="checkbox"/> Webpage <input checked="" type="checkbox"/> Nextdoor _____
Taylor Leavitt	[Redacted]		<input type="checkbox"/> Email <input type="checkbox"/> Facebook <input type="checkbox"/> Friend/Family <input type="checkbox"/> Flyer <input type="checkbox"/> Twitter <input type="checkbox"/> Other <input type="checkbox"/> Webpage <input type="checkbox"/> Nextdoor _____
BRAD SHAFER	BRAD. SHAFER@PEORIAAZ.GOV		<input type="checkbox"/> Email <input type="checkbox"/> Facebook <input type="checkbox"/> Friend/Family <input type="checkbox"/> Flyer <input type="checkbox"/> Twitter <input checked="" type="checkbox"/> Other <input type="checkbox"/> Webpage <input type="checkbox"/> Nextdoor <u>Council</u>
			<input type="checkbox"/> Email <input type="checkbox"/> Facebook <input type="checkbox"/> Friend/Family <input type="checkbox"/> Flyer <input type="checkbox"/> Twitter <input type="checkbox"/> Other <input type="checkbox"/> Webpage <input type="checkbox"/> Nextdoor _____
			<input type="checkbox"/> Email <input type="checkbox"/> Facebook <input type="checkbox"/> Friend/Family <input type="checkbox"/> Flyer <input type="checkbox"/> Twitter <input type="checkbox"/> Other <input type="checkbox"/> Webpage <input type="checkbox"/> Nextdoor _____
			<input type="checkbox"/> Email <input type="checkbox"/> Facebook <input type="checkbox"/> Friend/Family <input type="checkbox"/> Flyer <input type="checkbox"/> Twitter <input type="checkbox"/> Other <input type="checkbox"/> Webpage <input type="checkbox"/> Nextdoor _____
			<input type="checkbox"/> Email <input type="checkbox"/> Facebook <input type="checkbox"/> Friend/Family <input type="checkbox"/> Flyer <input type="checkbox"/> Twitter <input type="checkbox"/> Other <input type="checkbox"/> Webpage <input type="checkbox"/> Nextdoor _____

2024 Major General Plan Amendments

(GPA24-01, GPA24-02, GPA24-03 and GPA24-05)



Exhibit 9

Exhibit 8 - Errata Sheet

	Last Name	First Name	Received	Source	Case Specified?	Comment
1	Anjali	Angeli	6/19/2024	Email	None	Opposed - no specific comments on proposed changes
2	Barlow	James	4/27/2024	Email	GPA24-05	Opposed to threshold change from 80 to 640 acres
	Barlow	James	4/27/2024	Web	Same	Same
3	Bridgeman	Karen	6/10/2024	Email	None	Opposed to airpark - no specific comments on proposed changes
4	Briggs	Melissa	6/18/2024	Web	None	Opposed wants all General Plan changes to go to the voters - no specific comments on proposed changes
5	Brosse	Susan	6/11/2024	Email	None	Opposed to airpark - no specific comments on proposed changes
6	Bunt	Arlene	9/8/2024	Email	None	Opposed to airpark - no specific comments on proposed changes
7	Burton	Ellen	4/20/2024	Email	GPA24-05	Opposed to industrial and commercial development - no specific comments on proposed changes
	Burton	Ellen	4/24/2024	Web	Same	Same
8	Chizum	Susan	6/18/2024	Email	None	Opposed to airpark - no specific comments on proposed changes
9	Cox	Lee	4/22/2024	Email	GPA24-05	Opposed to threshold change from 80 to 640 acres and concerned with exponential growth
	Cox	Lee	4/20/2024	Web	None	Opposed to industrial and commercial development - no specific comments
10	Drummond	Paula	6/14/2024	Web	None	Opposed to airpark and semi-conductor factories - no specific comments on proposed changes
11	Findley	Ramona	6/12/2024	Email	None	Opposed to airpark and Amkor - no specific comments on proposed changes
12	Foland	Catherine	6/19/2024	Web	None	Opposed to airpark - no specific comments on proposed changes
	Foland	Catherine	6/19/2024	Email	Same	Same
13	Friedman	Lorie A Bowlin	6/10/2024	Web	None	Opposed to airpark - no specific comments on proposed changes
14	Garcia	Theresa	4/23/2024	Web	GPA24-05	Opposed to threshold change from 80 to 640 acres
15	Gelster	Bryan	4/25/2024	Email	None	Opposed wants all General Plan changes to go to the voters - no specific comments on proposed changes
16	Goldberg	Sheila	4/23/2024	Email	None	Opposed wants all General Plan changes to go to the voters - no specific comments on proposed changes
17	Grimse	Denise	6/18/2024	Email	None	Opposed to airpark and purchasing state land - no specific comments on proposed changes
18	Hill	Kevin	6/10/2024	Email	None	Opposed to airpark - no specific comments on proposed changes
19	Jensen	Allyson	6/10/2024	Email	None	Opposed to airpark - no specific comments on proposed changes
20	Johnson	Paul	6/11/2024	Email	None	Opposed to airpark - no specific comments on proposed changes
21	Lane	Jan	4/24/2024	Email	GPA24-05	Opposed to minor / major criteria change for State Land parcels
22	Masterson	Annette	6/17/2024	Email	None	Opposed to airpark - no specific comments on proposed changes
23	Muha	Susan	4/23/2024	Web	GPA24-05	Opposed to threshold change from 80 to 640 acres
	Muha	Susan	4/27/2024	Email	GPA24-01 and GPA24-05	Opposed to changing land use for State Land and threshold change from 80 to 640 acres
24	Nunez	Joann	4/25/2024	Email	GPA24-05	Opposed to threshold change from 80 to 640 acres
25	Nunez	Ramon	4/27/2024	Email	GPA24-05	Opposed to threshold change from 80 to 640 acres
26	Orr	Jeff	6/19/2024	Email	None	Opposed to airpark - no specific comments on proposed changes
	Orr	Jeff	6/19/2024	Web	Same	Same
27	Orr	Sheri	6/19/2024	Email	All	Opposed to airpark - opposed to minor/major criteria changes, park changes to allow industrial, wants all changes to go to voters
	Orr	Sheri	6/19/2024	Web	Same	Same
28	Page	Laura	6/18/2024	Email	GPA24-01	Opposed - wants comparison of existing and proposed uses for transparency, changes do not meet amendment criteria
29	Perez	Kristina	6/18/2024	Web	None	Opposed to airpark - no specific comments on proposed changes
30	Phillips	Robin	6/8/2024	Email	None	Opposed wants all General Plan changes to go to the voters - no specific comments on proposed changes
31	Power	Doreen	4/24/2024	Email	None	Opposed wants all General Plan changes to go to the voters - no specific comments on proposed changes
	Power	Doreen	6/10/2024	Email	None	Opposed to airpark, scope not clearly communicated - no specific comments on proposed changes
32	Ready	Cheryl	6/19/2024	Email	None	Opposed to airpark - no specific comments on proposed changes
33	Ready	Tom	6/19/2024	Email	None	Opposed to airpark - no specific comments on proposed changes
34	Rupp	Michael	4/24/2024	Email	GPA24-05	Opposed to threshold change from 80 to 640 acres and airpark
35	Schwarzaupt	Albert	4/27/2024	Web	GPA24-05	Opposed to threshold change from 80 to 640 acres
36	Simpson	Linda	4/24/2024	Email	None	Opposed - no specific comments on proposed changes
	Simpson	Linda	4/20/2024	Email	None	Opposed - no specific comments on proposed changes
37	Staack	-	9/8/2024	Email	GPA24-01	Opposed to changing description of State Land in Section 3.4
38	Staub	Candy	9/10/2024	Email	None	Opposed to airpark - no specific comments on proposed changes
39	Ullery	Vicky	6/14/2024	Email	None	Opposed - no specific comments on proposed changes
40	Wilson	Skip	4/24/2024	Web	GPA24-05	Opposed wants all General Plan changes to go to the voters - no specific comments on proposed changes
41	Zumstein	Shari	4/24/2024	Email	GPA24-05	Opposed to threshold change from 80 to 640 acres
42	Alleman	Shaine	6/19/2024	Email	GPA24-02	Comments - Realign the 119th Avenue and Mariposa Grande alignment per access easement legal.
43	Zimmer	Linda	8/14/2024	Web	GPA24-05	Opposed to threshold change from 80 to 640 acres

From: webmaster@peoriaaz.gov <webmaster@peoriaaz.gov>
Sent: Wednesday, August 14, 2024 12:28 PM
To: InetPlanning <planning@peoriaaz.gov>
Subject: NEW Public Comment on Development

A new entry to a form/survey has been submitted.

Form Name: Planning - Public Comment Form
Date & Time: 08/14/2024 12:28 PM
Response #: 53
Submitter ID: 85370
IP address: 162.158.140.159
Time to complete: 15 min. , 0 sec.

Survey Details

Page 1

1.	Name
	Lynda Zimmer
2.	Phone Number
	[REDACTED]
3.	Email Address
	[REDACTED]
4.	Project Name
	Not answered
5.	Project Case Number
	Not answered
6.	Project Location
	Not answered
7.	Please provide your feedback on this project:
	Currently, anything bigger than 80 acres must go through a public vetting process. I understand that the city is proposing to change that threshold to 640 acres. This means that residents will have less say in what gets built around them. I strongly oppose this change. The voters approved the 2040 plan. This should not be changed.

Lorie Dever

From: Cheryl Ready [REDACTED]
Sent: Wednesday, June 19, 2024 10:10 PM
To: Jennifer Crawford; Bill Patena; Michael Finn; denette.dun@peoriaaz.gov; Jon Edwards; City Clerk; Peoria Mayor; Lorie Dever; Brad Shafer
Subject: General Plan Proposal
Airport/Airpark Reconsideration

Dear Lorie Dever,

I hope this finds you well.

My husband and I are residents of Peoria, making this our full time home since 2018 after snow-birding here for 5 years. We made this decision because we love our community and its surrounding areas. We knew when we bought there would be changes. In everything we had read and had been told it would be residential, retail and commercial, along with a public HS. There was never any mention of industrial companies in the middle of neighborhoods and definitely not an Airport/Airpark.

There are several reasons why we do not want an Airport/Airpark in the City of Peoria, I will just list a few:

We love our surrounding natural spaces; the trails, Lake Pleasant and Paloma Park

Paloma Park would have been a great addition for the youth in North Peoria.

Noise pollution and water issues are a concern along with the impact on the wildlife in the area; especially the Bald Eagle Nesting area in the Lake Pleasant area.

A project of this size and cost will have a huge impact on the residents of Peoria and should be put on a ballot for the voters to decide. This is not a minor change but a major change.

One thing I keep hearing from some who are in favor...it will be like Scottsdale, just like Kierland. We had that opportunity and chose here for a reason and an Airport/Airpark being built in the area was not one of them.

I hope you reconsider this proposed project by listening to the concerns of the residents.

