



City of Phoenix

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Marvin A. Andrews

COMMUNITY DEVELOPMENT MANAGER

Glenwood Wilson

PLANNING DIRECTOR

Richard F. Counts

OCTOBER 1985

REVISED: MARCH 1987

JULY 1988

JULY 1989

JUNE 1994

**RESOLUTION
NO. 16697**

A RESOLUTION ADOPTING THE PHOENIX GENERAL PLAN 1985-2000; AND REPEALING THE CENTRAL PHOENIX PLAN; THE COMPREHENSIVE PLAN 1990; THE PHOENIX HOUSING ELEMENT; THE DEER VALLEY, PARADISE VALLEY, SOUTH PHOENIX, MARYVALE, AND INNER CITY AREA PLANS; THE INTERIM 1985 PLAN; AND THEIR ADOPTING RESOLUTIONS.

WHEREAS, the Phoenix City Council adopted the **Phoenix Concept Plan 2000** on July 31, 1979, which was the beginning of the development of a general plan for Phoenix; and

WHEREAS, the above **Phoenix Concept Plan 2000** established goals and policies to guide development of a plan including direction to prepare nine General Plan Elements as required by State Law; and

WHEREAS, the Plan charged the City to appoint Village Planning Committees to prepare concept plans for their villages; and

WHEREAS, the Planning Commission established the Village Planning Process in which many citizens worked in committees to understand and prepare policies and plans for their communities, with the assistance of the Planning and other departments and review and coordination by the Planning Commission; and

WHEREAS, the plans and policies produced by this process have received extensive review by the general public and have been further refined to reflect public opinion and needs for consistency, coordination, and the needs of the City as a whole; and

WHEREAS, a comprehensive, long-range general plan is urgently needed to provide a framework for the decisions of developers and land owners as well as the Planning Commission and City Council; and

WHEREAS, such a plan is also urgently needed by residents and property owners of the villages of the City to provide a sense of direction and stability regarding their neighborhoods; and

WHEREAS, through action on August 6, 1985, the City Council directed that Village Planning Committees continue in operation as part of the general planning process and defined procedures for designating Special Study Areas; and

WHEREAS, the City Council has directed the Planning Department to prepare plans for the Peripheral Areas and other such special study areas as designated in the General Plan, which plans shall be incorporated into the General Plan through amendment after approval by the City Council;

NOW, THEREFORE, BE IT RESOLVED that the Phoenix City Council hereby adopts the **Phoenix General Plan 1985-2000** as set forth in the text, map and the nine General Plan Elements and identified by the signature of the Mayor, which text, map and nine Plan Elements are by this reference incorporated herein and made a part hereof.

BE IT FURTHER RESOLVED that the City Council accepts the summaries of the Village Planning Committees' goals and policies, edited by the Planning Department, as the final recommendations of the Committees, reflecting the attitudes of the various Village Planning Committees, to be published at a future date along with background and statistical information relating to each element, as resource materials. The materials may be updated periodically as new information becomes available.

BE IT FURTHER RESOLVED that the City will publish the complete Village Planning Committees' plans as submitted by the committees for informational purposes only. These plans should not be interpreted as expressing City policy.

BE IT FURTHER RESOLVED that the Planning Department as the City's planning agency, with input from village and other planning committees and recommendations from the Planning Commission, monitor, evaluate, and recommend revisions to the General Plan annually with a major revision every five years.

BE IT FURTHER RESOLVED that the Central Phoenix Plan; the Comprehensive Plan 1990; the Phoenix Housing Element; the Deer Valley, Paradise Valley, South Phoenix, Maryvale, and Inner City Area Plans; and the Interim 1985 Plan and their adopting resolutions 13739; 13891; 14574; 14215; 14651; 14650; 15188; 15251; 15228 are hereby repealed. The **Phoenix Concept Plan 2000** to the extent consistent with the **Phoenix General Plan 1985-2000** shall continue to serve as a guide for understanding the urban village concept. If any conflicts between the two Plans exist, the **Phoenix General Plan 1985-2000** shall control.