Sincerely,

Tom and Cheryl Ready Peoria, Mesquite District

Sent from my iPad

Lorie Dever

From: Angeli Anjali [REDACTED]
Sent: Wednesday, June 19, 2024 6:28 PM
To: Lorie Dever <Lorie.Dever@peoriaaz.gov>
Cc: assuredadequate@azwater.gov; jgould@usbr.gov; 2555@cap-az.com; lgrignano@cap-az.com; aginfo@azag.gov; rsahid@azland.gov; safewater@epa.gov
Subject: Peoria General Plan Amendments are troubling to Community Water

Hello Lorie,

As a North Peoria resident, I'm deeply troubled by the [Peoria General Plan 2040 Amendments](#). It is frustratingly vague with major changes and does not reflect recent City Council changes in its points.

Community Priorities:

- GS-1 Although the Special Land Use is understood to explain Peoria's housing needs for our community, Exhibits 2a-2c show "Mixed Use" & "Employment Park" spaces being completely different from housing,
- spending easily 3x the amount of water during the separate
- [CIP talk of \\$6 Million Vistancia Feasibility Report \(June 11 2024\)](#).
- There is no explanation how Peoria can afford this additional water allotment, especially
- when Peoria is supposed to have a CAP 21% water reduction. (Page 46) (Page 58-60)
-
- Economic Prosperity EP-21 Mayor Beck touts "Growth pays for Growth" but it does not recognize
- our Superior Public Services EP-9. Jomax Treatment Facility only takes care of biowaste, not chemicals.
- Our community's water infrastructure is not made for these Mixed Use/Commercial Core/Employment Parking spaces being requested.
-
- Smart Growth 4 Ensure Compatibility- At no point am I seeing City of Peoria [RES. 2024-62, recognizing the upcoming semiconductor factory AMKOR as a Foreign Trade Zone](#)#75 with the City of Phoenix, to agree for the creation of their own self-sustaining wastewater treatment facilities separate from the City of Peoria, per South Korea's Wastes Control Act. There are no known additional security measures for Jomax Treatment Facility or any other facility. This semiconductor wastewater gives high probability of not being properly treated from chemical contaminants like PFAS before it gets reintroduced back into our groundwater. How is this making our drinking water safe?

Community and Environmental Impact:

- RE-8 At no point is there sustainable allotment or our federally-protected saguaro cacti and state-protected bald eagle nests at Lake Pleasant, which may be adversely affected alongside the water siphoning by these Amendment changes. (Page 116)
-

- Central Arizona Project, Bureau of Reclamation, and EPA
- [have not been consulted to recognize how the proposed Mixed Use/ Commercial Core/Employment Parks economic developments like Peoria Airport sites](#) are above the Land Use Bureau of Reclamation reservoirs.
-
- The General Plan does not talk about the [drilling & rental of private groundwater wells in July 2024 from the Phoenix Catholic Archdiocese private land](#), set on the Peoria Council Meeting June 18 2024 found adjacent to CAP & Lake Pleasant reservoir space. As such, I'm cc'ing different state and federal agencies here for more input on water security measures. I am also requesting a scheduled appointment from each key authority, including yourself, for better clarity.

Financial Concerns:

- Balanced Land Uses LUC-13
-
- [The \\$150 million proposed budget for an Airpark is anathema to General Plan 2040 goals](#), especially when Peoria schools need funding and proposing a \$120 million bond in November 2024.
-
- LUC-3 The possible
- [land purchase price for a Peoria Airport \(\\$35-50 million\)](#) is troubling as it has not yet been auctioned and not talked about in this General Plan.
-
- LUC-9 The Community Centers mentioned don't state where they could be located near the
- dismal 5 public transportation, removing Peoria On The Go transportation services without explanation, nor giving water allotment for additional projects like this.
-

Misleading Statements:

- The claim of "Community By Design" is a farce when the community was not told of AMKOR
- land purchase & who are "The Applicant" set to purchase these Special Land Use projects.
-

In light of these concerns, I urge you to reconsider the proposed General Plan Amendments and prioritize our community's needs with adequate communication first. Especially when none of these Council approved changes to water use reflect input from key authorities. Thank you for your attention.

Your ever well-wisher & Willow District resident,

Angeli "Anjali" Wesson, C. Hyp
Licensed Hypnotherapist

Lorie Dever

From: Jeff Orr [REDACTED]
Sent: Wednesday, June 19, 2024 4:46 PM
To: Lorie Dever
Subject: Comments on Amendments to the General Plan

I want to make my voice known as to the proposed direction for the zoning and planning for North Peoria by this committee and the current Mayor, Jason Beck.

There are many wonderful benefits to living in Peoria and is what attracts many people to our city. Some of them are the quiet neighborhoods, the natural beauty of the desert, the recreation amenities such as hiking, biking, parks, and the open desert. To protect this way of life, and the economic benefits that come with it, the previous city officials have put limits in the Planning and Zoning regarding what size parcel of land requires more or less rigorous public hearings when those areas are proposed to be changed.

It seems that now, the current planning and zoning committee wants to redefine those limits on that land. Clearly, it is to make it easier for a few (planning and zoning) to make major changes to the General Plan and way of life for the rest of the residents of Peoria with minimal public opposition. Based on previous statements made by Jason Beck before he was Mayor, he had attempted to pursue building an airport in North Peoria to further his business interests. This plan was abandoned when he couldn't get the funding or investor interest, and his pursuit of the Mayoral race took precedence. He made the airport a part of his campaign, but the residents of Peoria never asked for an airport.

Mayor Beck's economic plan of developing the North Peoria 303 corridor into an industrial complex was never a part of the voted on General Plan, or is an idea that supports what makes Peoria attractive to new residents.

Why isn't the city revitalizing the existing industrial areas in South Peoria? Why is money from the budget that was supported by the voters (regarding expansion of parks) being diverted? Why is a feasibility study for an airport being conducted when the outcome will only be listened to if it falls in line with what this Mayor wants?

An airport/airport is not desired by the residents of Peoria. An industrial zone in North Peoria is not desired by the residents of Peoria. It is time for the Planning and Zoning committee to listen to those residents and be the leaders you claim to be; public servants. Serve the people not your own interests or those of the Mayor.

Sincerely, Jeff Orr

--

Jeff Orr, MBA, MS Leadership
Leadership Performance Coach / Transformational Speaker

From: webmaster@peoriaaz.gov
Sent: Wednesday, June 19, 2024 4:45 PM
To: InetPlanning
Subject: NEW Public Comment on Development

A new entry to a form/survey has been submitted.

Form Name: Planning - Public Comment Form
Date & Time: 06/19/2024 4:44 PM
Response #: 51
Submitter ID: 83045
IP address: 70.176.242.36
Time to complete: 4 min. , 57 sec.

Survey Details

Page 1

1. Name

Jeff Orr

2. Phone Number

[REDACTED]

3. Email Address

[REDACTED]

4. Project Name

General Plan Amendment

5. Project Case Number

Not answered

6. Project Location

Not answered

7. Please provide your feedback on this project:

I want to make my voice known as to the proposed direction for the zoning and planning for North Peoria by this committee and the current Mayor, Jason Beck.

There are many wonderful benefits to living in Peoria and is what attracts many people to our city. Some of them are the

quiet neighborhoods, the natural beauty of the desert, the recreation amenities such as hiking, biking, parks, and the open desert. To protect this way of life, and the economic benefits that come with it, the previous city officials have put limits in the Planning and Zoning regarding what size parcel of land requires more or less rigorous public hearings when those areas are proposed to be changed.

It seems that now, the current planning and zoning committee wants to redefine those limits on that land. Clearly, it is to make it easier for a few (planning and zoning) to make major changes to the General Plan and way of life for the rest of the residents of Peoria with minimal public opposition. Based on previous statements made by Jason Beck before he was Mayor, he had attempted to pursue building an airpark in North Peoria to further his business interests. This plan was abandoned when he couldn't get the funding or investor interest, and his pursuit of the Mayoral race took precedence. He made the airport a part of his campaign, but the residents of Peoria never asked for an airport.

Mayor Beck's economic plan of developing the North Peoria 303 corridor into an industrial complex was never a part of the voted on General Plan, or is an idea that supports what makes Peoria attractive to new residents.

Why isn't the city revitalizing the existing industrial areas in South Peoria? Why is money from the budget that was supported by the voters (regarding expansion of parks) being diverted? Why is a feasibility study for an airport being conducted when the outcome will only be listened to if it falls in line with what this Mayor wants?

An airpark/airport is not desired by the residents of Peoria. An industrial zone in North Peoria is not desired by the residents of Peoria. It is time for the Planning and Zoning committee to listen to those residents and be the leaders you claim to be; public servants. Serve the people not your own interests or those of the Mayor.

Thank you,
City of Peoria

This is an automated message generated by Granicus. Please do not reply directly to this email.



From: Sheri Orr <[REDACTED]>
Sent: Wednesday, June 19, 2024 4:38 PM
To: Lorie Dever
Subject: General Plan Proposed Amendments Comments

To whom it may concern,

1) I am opposed to any amendments or changes that open the door to an airport in North Peoria. The residents did not ask for an airport, nor do we want one. A few politicians should not be making significant changes to what voters voted on in 2020. Any proposed airport should be voted on by Peoria citizens.

2) I am opposed to changing the definitions of minor or major changes. The city council represents the people of our great city and shouldn't try to shortchange the approval process for what happens around our homes. We need transparency and the ability for our voices to be heard. The current process allows for that. There is no ethical need to try to stifle the voices of Peoria residents by making the proposed modifications.

3) I am opposed to changing the classification of parks and open spaces. What makes Peoria a phenomenal community is the natural desert environment that has been incorporated into the development of North Peoria. Our parks, hiking and biking trails, and overall development have helped us maintain a consistent respect for and inclusion of our surrounding Sonoran desert environment. The worst thing our city could do is add industrial zoning to North Peoria. Why would you have Peoria bookended with industrial? The city's culture and landscape would be destroyed by doing that.

4) The city council and planning and zoning committee should be focusing on revitalizing South Peoria. There are abandoned buildings along Grand Avenue where the industrial expansions should be happening. This would help improve the districts in the southern part of our city. Any development along the northern corridor should be commercial and residential only. And North Peoria should continue to be a focus of including open spaces.

5) Any changes to the General Plan should go to the voters with an official vote, period!

6) The city should be focusing on serving the residents of our great community by returning the money to the expansion of parks. Taxpayer money has already been wasted on an airport feasibility study. There is a distrust in our community over the agenda of our new mayor and new chair of the planning and zoning committee. They both made public comments prior to their new positions about wanting to fund their own airport. This should not now become something taxpayers fund. It is a blatant conflict of interest for these two individuals to be pushing forward a plan for an airport.

Sheri Orr Peoria Resident
Mesquite District

Lorie Dever

From: webmaster@peoriaaz.gov
Sent: Wednesday, June 19, 2024 4:37 PM
To: InetPlanning
Subject: NEW Public Comment on Development

A new entry to a form/survey has been submitted.

Form Name: Planning - Public Comment Form
Date & Time: 06/19/2024 4:36 PM
Response #: 50
Submitter ID: 83043
IP address: 70.176.242.36
Time to complete: 47 min. , 25 sec.

Survey Details

Page 1

1. Name

Sheri Orr

2. Phone Number

[REDACTED]

3. Email Address

[REDACTED]

4. Project Name

General Plan Amendment

5. Project Case Number

Not answered

6. Project Location

Not answered

7. Please provide your feedback on this project:

1) I am opposed to any amendments or changes that open the door to an airport in North Peoria. The residents did not ask for an airport, nor do we want one. A few politicians should not be making significant changes to what voters voted on in 2020. Any proposed airport should be voted on by Peoria citizens.

2) I am opposed to changing the definitions of minor or major changes. The city council represents the people of our great city and shouldn't try to shortchange the approval process for what happens around our homes. We need transparency and the ability for our voices to be heard. The current process allows for that. There is no ethical need to try to stifle the voices of Peoria residents by making the proposed modifications.

3) I am opposed to changing the classification of parks and open spaces. What makes Peoria a phenomenal community is the natural desert environment that has been incorporated into the development of North Peoria. Our parks, hiking and biking trails, and overall development have helped us maintain a consistent respect for and inclusion of our surrounding Sonoran desert environment. The worst thing our city could do is add industrial zoning to North Peoria. Why would you have Peoria bookended with industrial? The city's culture and landscape would be destroyed by doing that.

4) The city council and planning and zoning committee should be focusing on revitalizing South Peoria. There are abandoned buildings along Grand Avenue where the industrial expansions should be happening. This would help improve the districts in the southern part of our city. Any development along the northern corridor should be commercial and residential only. And North Peoria should continue to be a focus of including open spaces.

5) Any changes to the General Plan should go to the voters with an official vote, period!

6) The city should be focusing on serving the residents of our great community by returning the money to the expansion of parks. Taxpayer money has already been wasted on an airport feasibility study. There is a distrust in our community over the agenda of our new mayor and new chair of the planning and zoning committee. They both made public comments prior to their new positions about wanting to fund their own airport. This should not now become something taxpayers fund. It is a blatant conflict of interest for these two individuals to be pushing forward a plan for an airport.

Thank you,
City of Peoria

This is an automated message generated by Granicus. Please do not reply directly to this email.

From: webmaster@peoriaaz.gov
Sent: Wednesday, June 19, 2024 4:16 PM
To: InetPlanning
Subject: NEW Public Comment on Development

A new entry to a form/survey has been submitted.

Form Name: Planning - Public Comment Form
Date & Time: 06/19/2024 4:16 PM
Response #: 49
Submitter ID: 83039
IP address: 2600:8800:5081:b200:65ff:99fc:81b9:cae5
Time to complete: 4 min. , 11 sec.

Survey Details

Page 1

1. Name

Catherine Foland

2. Phone Number

[REDACTED]

3. Email Address

[REDACTED]

4. Project Name

General Plan Update

5. Project Case Number

Not answered

6. Project Location

Not answered

7. Please provide your feedback on this project:

Good afternoon. I am writing to voice my concern over the proposed General Plan Update. I applaud your hard work in updating the General Plan for voter approval in 2020. I believe in the General Plan's original purpose to provide "a vision and policies for the growth and development of the city." As such, the General Plan should be the guide for future development. That does not seem to be happening, as certain city leaders are now trying to change Peoria's General Plan to fit their vision.

That is not the way it should work.

This General Plan update is simply one step in the mayor's checklist to be able to acquire state land for his boondoggle airport. That is not fiscally responsible, and I do not support this General Plan update.

(This was also sent as an email to Lorie Dever.)

Thank you,
City of Peoria

This is an automated message generated by Granicus. Please do not reply directly to this email.

Lorie Dever

From: Catherine Foland [REDACTED]
Sent: Wednesday, June 19, 2024 4:11 PM
To: Lorie Dever
Subject: General Plan Update--Public Comment
Importance: High

Good afternoon. I am writing to voice my concern over the proposed General Plan Update. I applaud your hard work in updating the General Plan for voter approval in 2020. I believe in the General Plan's original purpose to provide "a vision and policies for the growth and development of the city." As such, the General Plan should be the guide for future development. That does not seem to be happening, as certain city leaders are now trying to change Peoria's General Plan to fit their vision. That is not the way it should work.

This General Plan update is simply one step in the mayor's checklist to be able to acquire state land for his boondoggle airport. That is not fiscally responsible, and I do not support this General Plan update.

Thank you.

Catherine Foland
[REDACTED]

Lorie Dever

From: webmaster@peoriaaz.gov
Sent: Tuesday, June 18, 2024 2:20 PM
To: InetPlanning
Subject: NEW Public Comment on Development

A new entry to a form/survey has been submitted.

Form Name: Planning - Public Comment Form
Date & Time: 06/18/2024 2:20 PM
Response #: 44
Submitter ID: 83006
IP address: 38.9.227.52
Time to complete: 19 min. , 40 sec.

Survey Details

Page 1

1. Name

Melissa Briggs

2. Phone Number

[REDACTED]

3. Email Address

[REDACTED]

4. Project Name

General Plan

5. Project Case Number

Not answered

6. Project Location

Not answered

7. Please provide your feedback on this project:

If there is one thing I want the city leadership to do in regards to the general plan and any changes, it is to listen to the people who live here! I am not going to go through the plan line by line - you know what you are proposing. If you want to make significant changes, they need to be voted on by the residents. I wish to see the city preserve the peacefulness of residential areas and make parks and green spaces a priority. Attracting businesses is also important, but it needs to be

targeting appropriate areas, away from existing residential and community spaces. The quality of life of the people already living here and paying taxes here should be first and foremost in all decision making. I am opposed to the proposed zoning changes that I have seen making it significantly easier for city leaders to infringe on residential areas without community involvement. I am also opposed to the proposed airport and the amount of money the city is already wasting on this project without even seeking the input of residents who will have to pay for it. If something is a good idea it will always pass a transparency test - you don't have to be one-sided or use scripted, deceptive language if something is truly mutually beneficial for everyone involved. We have lived in Peoria for over 12 years and this is the first time I have felt I needed to worry that the city leaders were making decisions without the best interest of the residents in mind.

Thank you,
City of Peoria

This is an automated message generated by Granicus. Please do not reply directly to this email.

From: webmaster@peoriaaz.gov
Sent: Tuesday, June 18, 2024 2:00 PM
To: InetPlanning
Subject: NEW Public Comment on Development

A new entry to a form/survey has been submitted.

Form Name: Planning - Public Comment Form
Date & Time: 06/18/2024 2:00 PM
Response #: 42
Submitter ID: 83004
IP address: 38.142.104.74
Time to complete: 5 min. , 6 sec.

Survey Details

Page 1

1. Name

Kristina Perez

2. Phone Number

[REDACTED]

3. Email Address

[REDACTED]

4. Project Name

General Plan/Airpark

5. Project Case Number

Not answered

6. Project Location

Not answered

7. Please provide your feedback on this project:

While I understand development and economic development is inevitable and important to the future of the city, I do not support using city resources and taxpayer funds to develop an airpark and/or airport in Peoria. There are many other priorities that should be properly funded and supported (streets, water, sustainability, technology, infrastructure, police, fire, education, etc.) before an airpark is considered. Thank you!

Thank you,
City of Peoria

This is an automated message generated by Granicus. Please do not reply directly to this email.

Lorie Dever

From: Denise Grimse [REDACTED]
Sent: Tuesday, June 18, 2024 1:33 PM
To: Lorie Dever
Cc: Jon Edwards
Subject: 2024 Major General Plan 60-Day Review

Ms. Dever,

I reviewed the 2024 Major General Plan Updates.

I am opposed to the changes that remove citizen approval for million dollar tax payer projects. I oppose the changes that increase traffic and pollution along Lake Pleasant Parkway.

I am opposed to the airpark/airport at taxpayer expense totaling millions that could be spent elsewhere.

There is no need for an airpark/airport in Peoria that the tax payers will have to support for years and years.

I oppose purchasing state land only to then potentially sell it at a loss like at the Peoria Sports Complex.

These are not responsible changes and do not serve the needs of the citizens of Peoria.

Sincerely,

Denise Grimse

Lorie Dever

From: Susan Chizum [REDACTED]
Sent: Tuesday, June 18, 2024 12:21 PM
To: Lorie Dever
Subject: No to general plan 2040

Lorie, I live in North Peoria and do not want or need an Airpark . We moved purposefully away from Scottsdale's traffic and hustle and bustle. Although I know change is inevitable, the kind of development should be well thought out; currently it is not. The fact that the council has taken moneys from the parks, a bond we passed, to put back in the general fund so our mayor can push forward an "airpark ", is simply reckless and self serving. Paying 500,000 for an airport feasibility study , that is absolutely one sided; it didn't address any negative impacts an airport will have on North Peoria, Vistancia, and Lake Pleasant. From the wildlife, the ground water, noise pollution, light pollution and the quality way of life of its current residents. I believe the Airpark should be decided by the citizens of Peoria and not the 7 people on the city council . When we were told the Vistancia master plan would be a Kierland Commons concept has been changed to an industrial complex it was very disappointing, I felt manipulated and lied to.

Now the City of Peoria is looking to buy state trust land for further commercial and manufacturing development all around us. As a citizen of Peoria, I value the outdoor lifestyle; love hiking at Lake Pleasant, boating and having lunch at Scorpion Bay without the noise pollution of planes. They can say what they want about how the small planes don't make a lot of noise. I have lived in a flight path and can tell you with certainty, they do.

I believe the \$150 million set aside for the "Airpark" for the few people or businesses with planes , is excessive considering the schools need funding and we are in desperate need of a hospital in North Peoria. A believe the question that should be asked is, Who exactly will be benefiting from this Airpark? Not the everyday citizen. The claim of it generating 1 billion is a reckless exaggeration; Deer Valley and Scottsdale are being subsidized by Sky Harbor. People in Scottsdale chose to buy a house near an already existing airport, I did not!

In light of these concerns, I beg you to reconsider the proposed Airpark project and prioritize the needs of our community.

Thank you for your time.

Sincerely, Susan Chizum
Peoria Resident, Mesquite District Sent from my iPhone

Lorie Dever

From: Laura Page for Peoria City Council [REDACTED]
Sent: Tuesday, June 18, 2024 8:57 AM
To: Brad Shafer; Michael Finn; Denette Dunn; Jon Edwards; major@peoriaaz.gov; Bill Patena; Jennifer Crawford
Cc: Lorie Dever; Agnes Goodwine
Subject: Public Comment Submission for 2040 General Plan Major Amendment
Attachments: Copy of Public Comment 2040 General Plan Major Amendment.06.17.24.pdf

Good morning,

The attached document includes my comments on the subject matter. Please share with the Planning Commission.

Thank you,

[Laura Page for Peoria City Council](#) [Experience.Focus.Results](#)
www.PageforPeoria.com

Good Afternoon,

I would like to submit the following comments regarding the 2040 General Plan Proposed Major Amendment.

A. Land Use Designations on Maps and Corresponding Definitions

Page 3-7, shows the Land Use Map from the current 2040 General Plan, but there is a large text box covering the Mesquite District that states, "See Proposed Changes to Land Use Plan in Exhibit 2". The Exhibit 2 map shows the proposed land use updates only. There isn't any comparison provided to what currently exists. The city clearly shows text updates in context of the current document, but these map updates do not accomplish the same. For transparency and the ability to accurately review the proposed changes, the current map in the 2040 General Plan needs to also be shown. Perhaps, a side by side comparison or overlay would be helpful.