PASSED and adopted by the City Council this 2 day of October, 1985.

/s/ TERRY GODDARD
Mayor

ATTEST:

/s/ VICKY MIEL _____, **Acting**
City Clerk

APPROVED AS TO FORM:

/s/ L. VERDE RHUE _____, **Acting**
City Attorney

REVIEWED BY:

/s/ PETER F. STARRETT _____, **Assistant**
City Manager

Facsimile of official
resolution for purpose
of reference only.

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RESOLUTION NO. 17073

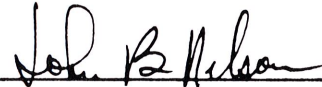
A RESOLUTION AMENDING THE PHOENIX
GENERAL PLAN 1985-2000.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF PHOENIX as follows:

SECTION 1. The Phoenix General Plan 1985-2000, which was adopted by Resolution No. 16697, is hereby amended by adopting Official General Plan Map Change No. 1 signed by the Mayor and City Clerk, which accompanies and is annexed to this Resolution and declared a part hereof.

SECTION 2. The text of the Phoenix General Plan 1985-2000 is hereby amended as shown in the document titled "General Plan for Phoenix 1985-2000 1986 Text Amendments" which accompanies and is annexed to this Resolution and declared a part hereof.

PASSED by the Council of the City of Phoenix this 22nd day of July, 1987.



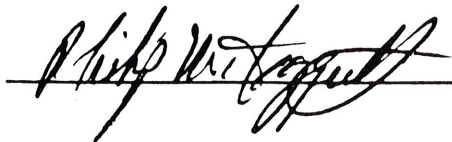
VICE MAYOR

ATTEST:



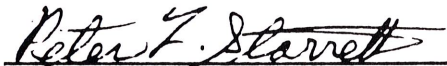
City Clerk

APPROVED AS TO FORM:



Acting City Attorney

REVIEWED BY:



Assistant City Manager

NOTICE: The text included in resolution No. 17073 were on pages 14, 17, 18, 19, 30, 31a, 32, 39, 40, 44a, 44b, 53, 57, 59.

MDH:dmd
7/16/87/6530V

Resolution No. 17073

RESOLUTION NO. 17151
A RESOLUTION AMENDING THE GENERAL PLAN FOR PHOENIX 1985-2000.


BE IT RESOLVED BY THE COUNCIL OF THE CITY OF PHOENIX as follows:

SECTION 1. The General Plan for Phoenix 1985-2000, which was adopted by Resolution No. 16697, is hereby amended by adopting Official General Plan Map change No. 2 signed by the Mayor and City Clerk, which accompanies and is annexed to this Resolution and declared a part hereof.


SECTION 2. The text of the General Plan for Phoenix 1985-2000 is hereby amended as shown in the document titled "General Plan for Phoenix 1985-2000 1987 Text Amendments General Plan" Peripheral Areas C and D" which accompanies and is annexed to this Resolution and declared a part hereof.

PASSED by the Council of the City of Phoenix this 18th day of November, 1987.

ATTEST:

 City Clerk

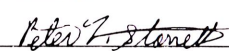
APPROVED AS TO FORM:

 Acting City Attorney

MDH:dmd
11/6/87-0003D


MAYOR

REVIEWED BY:

 Assistant City Manager

Resolution No. 17151

RESOLUTION NO. 17327
A RESOLUTION AMENDING THE GENERAL PLAN FOR PHOENIX 1985-2000.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF PHOENIX as follows:

SECTION 1. The General Plan for Phoenix 1985-2000, which was adopted by Resolution No. 16697, is hereby amended by adopting Official General Plan Map Change Nos. 3 through 10, signed by the Mayor and City Clerk, which accompany and are annexed to this Resolution and declared a part hereof.

SECTION 2. The text of the General Plan for Phoenix 1985-2000 is hereby amended as shown in the document titled "General Plan for Phoenix 1985-2000 1987 Text Amendments," which accompanies and is annexed to this Resolution and declared a part hereof.