The recent decision by the council to approve the Amkor operation in Vistancia has caused a lot of confusion amongst residents. A lot of this stems from the lack of clarification regarding these land use designations. I would like to use this decision as an example to illustrate my point regarding the difficulty of residents to understand exactly what is proposed for development in their neighborhood. They were shown a map at a community meeting where the now Amkor location was labeled as Office Space. According to the general plan the definition of Office Space and Typical Uses for such are:

1. **The Office and Local Commercial-** category supports low-intensity commercial development consisting of a variety of small to moderate in scale professional offices, medical and legal services, and ancillary retail uses. Office buildings and complexes are characteristic of this category, providing services and employment to the larger community area. Office and Local Commercial areas provide convenient access to goods and services such as office and locally-oriented neighborhood uses. For example, medical offices, financial institutions, convenience stores, pharmacies, personal services such as dry cleaners, and restaurants.
2. **Typical Uses-** Administrative and professional offices, clinics, neighborhood-scale retail, dining and services. Retail, office and service uses serving the neighborhood within two miles. Office and commercial uses are typically under 50,000 square feet (Amkor 500,000) in floor area on property ranging from 2 to 5 acres -Amkor is 56 acres.

The current designation of 'Office Space' for the Amkor operation seems inaccurate. While the definition mentions office spaces under 50,000 square feet on 2-5 acre lots, Amkor's size and needs are significantly larger, 500,000 sq ft on 56 acres.

Using the land use definitions provided in the current General Plan, it appears the more correct definition would be:

Industrial-Industrial areas are specific to heavy industrial activities including warehouse uses, manufacturing, processing, repairing and packaging of goods, and distribution. Industrial uses typically require easy access to regional highways and freeways and/or locations convenient to rail service given the delivery and shipping of goods.

If the land use had been labeled correctly, residents would not have been misled when purchasing their homes and making their decision to move to the Vistancia planned community.

For the benefit of the public, the proposed land use maps for the General Plan amendment should be presented alongside the existing maps. This **side-by-side comparison** will allow residents to **easily see** the proposed changes in land use designations. The land use labels and their corresponding definitions and typical uses also need to be represented in close proximity to these maps.

B. Residents Want to be Heard

The 2040 General Plan states, "The planning process leading up to the adoption of a General Plan is a rigorous process involving many formal and informal public meetings and hearings over a considerable period of time. These meetings are typically supplemented with individual interviews, surveys, and other methods that are used to determine the community's goals regarding the development of Peoria. The amendment process is less comprehensive in scope."

The 2040 General Plan was on the 2020 general election ballot as Proposition 445. It passed by a yes vote by 67%. Now, only a few years later these significant changes are being considered. The proposed major amendment changes the land use designation for 8,300 acres, the majority being owned by the Arizona State Land Trust.

These proposed changes don't fit within all six criteria for consideration when proposing a General Plan major amendment. These six factors must be considered altogether in order to determine the merit of the amendment.

I have issues with three of the six not being properly addressed:

- “The amendment constitutes an overall improvement to the General Plan and is not solely for the good or benefit of a particular landowner or owners at a particular point in time.” The land use designation change on 8,300 acres directly benefits one large landowner, the Arizona State Land Trust.
- “The amendment will not adversely impact the community as a whole or a portion of the community by: Significantly altering acceptable existing land use patterns, requiring larger and more expensive improvements to roads, sewer or water delivery systems than are needed to support the prevailing land uses and which, therefore, may impact developments in other areas, adversely impacting existing uses because of increased traffic on existing systems, or affecting the livability of the area or the health and safety of the residents.” These changes WILL alter acceptable existing land use patterns that require larger and more expensive improvements to roads, sewer or water delivery systems than are needed to support the prevailing land uses. It appears the current land designations are mostly Rural, Estate, or Traditional Residential and Waterways.
- “Provides a positive benefit to the community without unduly impacting the City’s water supplies as demonstrated through the application of the economic value per gallon of water measure contained within the City’s adopted Principles of Sound Water Management.” This information has not been provided. It has not been demonstrated in the proposed amendment as an exhibit or addendum. It hasn’t been provided at the Council, Planning Commission or Community meetings.

This proposed amendment would significantly impact the Mesquite District of the City of Peoria changing the quality of life the residents currently enjoy. For example, it fails to address the above mentioned bullet points. Therefore, I urge you to **reject** this amendment in its current form. However, if the Council insists on moving forward, a

public vote would be the best way to ensure transparency and reflect the will of the community on this important issue.

Sincerely,

Laura Page

[REDACTED]

[REDACTED]

Lorie Dever

From: Laura Page for Peoria City Council [REDACTED]
Sent: Monday, June 17, 2024 1:43 PM
To: Lorie Dever
Subject: Re: Planning Commission Study Session
Attachments: Public Comment 2040 General Plan Major Amendment.06.17.24.docx

Hi Lorie,

I've attached the document that contains my public comment on the 2040 General Plan Proposed Major Amendment. Please officially incorporate them into the comments for the Council and Planning Commission. Also, I would appreciate it if you could confirm the receipt of this email and the attached document.

I hope you have a lovely day! Thank you,
Laura

On Wed, Jun 5, 2024 at 11:27 AM Laura Page for Peoria City Council

[REDACTED] wrote:

Thank you, Lorie! I do plan on submitting formal comments before the deadline.

Best, Laura
Sent from my iPhone

> On Jun 5, 2024, at 11:18 AM, Lorie Dever <Lorie.Dever@peoriaaz.gov> wrote:

>

> Good Morning Laura,

>

> Thank you for reaching out. Based on your question below, I believe you are referring to the study session related to the 2024 Major General Plan Amendment cycle slated for this Thursday's Planning & Zoning Commission meeting. This item is effectively a staff update to and for Commission, so it is more of an informational session. No commission action will be taken at Thursday's meeting.

>

> I did notice that you attended the open house in April, so thank you for your participation in the process. Please know that we are currently summarizing comments received during those events into an errata sheet, which will be transmitted for Commission and Council's consideration as the cases move forward in the public hearing process. Additionally, you have the ability to provide written comments for inclusion for Commission and Council's consideration by emailing those directly. Lastly, if you would like to offer up comments at Thursday's meeting, you may submit a speaker's requestcard and the chair will call on you at the appropriate time during the meeting.

>

> Again thank you for your interest and be sure to stay up to date by visiting the city's website at: <https://www.peoriaaz.gov/government/departments/planning-and-zoning/general-plan>

>
> Regards,
> Lorie
>
> Lorie Dever
> Deputy Director
> 623-773-5168
> lorie.dever@peoriaaz.gov
>
> City of Peoria | Planning Department
> 9875 N. 85th Avenue Peoria, AZ 85345
> Monday through Thursday, 7am to 6pm | Closed Friday
> Peoriaaz.gov/planning

>
>
>
> -----Original Message-----

> From: Laura Page for Peoria City Council [REDACTED]
> Sent: Tuesday, June 4, 2024 7:55 PM
> To: Lorie Dever <Lorie.Dever@peoriaaz.gov>
> Subject: Planning Commission Study Session

>
> Hi Lori,
> Is the public allowed to address the commission at the Study Session on June 6th?
>
> Can they submit a card to speak or ask questions?

>
> Thank you,
> Laura Page
>
> Sent from myiPhone

--

Laura Page for Peoria City Council

Lorie Dever

From: Annette Masterson [REDACTED]
Sent: Monday, June 17, 2024 8:40 AM
To: Lorie Dever
Subject: General Plan

I am a Peoria resident and one very opposed to an airport that will result in many noisy flights occurring over my home ruining my peace and quiet. Therefore I cannot support the proposed General Plan.

Annette Masterson

Annette Masterson Sent from my iPhone

Lorie Dever

From: webmaster@peoriaaz.gov
Sent: Friday, June 14, 2024 3:18 PM
To: InetPlanning
Subject: NEW Public Comment on Development

A new entry to a form/survey has been submitted.

Form Name: Planning - Public Comment Form
Date & Time: 06/14/2024 3:17 PM
Response #: 40
Submitter ID: 82915
IP address: 207.171.233.213
Time to complete: 6 min. , 24 sec.

Survey Details

Page 1

1. Name

Paula Drummond

2. Phone Number

[REDACTED]

3. Email Address

[REDACTED]

4. Project Name

Peoria General plan

5. Project Case Number

Not answered

6. Project Location

Peoria Az

7. Please provide your feedback on this project:

STOP! The proposal is not right. It's proposing pollution, damage to the environment and wildlife and water table and humans. It's a super fund in the making.
I'm against these changes!!!!

No airport. No semi conductor factory. No factories.
Thank you for stopping these changes.

Thank you,
City of Peoria

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Lorie Dever

From: Vicki Ullery [REDACTED]
Sent: Friday, June 14, 2024 6:41 AM
To: Lorie Dever
Cc: 'Vicki Ullery'
Subject: General Plan

I would like to say NO on the general plan.

Vicki Ullery [REDACTED]

Lorie Dever

From: Susan Brosse [REDACTED]
Sent: Tuesday, June 11, 2024 11:01 AM
To: Lorie Dever
Cc: Susan and Joel Brosse
Subject: General Plan 2024

Subject: Concerns About Proposed Airport Project in Peoria Dear Lorie Dever,

I hope this message finds you well. As a concerned Peoria resident, I am writing to express my thoughts on the proposed airport project.

Community Needs: Our community values outdoor lifestyles and natural spaces. Projects like La Paloma Park and a Major Trauma Hospital are essential and should not be sidelined.

Approval and Legitimacy: It's concerning that key authorities (FAA, DOD, Luke AFB, City of Phoenix) have not approved this project. Their approval should precede any significant investment.

Impact on Community and Environment: Increased noise from helicopters and aircraft, potential harm to wildlife, and decreased property values are major concerns.

Financial Concerns: The \$4.8 million down payment and \$2.8 million annual interest for ten years, alongside a \$35 million land price for an unauctioned property, are troubling. Diverting funds from parks and hospitals is also problematic.

Unrealistic Expectations: Claims that the project will generate \$3-\$4 billion for schools are unrealistic. Additionally, companies like TSMC and AMKOR have no stated need for another airport. And although it is too late, I am outraged how AMKOR was snuck into our neighborhood. It should have been on the many undeveloped areas along the 303 north of Lone Mountain.

I urge you to reconsider the airport project and prioritize our community's needs. Thank you for your attention. Sincerely,

Susan Brosse, Trilogy at Vistancia Peoria Resident
Sent from my iPhone

Lorie Dever

From: Paul Johnson [REDACTED]
Sent: Tuesday, June 11, 2024 8:58 AM
To: Lorie Dever
Cc: Paul Johnson; Brad Shafer
Subject: Airport and General Plan

Good morning,

As a Resident of Peoria and Ironwood District. I would vote a resounding NO to the General Plan to approve the airport. I know that the feasibility study is being pushed through to get the approval and as such, you are circumventing the process of law...the people of Peoria deserve to know the airport is being shoved down their throats no matter what. No say so in the matter and even if we speak up...it falls on deaf ears since only one of the city council members has the backbone to stand up to the Mayor.