SECTION 3. The General Plan for Phoenix 1985-2000 is hereby amended by the adoption of the General Plan Amendment for the Laveen/Phoenix Planning Area, which accompanies and is annexed to this Resolution and declared a part hereof.

PASSED by the Council of the Council of the City of Phoenix this 6th day of July, 1988.


ATTEST:

 City Clerk

APPROVED AS TO FORM:

 Acting City Attorney

MDH:dmd/aja
6/29/88/0003D


MAYOR

REVIEWED BY:

 Assistant City Manager

Resolution No. 17327

RESOLUTION NO. 17361
A RESOLUTION AMENDING THE GENERAL PLAN FOR PHOENIX 1985-2000.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF PHOENIX as follows:

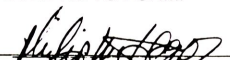
SECTION 1. The General Plan for Phoenix 1985-2000, which was adopted by Resolution No. 16697, is hereby amended by adopting Official General Plan Map Change No. 11, signed by the Mayor and City Clerk, which accompanies and is annexed to this Resolution and declared a part hereof.

PASSED by the Council of the City of Phoenix this 31st day of August, 1988.

ATTEST:

 City Clerk

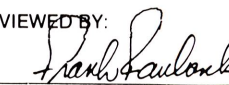
APPROVED AS TO FORM:

 Acting City Attorney

MDH:aja
6/29/88/0578a


MAYOR

REVIEWED BY:

 Assistant City Manager

Resolution No. 17361

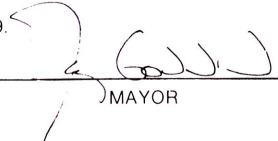
RESOLUTION NO. 17529
A RESOLUTION AMENDING THE PHOENIX GENERAL PLAN 1985-2000

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF PHOENIX as follows:

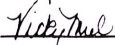
SECTION 1. The Phoenix General Plan 1985-2000, which was adopted by Resolution No. 16697, is hereby amended by adopting Official General Plan Map Change No. 12 signed by the Mayor and City Clerk, which accompanies and is annexed to this Resolution and declared a part hereof.

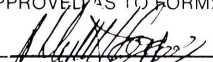
SECTION 2. The text of the Phoenix General Plan 1985-2000 is hereby amended as shown in the document titled "General Plan for Phoenix 1985-2000 1988 Text Amendments" which accompanies and is annexed to this Resolution and declared a part hereof.

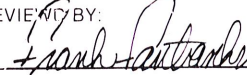
PASSED by the Council of the City of Phoenix this 19th day of July, 1989.


MAYOR

ATTEST:


City Clerk

APPROVED AS TO FORM:

Acting City Attorney

REVIEWED BY:

Assistant City Manager

Resolution No. 17529

RESOLUTION NO. 17817
A RESOLUTION AMENDING THE GENERAL PLAN FOR PHOENIX 1985-2000; AND DECLARING AN EMERGENCY.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF PHOENIX as follows:

SECTION 1. The General Plan for Phoenix 1985-2000, which was adopted by Resolution No. 16697, is hereby amended in conjunction with the adoption of the 44th Street Corridor Specific Plan by adopting Official General Plan Map Change No. 13 signed by the Mayor and City Clerk, which accompanies and is annexed to this Resolution and declared a part hereof.

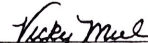
SECTION 2. The text of the General Plan for Phoenix 1985-2000 is hereby amended in conjunction with the adoption of the 44th Street Corridor Plan as shown by the revised pages 6 and 10 which accompany and are annexed to this Resolution and declared a part hereof.


SECTION 3. WHEREAS, the immediate operation of the provisions of this resolution is necessary for the preservation of the public peace, health and safety, an EMERGENCY is hereby declared to exist, and this resolution shall be in full force and effect from and after its passage by the Council as required by the City Charter and is hereby exempted from the referendum clause of said Charter.


PASSED by the Council of the City of Phoenix this 30th day of January, 1991.


MAYOR

ATTEST:


City Clerk

APPROVED AS TO FORM:

Acting City Attorney

REVIEWED BY:

Acting City Manager

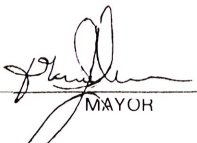
RESOLUTION NO. 17869
A RESOLUTION AMENDING THE PHOENIX GENERAL PLAN 1985-2000.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF PHOENIX as follows:

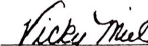
SECTION 1. The Phoenix General Plan 1985-2000, which was adopted by Resolution No. 16697, is hereby amended by adopting Official General Plan Map Change No. 14 signed by the Mayor and City Clerk, which accompanies and is annexed to this Resolution and declared a part hereof.

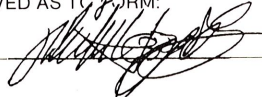
SECTION 2. The text of the Phoenix General Plan 1985-2000 is hereby amended as shown in the documents titled "General Plan for Phoenix 1985-2000 1989 Text Amendments" and "General Plan for Phoenix 1985-2000 1990 Text Amendments" which accompany and are annexed to this Resolution and declared parts hereof.

PASSED by the Council of the City of Phoenix this 12th day of June, 1991.


MAYOR

ATTEST:


City Clerk

APPROVED AS TO FORM:

Acting City Attorney

REVIEWED BY:

Assistant City Manager

RESOLUTION NO. 18188
A RESOLUTION AMENDING THE PHOENIX GENERAL PLAN 1985-2000.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF PHOENIX as follows:

SECTION 1. The Phoenix General Plan 1985-2000, which was adopted by Resolution No. 16697, is hereby amended by adopting Official General Plan Map Change No. 17 signed by the Mayor and City Council, which accompanies and is annexed to this Resolution and declared a part hereof.

SECTION 2. The text of the Phoenix General Plan 1985-2000 is hereby amended as shown in the documents titled "General Plan for Phoenix 1985-2000 1992 Text Amendments" which accompany and are annexed to this Resolution and declared parts hereof.

PASSED by the Council of the City of Phoenix this 2nd day of June, 1993.

ATTEST:

Nicky Meel City Clerk

APPROVED AS TO FORM:

Michael S. Huns Acting City Attorney

[Signature]
MAYOR

REVIEWED BY
[Signature] City Manager

RESOLUTION NO. 18242
A RESOLUTION AMENDING THE PHOENIX GENERAL PLAN 1985-2000.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF PHOENIX as follows:

SECTION 1. The Phoenix General Plan 1985-2000, which was adopted by Resolution No. 16697, is hereby amended by adopting Official General Plan Map Change No. 18 signed by the Mayor and City Council, which accompanies and is annexed to this Resolution and declared a part hereof.

PASSED by the Council of the City of Phoenix this 22nd day of September, 1993.

ATTEST:

Nicky Meel City Clerk

APPROVED AS TO FORM:

Michael S. Huns Acting City Attorney

[Signature]
ACTING MAYOR

REVIEWED BY
[Signature] City Manager

Introduction

PHOENIX FUTURE FORM: THE URBAN VILLAGE CONCEPT

Great cities satisfy a wide range of aesthetic, economic and social needs. They give residents a sense of identity. They provide a mix of jobs, a range of housing types and prices. They protect and preserve the natural environment; they offer recreational, cultural, and educational opportunities. They allow citizens a chance to participate in shaping the future of the city.

The search by many citizens for an urban form to achieve these characteristics for Phoenix led to the adoption of the urban village concept in 1979 in the **Phoenix Concept Plan 2000** to guide Phoenix future growth. Urban villages, the unifying element of the Concept Plan and this General Plan, should contain a variety of housing, jobs, stores, recreational and educational facilities. The Villages will help satisfy the psychological need to belong to an identifiable community within a large city, with a sense of control over its environment.

Urban villages will only be accomplished by adherence to the basic principles underlying the concept;

- Balancing housing and jobs,
- Concentrating intensity in village cores, and
- Promoting the uniqueness of each village.