I am military retired and as such advocate for the veterans in this community. I have reached out to many of the residents in this community that are veterans and urged them to also voice their displeasure over this black hole of a project. Many of the current airports surrounding this city are expanding to accommodate larger aircraft and as such this will increase the traffic over our skies. This airport project does NOT SERVE the community or the state. It only serves the select few that would be available to the airport. The ONLY reason that this airport is being built or looked at is because the MAYOR has an alternate plan for his business. Maybe he can take his business back to Montana or Canada. So my answer to the airport project is NO!

--

Paul G. Johnson HMC(SW/FMF/AW), USN, Ret. MBA, M.Ed.
[REDACTED]

From: webmaster@peoriaaz.gov
Sent: Monday, June 10, 2024 10:07 PM
To: InetPlanning
Subject: NEW Public Comment on Development

A new entry to a form/survey has been submitted.

Form Name: Planning - Public Comment Form
Date & Time: 06/10/2024 10:06 PM
Response #: 39
Submitter ID: 82780
IP address: 98.165.247.244
Time to complete: 38 min. , 42 sec.

Survey Details

Page 1

1. Name

Lorie Bowlin Friedmann

2. Phone Number

[REDACTED]

3. Email Address

[REDACTED]

4. Project Name

Not answered

5. Project Case Number

Not answered

6. Project Location

Not answered

7. Please provide your feedback on this project:

Good Evening,
I would like to comment to discuss my concerns about the General Plan Amendments to purchase land from AZ Land Trust to also include a proposed Airport and Industrial Park, etc

I oppose this proposal and plan and listed are some of my concerns.

Firstly, an Airport is not needed when Deer Valley Airport is so close, as well as, further east is the Scottsdale Airport.

Secondly, I am very concerned about the airspace traffic and noise as its flight path could be over or near my home in Westwing. Luke AFB has priority of this airspace and I fully understand their maneuvers.

Thirdly, how this development will impact our desert, and all inhabitants, depletion of natural resources, especially water and the effects on Lake Pleasant Recreational Park , etc.

Fourthly, I am a tax payer and do not want an increase in my taxes to fund a project of this endeavor and multitude. I do not see it generating the revenue that we're being told. If anything, my property will be devalued and taxes increased. Also, The Feasibility Study that took place did not get any public input or survey its investigation.

In conclusion, I vehemently oppose the North Peoria Gateway, Peoria Innovation Core, AZ Land Trust Purchase all within the General Plan Amendments. There are other far more community projects that will provide fantastic reasons for living the our best lives in Peoria, such as, continuation of downtown renovations, public park improvements, and a possible trauma hospital.

Thank you for allowing me to voice my opinion.

Sincerely, Lorie A Bowlin Friedman

Thank you,
City of Peoria

This is an automated message generated by Granicus. Please do not reply directly to this email.

Lorie Dever

From: Karen Bridgeman [REDACTED]
Sent: Monday, June 10, 2024 9:05 PM
To: Lorie Dever
Subject: Peoria Major General Plan

Dear Lorie Dever

As a concerned Peoria resident, I am writing to express what I feel about the proposed airport project. When we moved here we were looking for outdoor activities for us and our grandkids in a quiet, serene area.

We were told that a new high school and a major hospital were planned and that some of the open land would be used for that and a wonderful, upscale shopping and dining area would be added in the near future. We were not told an airport would be in our backyard. I lived in Chicago and know first hand what an airport does to a neighborhood. If the city of Peoria is taking money away from the schools and hospital plan and the expanded parks, I am totally against the plan. I DO NOT want an airport in Peoria! I expect to be able to vote on these major changes.

Sincerely,
Karen and Gary Bridgeman Peoria Residents
Mesquite District Sent from my iPad

Lorie Dever

From: Allyson Jensen [REDACTED]
Sent: Monday, June 10, 2024 8:18 PM
To: Lorie Dever
Cc: [REDACTED]
Subject: General Plan Amendment: Concerns Regarding Proposal of an Airport

Importance: High

Dear Lorie,

I'm taking this opportunity to express my concerns during the 60-day review period for the Major General Plan Amendment.

As a resident in the Mesquite District in Peoria since 2014, I have *several* concerns regarding the proposed airport project.

We bought our property in Vistancia to escape urban sprawl, have a safe environment for our kids to grow up in, and enjoy the tranquil desert beauty and nature. We specifically chose Vistancia as it was an affluent community and we worked very hard for 35 years so we could afford to live in such a wonderful area. It provided a quality of life that most other cities in Maricopa County couldn't even compare.

For several years, the Master Planned Community of Vistancia has been ranked among the top-selling master planned communities in the U.S. by two of the real estate industry's leading analysts, RCLCO Real Estate Advisors and John Burns Real Estate Consulting. Vistancia has an average household income of \$151,905 per year and according to Realtor.com the median price of a home in Vistancia is \$641,300 as of May 2024. If the proposed airport location becomes that of the previously closed Pleasant Valley Airport, the distance between it and Vistancia is 8.6 miles.

The airport will negatively affect this affluent community by way of *external obsolescence*. A few examples of those are:

1. Proximity to Negative Influences - a property located near such things as a factory emitting pollutants or a noisy airport which decreases a home's desirability and value,
2. Zoning Changes - a residential property is negatively impacted by nearby commercial or industrial development due to changes in zoning laws which affects its living environment and appeal, and

3. Infrastructure Changes - a property that loses value due to changes in traffic patterns which increases noise and congestion

Furthermore, the negative impacts of an airport can also include:

- the potential for airplane crashes/accidents in populated areas (in May 2024, one plane crashed into a travel trailer after missing the runway near Lake Pleasant and in the same month, another plane landed on state route 74 and New River Road)
- increased noise and air pollution (Arizona is already one of the most air polluted cities by year-round particulate matter)
- further limiting already reduced water resources (Arizona's current drought is approaching 15 years in length and has surpassed the worst drought in more than 110 years of recordkeeping)
- the potential of displacing, harming, and/or killing wildlife including animals which are Federally protected by the Endangered Species Act (ESA) of 1973.
- the potential harming and/or killing of protected native plants which have exclusive protections according to Arizona Legislature, the Arizona Department of Agriculture, and the Arizona Game and Fish Department

I suspect key authorities, such as the FAA, Luke AirForce Base, the City of Phoenix and several others, will also have very important feedback and a long list of potential concerns in addition to the ones highlighted above. In fact, the Phoenix Aviation Department director, Chad Makovsky already did. He expressed worries on how a new Peoria airport could negatively affect operations at Phoenix Deer Valley Airport (which it runs) as well as Luke Air Force Base. Makovsky wrote a letter to the Peoria Assistant City Manager, Rick Buss, stating he wanted to ensure an airport in Peoria wouldn't, "constrain the safety, efficiency or capacity of Deer Valley, Luke, or any other area airports". Furthermore, Makovsky said Phoenix's airspace is, "among the most complex and congested in the nation".

Should this airport be located even remotely close to our house, we will choose to sell our home in Vistancia and move out of Peoria altogether. It would sadden us even more so because we've enjoyed and utilized so many of the City of Peoria's Services – Sunrise Mountain Library, Peoria Public Library, teen summer programs, Sustain and Gain programs, Rio Vista, Earth Day celebrations, City swimming lessons, and so many other programs over the last 10 years. It would be so unfortunate to have all of that tarnished as a result of an airport.

Given all the concerns listed above, I urge you to strongly reconsider the proposed airport project. Please take the time to listen to the constituents who live in the City of Peoria and understand the rationale for our opposition.

Sincerely, Allyson Jensen

Lorie Dever

From: Kevin Hill [REDACTED]
Sent: Monday, June 10, 2024 5:24 PM
To: Lorie Dever
Cc: Kevin Hill
Subject: Opposed to the general plan

Hi Lorie,

I for one am opposed to an airport in peoria. I have never seen an airport installed near homes that improves the value and quality of life for a cities residents who reside near such places. In fact one can make the case that an airport damages home values and tax base.

I know I will be applying for a reduction in the value of my home if this continues to move through the system, and I will also endeavor to share that process with anyone affected negatively.

I also know that most airports in the phx area, particularly smaller airports cost the tax payer money.

I request that you remove this from the general plan, as I and many of my neighbors and friends in Vistancia are not happy with this direction.

All the best, Kevin Hill

Sent from my iPhone

Lorie Dever

From: Doreen P [REDACTED]
Sent: Monday, June 10, 2024 3:53 PM
To: Lorie Dever
Subject: Peoria General Plan Amendment Feedback

In addition to the massive development projects such as NPG and PIC that include a high percentage of potential 'industrial or employment' very close to current or future residential developments I am concerned that the General Plan Amendments failed to include the huge effort by the city to purchase 500 acres of land for an intended airport and supporting industrial park in order to generate Return on Investment. The tax payers will be paying for this land now diverting the money from other desired projects yet there has been no vote let alone even a simple survey to all residents of Peoria asking if they support tax payer dollars being used for an airport that has yet to be determined financially beneficial to most without more sizable investments or possible subsidies. This administration only won the last Election results by 3% and not give this administration the green light assuming that even everyone that voted for him already supports the airport or everything else on Mayor Beck's platform.

This major of a project should likely be in the General Plan and should be brought to the voters for input before land is purchased and a vote by citizens on what they desire for the future of our city.

Sincerely, Doreen Power Peoria Resident

Lorie Dever

From: Doreen P [REDACTED]
Sent: Saturday, June 8, 2024 10:04 AM
To: Lorie Dever
Subject: Peoria General Plan Amendment Feedback

I understand the city wanting to influence the ~8300 acres of state land ASLD will be making available by putting the land into a Master Plan to avoid a more disjointed approach but I urge the city to put more safeguards and better balance between generation of tax revenues with environmental and lifestyle goals of residents desiring open space, parks and limited congestion.

NPG includes 911 acres or 56% zoned as "Mixed Use, Commercial or Employment" which the presenter at the NPG townhall shared could be 'anywhere people work' all placed adjacent to existing or future residential communities while Parks/Open Space is only 7% of NPG. PIC adds another 6700 acres and the proposed airport/industrial park another 500 acres.

Assuming residents can interpret the complexity of the zoning detail in a 300+ page document is absurd but after Vistancia residents were misled regarding what would be placed in 5 North we will no longer take for granted what we are told at a townhall or what is implied by "Office" on a flyer as now we know most anything can be built by a developer.

The development guidelines provide some limits, but the vague or confusing zoning definitions bring me no confidence that the city or developers motivated by profit will balance their goals with residents' desires. The vague zoning limitations do not even assure the development meets the cities goals of a maximum amount of "good paying" jobs for the citizens of Peoria such as much of West Valley is facing with endless Fulfillment Centers and Warehouses.

When the city can communicate clearly the scope and impact of this amendment, it should go to the voters for a say in what they want the future of their city to look like. If the state has the best interest in how best this land can benefit the city and the state they should be willing to hold off auctioning this land to the highest bidder until this is voted on by residents of the city.

Sincerely, Doreen Power

Lorie Dever

From: Robin Driver [REDACTED]
Sent: Saturday, June 8, 2024 8:55 AM
To: Lorie Dever
Subject: Peoria land update feedback

Hi lorie,

I wanted to express my opinion that the proposed changes for Peoria land in Vistancia should be subject to vote by taxpayers and those subject to the changes.

Families move to Peoria for open spaces and desert views, taking the few lots away for development is disappointing.

Robin Phillips

Lorie Dever

From: [REDACTED]
Sent: Monday, April 29, 2024 1:33 PM
To: Lorie Dever
Subject: Major General Plan Amendments - 2024

Hi Lorie,

The General Plan Amendments that is on-line and I downloaded does not seem to have very good resolution and is difficult to read.

How do I get a hard copy of it? Bob Nichols

Lorie Dever

From: James Barlow [REDACTED]
Sent: Saturday, April 27, 2024 8:32 PM
To: Lorie Dever
Subject: GPA24-01: Chapter 3: Smart Growth Text and Map Changes

Hello,

Can you tell me specifically who the public official(s) are that have proposed this amendment? We need to know who in our City government is no longer serving the public that elected them...

Please include this with the public feedback collected on this proposed amendment:

"Hello as 20-year residents of Peoria my wife and I VEHEMENTLY OPPOSE the change in the General Plan Amendment Criteria in GPA24-01. Who is behind this sinister proposal? Raising the threshold from >80 acres to >640 acres for Major amendments to the Land Use described in the General Plan is a tremendous breach of public trust, transparency, and duty and would allow just 4 members of the City Council to reshape vast areas of our city without public input, discussion, or consideration. THIS MUST NOT BE ALLOWED TO PASS. Our State Trust Land is a VERY important and VERY precious resource, the idea that ANY quantity of this open space could be repurposed for any use the City Council desired without transparency or public scrutiny is unthinkable. These proposed amendments to MAJOR, MINOR, and STATE TRUST Land use management are unheard of, and no other City in the State of Arizona is given this degree of unchecked power without adequate public input. This is a blatant attempt to avoid serving the best interests of citizens of Peoria, clearly the proponents of this amendment wish to push through unpopular and unwanted changes to our city and its State Trust Lands. I would suspect this is the only way they could attempt to get an airport approved and/or vast industrial complexes approved without getting thrown out of office! Our City is not the dumping ground for TSMC and their supporting industries, if they can't get their developments past public approval they shouldn't be allowed to do it! We must always say NO to irresponsible policies that remove transparency and public scrutiny."

Sincerely, James Barlow

Lorie Dever

From: webmaster@peoriaaz.gov
Sent: Saturday, April 27, 2024 8:26 PM
To: InetPlanning
Subject: NEW Public Comment on Development

A new entry to a form/survey has been submitted.

Form Name: Planning - Public Comment Form
Date & Time: 04/27/2024 8:26 PM
Response #: 33
Submitter ID: 81628
IP address: 2600:8800:5180:33a:994d:75f9:3f4f:c650
Time to complete: 35 min. , 0 sec.

Survey Details

Page 1

1. Name

James Barlow

2. Phone Number

[REDACTED]

3. Email Address

[REDACTED]

4. Project Name

GPA24-01: Chapter 3: Smart Growth Text and Map Changes

5. Project Case Number

GPA24-01: Chapter 3: Smart Growth Text and Map Changes

6. Project Location

City of Peoria

7. Please provide your feedback on this project:

Hello as 20-year residents of Peoria my wife and I VEHEMENTLY OPPOSE the change in the General Plan Amendment Criteria in GPA24-01. Who is behind this sinister proposal?
Raising the threshold from >80 acres to >640 acres for Major amendments to the Land Use described in the General Plan is a tremendous breach of public trust, transparency, and duty and would allow just 4 members of the City Council to reshape

vast areas of our city without public input, discussion, or consideration. THIS MUST NOT BE ALLOWED TO PASS.

Our State Trust Land is a VERY important and VERY precious resource, the idea that ANY quantity of this open space could be rezoned to any use the City Council desired without transparency or public scrutiny is unthinkable.

These proposed amendments to MAJOR, MINOR, and STATE TRUST Land use management are unheard of, and no other City in the State of Arizona is given this degree of unchecked power without adequate public input.

This is a blatant attempt to avoid serving the best interests of citizens of Peoria, clearly the proponents of this amendment wish to push through unpopular and unwanted changes to our city and its State Trust Lands. I would suspect this is the only way they could attempt to get an airport approved and/or vast industrial complexes approved without getting thrown out of office! Our City is not the dumping ground for TSMC and their supporting industries, if they can't get their developments past public approval they shouldn't be allowed to do it!

We must always say NO to irresponsible policies that remove transparency and public scrutiny.

Thank you,
City of Peoria

This is an automated message generated by Granicus. Please do not reply directly to this email.

Lorie Dever

From: Doreen P [REDACTED]
Sent: Saturday, April 27, 2024 12:48 PM
To: Lorie Dever
Subject: Re: General Plan Amendments Meeting

Hello Lorie,

So many of us were not able to get into the online meeting as we continually received this error. Is the council aware of this issue and is it something that occurs frequently? Could you share the recording of the meeting please? I dont yet see or can not find it on the city council website and would like to be informed.

Thank you, Doreen Power



From: Lorie Dever <Lorie.Dever@peoriaaz.gov>
Sent: Wednesday, April 24, 2024 3:22 PM **To:** Doreen P [REDACTED] **> Subject:** RE: General Plan Amendments

Doreen,

Thank you for reaching out to the City regarding the proposed 2024 General Plan Amendments. Please know that your comments have been included in the case file and will be forwarded to Planning Commission and City Council for their consideration as the items move forward through the process.

Regards, Lorie

Lorie Dever Deputy Director 623-773-5168
lorie.dever@peoriaaz.gov

City of Peoria | Planning Department

9875 N. 85th Avenue Peoria, AZ 85345
Monday through Thursday, 7am to 6pm | [Closed Friday Peoriaaz.gov/planning](https://www.peoriaaz.gov/planning)

From: Doreen P [REDACTED]
Sent: Monday, April 22, 2024 5:19 PM
To: City Clerk <cityclerk@peoriaaz.gov>
Cc: Peoria Mayor <mayor@peoriaaz.gov>; Jennifer Crawford <Jennifer.Crawford@peoriaaz.gov>; Bill Patena <Bill.Patena@peoriaaz.gov>; Brad Shafer <brad.shafer@peoriaaz.gov>; Michael Finn <Michael.Finn@peoriaaz.gov>; Denette Dunn <denette.dunn@peoriaaz.gov>; Jon Edwards <Jon.Edwards@peoriaaz.gov>
Subject: General Plan Amendments

Peoria City Council Members,

I am concerned with the proposed amendments that will allow the purchase of thousands of acres of lands in North Peoria. The exponential growth in this administration's vision is concerning and not balanced with the lifestyle many residents hope to retain.

I am particularly concerned with [GPA24-05](#) the amendment updating the threshold for major general plan amendments from 80 acres 640 acres. This amendment further removes citizens to have input or voting rights on significant project affecting our community.

Sincerely, Doreen Power Peoria Resident

Lorie Dever

From: webmaster@peoriaaz.gov
Sent: Saturday, April 27, 2024 10:45 AM
To: InetPlanning
Subject: NEW Public Comment on Development

Follow Up Flag: Follow up
Flag Status: Completed

A new entry to a form/survey has been submitted.

Form Name: Planning - Public Comment Form
Date & Time: 04/27/2024 10:45 AM
Response #: 32
Submitter ID: 81620
IP address: 2600:8800:5658:1400:94a8:469e:e964:89e9
Time to complete: 19 min. , 20 sec.

Survey Details

1. Name

Albert Schwarzhaupt

2. Phone Number

[REDACTED]

3. Email Address

[REDACTED]

4. Project Name

An amendment to the implementation criteria to address General Plan Amendment procedures and processing, including updating the threshold for major general plan amendments from 80 acres 640 acres

5. Project Case Number

GPA24-05: Chapter 8: Implementation Refinements

6. Project Location

Not answered

7. Please provide your feedback on this project:

"While the phrase 'moving at the speed of business' may sound catchy, it is crucial to recognize that our city is not merely a for-profit enterprise. First and foremost, Peoria is a community where people live, work, and thrive. As residents, we share a common desire for a safe, healthy, and economically vibrant environment—one that allows us to appreciate the natural

beauty of our mountains, scenery, and surroundings.

The proposed amendment to the implementation criteria, specifically addressing General Plan Amendment procedures and processing, represents a significant shift. By updating the threshold for major general plan amendments from 80 acres to 640 acres, we are fundamentally altering how our city develops. While there may be perceived benefits, we must also consider the unintended consequences that have not been thoroughly discussed or debated.

Crucially, decisions of this magnitude should not rest solely with the mayor or city council. Instead, they should involve the active participation of our community. Residents deserve the opportunity to review and vote on such pivotal changes. After all, altering zoning, density, and land use has irreversible effects once construction begins. We need only look at neighboring areas to witness the negative impact of overbuilding: increased traffic congestion, compromised views of our natural environment, overcrowding, and heightened air and water pollution—all of which significantly impact our quality of life.

Let us prioritize thoughtful deliberation, transparency, and community engagement as we shape the future of Peoria."

Thank you,
City of Peoria

This is an automated message generated by Granicus. Please do not reply directly to this email.

Lorie Dever

From: Bryan Gelster [REDACTED]
Sent: Thursday, April 25, 2024 10:32 AM
To: Peoria Mayor; Lorie Dever
Subject: Peoria General Plan Amendments & Airpark

Good Morning,

I am writing you both to voice my extreme objection to the path in which the Mayor and Peoria City Council are pursuing by not allowing the citizens of Peoria to have a voice on this issue. It appears as if you are choosing business over the citizens that elected you in the first place. This is not the way in which Peoria, Arizona or the United States should be making decisions that affect our fellow citizens. These issues need to be voted on by the residents of Peoria and not hammered down our throats. It may pass, it may not, but at least we know the people have spoken and been heard. It will then be the Mayor's responsibility to explain to the voters why it benefits them and Peoria as a whole.

Sincerely, Gelster

[REDACTED]

Sent from [Outlook](#)

Lorie Dever

From: Shari Zumstein [REDACTED]
Sent: Wednesday, April 24, 2024 7:33 PM
To: Lorie Dever
Subject: General Plan Amendment

To Whom It May Concern:

I strongly oppose the proposed amendment to modify the General Plan to increase the threshold for a "minor amendment" to any areas less than 640 acres. This is an outrageous proposal.

Open - State Trust Land is important!!! We should NOT be giving away every inch of our land to developers, manufacturers and the like for the sake of "revenue" and it certainly should not be left to 4 - 6 council members to decide. Our town used to be a nice quiet suburb without traffic and congestion. This is no longer the case. Our town has been turned into a city with a 2 light wait at some intersections. Have you taken Lake Pleasant Parkway home from work during rush hour lately? Even areas where citizens made it very clear we didn't want close condensed housing in the new developments - it was proceeded with it anyway. Several years ago West Wing Mountain overwhelmingly opposed this in the area between Happy Valley and Jomax at 83rd Ave. NOW we have just that currently being built along with a large apartment complex to boot!! Taking away the people's vote for such LARGE areas of land is flat out wrong.

Thank you for your time. Sincerely,
Shari Zumstein
Peoria resident for 38 years

Lorie Dever

From: webmaster@peoriaaz.gov
Sent: Wednesday, April 24, 2024 7:29 PM
To: InetPlanning
Subject: NEW Public Comment on Development

A new entry to a form/survey has been submitted.