PLAN CONTENTS, PURPOSE, AND INTENT (How to Use the Plan)

The **General Plan for Phoenix 1985-2000** consists of the ten General Plan Elements, and the generalized land use map, including summaries of the elements set forth on the reverse side of the map. The General Plan elements have been prepared in accordance with the Urban Environment Management Act, Title 9, Ch. 4, Art. 6, A.R.S.

In sections of the Plan, reference is made to other documents which provide greater detail about a planning consideration. These details are illustrative and additional materials are only incorporated by reference into the General Plan when specifically indicated herein.

The existing Street Classification Map and the Minimum Right-of-Way Standards Map are incorporated by reference into the General Plan. Other plans and documents that refine the General Plan are; the Capital Improvement Program, the Six Year Major Streets Plan, the Long Range Traffic Safety Plan, the Sky Harbor Airport Master Plan, all Redevelopment Area Plans, the Historic Preservation Plan, the Phoenix Water Resources Plan, the Cave Creek Wash Plan, the Parks and Libraries Plan, and the Master Plan for the Phoenix Mountains Preserve. Any changes in these documents should be reviewed by the Planning Department before adoption for consistency with the General Plan.

The Village Planning Handbook is a guide for the establishment and operation of Village Planning Committees. Originally approved by the Phoenix City Council in July 1986, the Handbook, as amended and revised, provides direction on the procedures and activities of the Village Planning Committees.

The General Plan contains goals, policies and recommendations. Goals are the ultimate accomplishment towards which the City's actions should be directed, but are not commitments to full achievement. Policies are statements of the City's general intention of and serve as a continuing guide to implementing goals. Recommendations propose action to implement goals and policies. Standards are specific criteria recommended for implementing goals and policies.

Standards that relate to particular Plan policies are set forth in the following documents: Zoning Ordinance, Subdivision Ordinance, Phoenix Sky Harbor Municipal Airport Zoning Ordinance, Construction Code, Fire Code, Grading and Drainage Ordinance, Floodplain Ordinance.

This Plan shall serve as a general guide for the City Council, Planning Commission, City staff, and the public regarding development in the City. It emphasizes goals and policies necessary to implement the urban village concept, as well as respond to city-wide and regional needs. It is not intended to be rigid and does not propose inflexible boundaries between use designations or hard lines between core, gradient and periphery, but rather it is a flexible guide for achieving balanced growth and preserving the unique character of each village. The goals including in this Plan may not be entirely achievable nor are they considered to be of equal importance; however, they are meant to provide directions for Phoenixians. As a policy plan, this document provides general guidance for more detailed decisions.

Consistency of zoning of specific areas or parcels of land with the General Plan shall be evaluated in terms of overall furtherance of Plan goals, rather than strict conformance to particular Plan policies or map notations.

It is the responsibility of the City Council to interpret the General Plan in order to resolve any ambiguities or inconsistencies between plan elements, policies or provisions.

SPECIAL STUDY AREAS

In addition to proposed land use designations, the General Plan Map indicates several Special Study Areas. These areas are being studied for various reasons. The exact nature of the studies for each area will be designated by the City Council. When plans have been adopted by City Council for these areas, they will be incorporated into the General Plan. Land use concerns in the area from I-17 to 7th Street, Happy Valley Road and the C.A.P. to Deer Valley Drive should be addressed once plans for some of the other study areas have been completed.

EXPLANATION OF MAP LEGEND

The General Plan Map indicates the intended predominate future function, density and characteristic use of land for the different parts of the City. The Plan and Map do not reflect the intended zoning of individual parcels but rather generalize desired future land uses. The boundaries between use and density designations noted on the map are not fixed precisely. Rather, they indicate general areas wherein the goals of the Plan will be pursued through more detailed planning decisions. A one to one correspondence between designations on the map and development decisions is not contemplated. It may be appropriate to vary from the map where it is determined that this would as well or better meet overall plan goals.