Form Name: Planning - Public Comment Form
Date & Time: 04/24/2024 7:29 PM
Response #: 31
Submitter ID: 81553
IP address: 2600:8800:5119:4100:113:af7:5598:1942
Time to complete: 46 min. , 3 sec.

Survey Details

Page 1

1. Name

Ellen Burton

2. Phone Number

[REDACTED]

3. Email Address

[REDACTED]

4. Project Name

2040 General Plan

5. Project Case Number

Not answered

6. Project Location

Not answered

7. Please provide your feedback on this project:

I'm totally enraged against changing the master plan that has only been in place less than 4 years. I've been in Trilogy in Vistancia for 10 years waiting for high-end restaurants, a Whole Foods, etc. to be built as commercial in this beautiful Vistancia. It's been residential and many many new homes have been built, and continuing to be built. Why in the world would the use of North Peoria land be changed from planned residential to industrial and commercial. I can't believe an

Amkor plant is being built less than a mile from where I live - whatever happened to zoning? - I've never heard of this. Now I'm hearing that an airport may be built flying over our heads. We already have Luke Air Force base flying over us preparing for war - that's more than enough airplane noise. Are you trying to destroy these beautiful residential communities that have been built? Then making a change from 80 acres as being a minor change to 640 acres - changing the zoning without consulting the public? That's despicable - and we the homeowners will be taxed on something we don't want. We were told the commercial was going to be used for restaurants, shopping, a Whole Foods Grocery - something similar to the high-end Scottsdale shopping. What in the world has happened? Why haven't we been consulted?

Thank you,
City of Peoria

This is an automated message generated by Granicus. Please do not reply directly to this email.

Lorie Dever

From: L S [REDACTED]
Sent: Wednesday, April 24, 2024 5:14 PM
To: Lorie Dever
Subject: Re: I oppose the plan ammendments

Thank you for taking the time to respond. I appreciate it. I thought the team did a good job last night and handled questions well. The presentation was well polished - maybe a bit too much - providing transparent pros and cons would be useful otherwise the information comes across as "too packaged". The City staff is doing a great job under difficult circumstances.

Thank you of what you do. Linda

> On Apr 24, 2024, at 3:17 PM, Lorie Dever <Lorie.Dever@peoriaaz.gov> wrote:

>

> Linda,

>

> Thank you for reaching out to the City regarding the proposed 2024 General Plan Amendments. I noted that you also attended the neighborhood meeting at Rio Vista as well. Please know that your comments have been included in the case file and will be forwarded to Planning Commission and Council as the items move forward through the process.

>

> Regards,

> Lorie

>

> Lorie Dever

> Deputy Director

> 623-773-5168

> lorie.dever@peoriaaz.gov

>

> City of Peoria | Planning Department

> 9875 N. 85th Avenue Peoria, AZ 85345

> Monday through Thursday, 7am to 6pm | Closed Friday

> Peoriaaz.gov/planning

>

>

>

> -----Original Message-----

> From: L S [REDACTED]
> Sent: Saturday, April 20, 2024 12:48 PM
> To: Lorie Dever <Lorie.Dever@peoriaaz.gov>
> Subject: I oppose the plan ammendments

>
>

> As a resident of Trilogy at Vistancia I moved here because of the natural beauty that surrounds this special place in the Mesquite District. I voted for the 2040 Strategic Plan which I thought was a very thoughtful, well researched plan. The plan did a great job laying out the growth and development of the Mesquite District which was designed to be largely are residential area with commercial businesses. The retail tax base has more than adequately funded the City of Peoria's budget to the point that there was a surplus during Covid because of the decisions made by City Council andthe Mayor at that time.

>

> This proposed change totally changes the landscape and feel of the Mesquite District. I understand that this district has the most available land to develop but to change that development into industrial and commercial uses because the new Mayor wants it that way is absolutely not acceptable.

>

> City Council and the Mayor should adhere to the Voter driven plan that was acceptable a mere 4 years ago and NOT make sweeping changes that affect our neighborhood. It is an abuse of power that will ensure Council members and the Mayor are voted out of office.

>

> I DO NOT support the plan amendments.

>

> Linda Simpson [REDACTED]
> Peioria AZ

>
>
>

Lorie Dever

From: Sheila Goldberg [REDACTED]
Sent: Wednesday, April 24, 2024 4:49 PM
To: Lorie Dever
Subject: Changes to the Peoria General Plan

As a resident of Trilogy at Vistancia I feel very strongly that any changes to the General Plan should be subject to the approval of Peoria residents via a vote of city residents. These proposed changes will affect our quality of life and should not be implemented without a community vote.

Sheila Goldberg
[REDACTED]

Lorie Dever

From: Doreen P [REDACTED]
Sent: Wednesday, April 24, 2024 4:19 PM
To: Lorie Dever
Subject: Re: General Plan Amendments

Thank you very much for your response.

From: Lorie Dever <Lorie.Dever@peoriaaz.gov>
Sent: Wednesday, April 24, 2024 3:22 PM **To:** Doreen P [REDACTED] **Subject:** RE: General Plan Amendments

Doreen,

Thank you for reaching out to the City regarding the proposed 2024 General Plan Amendments. Please know that your comments have been included in the case file and will be forwarded to Planning Commission and City Council for their consideration as the items move forward through the process.

Regards, Lorie

Lorie Dever Deputy Director 623-773-5168
lorie.dever@peoriaaz.gov

City of Peoria | Planning Department
9875 N. 85th Avenue Peoria, AZ 85345
Monday through Thursday, 7am to 6pm | [Closed Friday Peoriaaz.gov/planning](https://www.peoriaaz.gov/planning)

From: Doreen P [REDACTED]
Sent: Monday, April 22, 2024 5:19 PM
To: City Clerk <cityclerk@peoriaaz.gov>
Cc: Peoria Mayor <mayor@peoriaaz.gov>; Jennifer Crawford <Jennifer.Crawford@peoriaaz.gov>; Bill Patena <Bill.Patena@peoriaaz.gov>; Brad Shafer <brad.shafer@peoriaaz.gov>; Michael Finn <Michael.Finn@peoriaaz.gov>; Denette Dunn <denette.dunn@peoriaaz.gov>; Jon Edwards <Jon.Edwards@peoriaaz.gov>
Subject: General Plan Amendments

Peoria City Council Members,

I am concerned with the proposed amendments that will allow the purchase of thousands of acres of lands in North Peoria. The exponential growth in this administration's vision is concerning and not balanced with the lifestyle many residents hope to retain.

I am particularly concerned with [GPA24-05](#) the amendment updating the threshold for major general plan amendments from 80 acres 640 acres. This amendment further removes citizens to have input or voting rights on significant project affecting our community.

Sincerely, Doreen Power Peoria Resident

Lorie Dever

From: Ramon and Joann Nunez [REDACTED]
Sent: Wednesday, April 24, 2024 3:54 PM
To: Lorie Dever
Cc: Brad Shafer
Subject: Opposed to changes to State Trust Land

My wife and I are opposed to the suggested changes we have just read about on the City website regarding State Trust Land. We would like to see the threshold remain 80 acres and not 640 acres.

We are also opposed to changing/removing "State Trust Land parcels with high scenic value or habitat may be designated or otherwise preserved..." this is part of the reason we live here.

And finally, we oppose adding the definition that allows any state trust land, no matter the size in acreage to be a "minor

change." This is just ludicrous.

Ramon and Joann Núñez Trilogy of Vistancia Residents Peoria 85383

Lorie Dever

From: webmaster@peoriaaz.gov
Sent: Wednesday, April 24, 2024 2:35 PM
To: InetPlanning
Subject: NEW Public Comment on Development

A new entry to a form/survey has been submitted.

Form Name: Planning - Public Comment Form
Date & Time: 04/24/2024 2:34 PM
Response #: 30
Submitter ID: 81543
IP address: 97.107.192.120
Time to complete: 1 min. , 28 sec.

Survey Details

Page 1

1. Name

skip wilson

2. Phone Number

[REDACTED]

3. Email Address

[REDACTED]

4. Project Name

General Plan Ammendments

5. Project Case Number

Not answered

6. Project Location

Peoria

7. Please provide your feedback on this project:

Changes to the General Plan should go to the voters. They approved the General Plan and they should have a vote on the changes.

Thank you,
City of Peoria

This is an automated message generated by Granicus. Please do not reply directly to this email.

Lorie Dever

From: Jan Lane [REDACTED] on behalf of Jan Lane
Sent: Wednesday, April 24, 2024 12:46 PM
To: Lorie Dever
Subject: General Plan Amendment

I am against changing the size of minor vs major amendments and especially for the change to state trust land to minor. I have already seen how the city has butchered the New River Valley between Happy Valley Rd and Jomax Rd allowing major construction development ruining the valley's pristine desert and bulldozing desert foliage including Saguaro Cactus. We already have a serious increase in traffic in this area due to other development and this new development appears to be routing traffic out of the area onto 83rd Ave/Westwing Parkway. Is there a city plan for this development and how is the traffic being routed?

Jan M Lane
[REDACTED]

Lorie Dever

From: webmaster@peoriaaz.gov
Sent: Tuesday, April 23, 2024 6:05 PM
To: InetPlanning
Subject: NEW Public Comment on Development

A new entry to a form/survey has been submitted.

Form Name: Planning - Public Comment Form
Date & Time: 04/23/2024 6:04 PM
Response #: 29
Submitter ID: 81507
IP address: 184.103.219.193
Time to complete: 14 min. , 49 sec.

Survey Details

Page 1

1. Name

Theresa Garcia

2. Phone Number

[REDACTED]

3. Email Address

[REDACTED]

4. Project Name

Proposed General Plan Amendment Criteria

5. Project Case Number

GPA24-01: Chapter 3: Smart Growth Test and Map changes

6. Project Location

City of Peoria, Mesquite District

7. Please provide your feedback on this project:

The proposed amendment to increase the threshold for a minor amendment to any area less than 640 acres represents a 700% increase from the current threshold. In addition, the amendment proposes that ANY change to State Trust Land regardless of size would be considered a minor change requiring minimal public input.

These proposed amendments open the door for manipulation and allocation of Public Trust lands to ownership by select private owners requiring only the approval of a small number of council members and without the oversight of the public. This is an obvious erosion of the Public Trust and subverts the protection of State Lands for their intended use by the public.

Thank you,
City of Peoria

This is an automated message generated by Granicus. Please do not reply directly to this email.

From: webmaster@peoriaaz.gov
Sent: Tuesday, April 23, 2024 3:43 PM
To: InetPlanning
Subject: NEW Public Comment on Development

A new entry to a form/survey has been submitted.

Form Name: Planning - Public Comment Form
Date & Time: 04/23/2024 3:42 PM
Response #: 28
Submitter ID: 81501
IP address: 207.171.232.59
Time to complete: 8 min. , 10 sec.

Survey Details

Page 1

1. Name

Susan Muha

2. Phone Number

[REDACTED]

3. Email Address

[REDACTED]

4. Project Name

2040 plan

5. Project Case Number

Not answered

6. Project Location

Along the 303

7. Please provide your feedback on this project:

Like the current 2040 plan that is in place. Not interested in changing from planned residential to industrial and commercial.

Don't wish to change AZ State Trust Land Designation. I believe that we need to continue with the designation of a minor change amendment as less than 80 acres. The public needs to be consulted, a change to 640 acres is not a good idea.

Thank you,
City of Peoria

This is an automated message generated by Granicus. Please do not reply directly to this email.

Lorie Dever

From: Rupp, Dr. Michael T. [REDACTED]
Sent: Tuesday, April 23, 2024 1:29 PM
To: Lorie Dever
Subject: Oppose GPA24-01

Dear Ms. Dever,

I want to register my strenuous objection to the proposed amendment that would increase the current threshold of 80 acres for a minor amendment to Peoria's General Plan. The proposal to increase this threshold to 640 acres is particularly objectionable.

Moreover, I speak for everyone I personally know in WestWing (Mesquite District) when I say that I am adamantly opposed to an airport in North Peoria. Beyond being neither needed nor wanted, we moved here for the peaceful, quiet residential area it is and we all want to keep it that way.

Thank you. Sincerely, Michael T Rupp
[REDACTED]

Lorie Dever

From: webmaster@peoriaaz.gov
Sent: Saturday, April 20, 2024 7:35 PM
To: InetPlanning
Subject: NEW Public Comment on Development

A new entry to a form/survey has been submitted.

Form Name: Planning - Public Comment Form
Date & Time: 04/20/2024 7:35 PM
Response #: 27
Submitter ID: 81351
IP address: 72.217.107.48
Time to complete: 5 min. , 37sec.

Survey Details

Page 1

1. Name

Lee Cox

2. Phone Number

[REDACTED]

3. Email Address

[REDACTED]

4. Project Name

Not answered

5. Project Case Number

Not answered

6. Project Location

Not answered

7. Please provide your feedback on this project:

I just reviewed the new changes to the city's plan. I, and many of my neighbors, are adamantly opposed to the expansion of industrial development and the proposed airport in Northern Peoria. As a Vistancia resident, I feel progress is being made with this huge expansion and high financial investment without our input. We are being discounted and are not being

listened to by the city's administration. Many of us in the area do not feel the cost to citizens will yield positive results and many of the proposed changes will benefit a few, not the majority of us.

Thank you,
City of Peoria

This is an automated message generated by Granicus. Please do not reply directly to this email.

Lorie Dever

From: L S [REDACTED]
Sent: Saturday, April 20, 2024 12:48 PM
To: Lorie Dever
Subject: I oppose the plan ammendments

As a resident of Trilogy at Vistancia I moved here because of the natural beauty that surrounds this special place in the Mesquite District. I voted for the 2040 Strategic Plan which I thought was a very thoughtful, well researched plan. The plan did a great job laying out the growth and development of the Mesquite District which was designed to be largely are residential area with commercial businesses. The retail tax base has more than adequately funded the City of Peoria's budget to the point that there was a surplus during Covid because of the decisions made by City Council and the Mayor at that time.

This proposed change totally changes the landscape and feel of the Mesquite District. I understand that this district has the most available land to develop but to change that development into industrial and commercial uses because the new Mayor wants it that way is absolutely not acceptable.

City Council and the Mayor should adhere to the Voter driven plan that was acceptable a mere 4 years ago and NOT make sweeping changes that affect our neighborhood. It is an abuse of power that will ensure Council members and the Mayor are voted out of office.

I DO NOT support the plan amendments.

Linda Simpson [REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Sunday, September 8, 2024 8:42 PM

To: Jennifer Crawford <Jennifer.Crawford@peoriaaz.gov>; Bill Patena <Bill.Patena@peoriaaz.gov>; Michael Finn <Michael.Finn@peoriaaz.gov>; Denette Dunn <denette.dunn@peoriaaz.gov>; Jon Edwards <Jon.Edwards@peoriaaz.gov>; Brad Shafer <brad.shafer@peoriaaz.gov>; City Clerk <Cityclerk@peoriaaz.gov>; Peoria Mayor <Mayor@peoriaaz.gov>; Lorie Dever <Lorie.Dever@peoriaaz.gov>
Subject: City Council Meeting

Unfortunately I will be out of town on 9/17 but want you to know my feelings on the general plan amendment. I live in Trilogy at Vistancia.

I moved here 3 1/2 years ago from Scottsdale to enjoy the peace and quiet and county feeling of the area. I am against the industrialization of the area and am against the airport.

Matt Bullock beat Tom Bottorf for the city council seat in the Mesquite District. Matt stands for the retaining the beauty of this area with parks and open spaces and represents my views. Our Mayor and City Council members should respect the views of their constituents.

Arlene Bunt



Sent from my iPhone

From: Rupp, Dr. Michael T. [REDACTED]
Sent: Sunday, September 8, 2024 8:36 AM
To: Lorie Dever <Lorie.Dever@peoriaaz.gov>
Subject: Vote NO on General Plan Amendment

As a long-term resident of Peoria, I am writing to encourage a NO vote on the proposed General Plan Amendment. I moved to Peoria after living in both Phoenix and Glendale specifically to enjoy the peace and quiet of a residential community with open spaces.

I am **especially opposed to a Peoria airport** which is both unneeded and unwanted by every single resident I know.

Sincerely,

Mike Rupp

Michael T. Rupp, PhD

[REDACTED]

From: [staack](#) [REDACTED]

Sent: Sunday, September 8, 2024 12:58:12 PM

To: Bill Patena <Bill.Patena@peoriaaz.gov>; Michael Finn <Michael.Finn@peoriaaz.gov>; Danette.Dunn@peoriaaz.gov <Danette.Dunn@peoriaaz.gov>; Jon Edwards <Jon.Edwards@peoriaaz.gov>; Brad Shafer <Brad.Shafer@peoriaaz.gov>; Peoria Mayor <Mayor@peoriaaz.gov>

Subject: concerns

September 8, 2024

Dear Mayor Beck and City Council Members:

There are several issues I would like to address with you. It appears that the citizens of Peoria are experiencing a crisis of faith in our local government, pertaining to wasteful spending, budget shortfalls, a lack of transparency, and financial mismanagement. Some examples include.

*FY 2024 spending is projected at \$995 million while only bringing in \$620 million (a -\$375 million deficit)

*FY 2025 is projecting another \$318 million deficit. Is this fiscal responsibility?

* An unnecessary helicopter purchase that the city must now budget nearly \$3.5 million to store, maintain, and operate.

*The city has already committed \$32.8 million for land acquisition plus hundreds of thousand on consultant fees and studies for an airpark. Why is \$82 million already budgeted for a road to connect LPP to an airpark when supposedly site studies haven't even been completed? Not to mention, we overwhelmingly voted for a Mesquite Council member who is against the airpark, further confirming how against an airpark we are.

*Speaking of land acquisition, we are against changing the definition of "major" changes to allow for purchasing State Trust Land only to turn it in to an airpark and industrial/ manufacturing plants. WE request you do NOT remove the language "State Trust Land parcels with high scenic value or habitat may be designated or otherwise preserved for conservation, pursuant to applicable State laws and city ordinances". We have repeatedly pleaded with you to keep Peoria's desert landscape intact. We have repeatedly told you we don't want to see Peoria become a concrete jungle. Where is all the water and power going to come from for all this development? Are you going to protect our limited resources?

*We recently learned of a new deal with Hyperion Development that was voted on without all council members being aware or present. This lack of transparency has damaged our trust in you, the people we voted in to protect our interests.

In "short", we ask you to "do better"! We ask you to listen to the citizens you represent. We ask you to consider the future of our water and power resources. We mostly ask you to do what is right for the environment and the safety and security of all Peoria residents.

Thank you for your time.



PLANNING AND ZONING COMMISSION REPORT

Meeting August 15, 2024

Date:

Agenda Item: 3R

Case Name: Major General Plan Amendment: Chapter 4 Integrated Transportation (GPA24-02)

General Application Information

Proposal:

A city-initiated major amendment to the text and Circulation Map within Chapter 4: Integrated Transportation of the Peoria General Plan. Proposed changes include road classification changes, road additions and deletions, and alignment adjustments to better reflect existing conditions and future needs of the City, and to maintain a document that is current with local and regional planning efforts.

Location:

City-wide

Project Acreage:

N/A

Applicant:

City of Peoria

Key Items For Consideration:

This request has been proposed concurrently with other 2024 City-Initiated Major General Plan Amendments and may be presented together.

Please note that the associated staff report, exhibits, and findings for all cases are contained within Case GPA24-001 to avoid redundancy.

From: Candy Staub [REDACTED]

Sent: Monday, September 9, 2024 5:37 PM

To: Jennifer Crawford <Jennifer.Crawford@peoriaaz.gov>; Brad Shafer <Brad.Shafer@peoriaaz.gov>;
Lorie Dever <Lorie.Dever@peoriaaz.gov>

Good Afternoon,

I am writing this to inform you of my opposition to any amendments to the city's General Plan. I do not agree with your vision of building industrial manufacturing and an airport in northern Peoria. I have great concern that this type of building will be an unnecessary tax burden which will be levied upon all the citizens of Peoria. We just had a tax increase effective 7/1/24 of 9%. Funding for the feasibility studies is already being paid for by tax revenue. Where will all the water that is needed to support those sites come from? In this time of drought we should be conserving rather than using water. You have chosen to remove grass from our local parks in order to conserve water. Is that only to allow industrial building to use that resource? That is not what the original planned footprint for that area was. I wish we could preserve more of our desert landscape and the beauty of our parks and desert.

I have lived in Peoria for 38 years and this is the first time I have had concern with the General Plan or any proposed amendments to it.

Very Respectfully,

Candy Staub

[REDACTED]

[REDACTED]



PLANNING AND ZONING COMMISSION REPORT

Meeting August 15, 2024

Date:

Agenda Item: 4R

Case Name: Major General Plan Amendment: Chapter 6 Arts, Culture and Recreational Enrichment (GPA24-03)

General Application Information

Proposal:

A city-initiated major amendment to the recreational guidelines text within Chapter 6: Arts, Culture and Recreational Enrichment of the Peoria General Plan. Proposed changes include refinements to the park classification guidelines to maintain their relevancy and effectiveness. Additionally, refinements to the text provide better define and celebrate Peoria's three recreational centers as key assets within the City's larger recreational network.

Location:

City-wide

Applicant:

City of Peoria

Key Items For Consideration:

This request has been proposed concurrently with other 2024 City-Initiated Major General Plan Amendments and may be presented together.

Please note that the associated staff report, exhibits, and findings for all cases are contained within Case GPA24-001 to avoid redundancy.



PLANNING AND ZONING COMMISSION REPORT

Meeting August 15, 2024

Date:

Agenda Item: 5R

Case Name: Major General Plan Amendment: Chapter 8 Implementation
(GPA24-05)

General Application Information

Proposal:

A city-initiated major amendment to Table 8-1 General Plan Amendment Criteria within Chapter 8: Implementation of the Peoria General Plan. The proposed change would require no amendment when realigning a roadway segment and/or changing it from “future” to “existing” on the Circulation Map in order to reflect completed road construction through the Capital Improvement Program or via private development.

Location:

City-wide

Project Acreage:

N/A

Applicant:

City of Peoria

Key Items For Consideration:

This request has been proposed concurrently with other 2024 City-Initiated Major General Plan Amendments and may be presented together.

Please note that the associated staff report, exhibits, and findings for all cases are contained within Case GPA24-001 to avoid redundancy.