The map suggests an overall mix of densities and should not be read as tying individual projects to density designations. To achieve appropriate balance among the goals promoted by the Plan, flexibility in specific decisions is required.

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

Commercial or industrial designation does not mean that the full range of commercial or industrial uses is appropriate for every given parcel. Appropriateness of a specific use must be judged in accord with the character of the surrounding area, parcel size, access and other factors. For example, heavy industrial uses should not be located near residential uses, whereas industrial park type development may be suitable.

HISTORY OF THE GENERAL PLAN DEVELOPMENT PROCESS AND CITIZEN PARTICIPATION IN PLANNING

Citizen-based planning in Phoenix began almost fifteen years ago with the area planning program. This effort culminated in incorporation of urban village plans into the **Phoenix General Plan 1985-2000**. Fast growing Deer Valley was chosen for the first area plan. A citizen committee worked with staff for two years to prepare a land use plan that the City Council adopted in December 1973. Plans prepared by citizen committees were also adopted for Paradise Valley, South Phoenix, Maryvale, and the Inner City between 1976 and 1979. Some of the original area planning committee members were subsequently active on the Urban Village Planning Committees.

In January 1974, the Mayor and Council charged the Phoenix Planning Commission with the responsibility to present alternative urban forms and their implications. After an urban form seminar for community leaders, the Commission appointed over 200 citizens to eight Urban Form Directions Committees. During Phase I, each committee studied a single topic, similar to each one of the elements required in a general plan by Arizona law.

The Committees recommended detailed proposals and the urban village concept. The Commission and Council adopted this concept but requested more study of its implications.

A Steering Committee composed of the chairmen of the Phase I committees, vice-chair of the Commission and a conceptualizer of urban villages, was appointed to develop the concept. Beginning in June 1976, the Committee refined the Phase I goals. Representatives of four area planning committees joined in September 1977 to aid in developing alternative urban village sketch plans and a trends plan reflecting the pattern of growth without any direction given.

Four subcommittees evaluated the relative advantages and disadvantages of each alternative. The recommended alternative formed the basis of the **Phoenix Concept Plan 2000**, adopted in July 1979.

The Concept Plan defined the boundaries of nine villages, identified cores, and provided goals and policies. It also instructed the Village Planning Committees to prepare a 25-year concept plan for their villages and detailed five-year staging plans based on the urban village concept. An **Interim 1985 Plan** was also adopted to guide growth until the nine General Plan Elements and Village Plans could be completed.

Eight village committees (comprised of persons living or working in the village) were formed in 1980 (Central City was added in 1984). They gathered information through field trips, named their villages, and determined goals. A Goals Formulation Report was prepared and a conference was held in November 1983 to review the status of village planning. Identification of issues and preliminary solutions to village concerns followed.

The Committees were aided by Planning Department staff, ASU graduate assistants, and Allan Jacobs, a special consultant to the City. To obtain citizen input, the Village Planning Committees held fairs and forums. The public frequently spoke out at the regularly scheduled open meetings of the Village Planning Committees as well.

The Special Liaison Committee, chaired by George Chasse, former Planning Commission Chair, with representatives from all Committees, Planning staff, and Planning Commission met periodically, beginning October 1984 to coordinate the committees' efforts.

The completed draft plans were presented to the Planning Commission in February at four public meetings with City Council members attending.

Planning Department staff then consolidated the nine village plans into a less detailed Phoenix General Plan with the State Statute required nine elements. After three Planning Commission hearings, a Council hearing, two Council Policy Sessions, and a final Council hearing on a revised Plan, the Phoenix General Plan was adopted on October 2, 1985.

The published Village Plans will serve as background material to aid decisionmakers in interpreting the Plan. They are proof of the thousands of hours of labor by the citizen volunteers listed.

DEER VALLEY
VILLAGE

Ms. Constance H. Hallinan, Chairperson

Mr. Samuel A. Morse
Mr. David Brnilovich
Ms. Debra Dodds
Mr. Lynn E. Feenaughty
Mr. Leonard Goebel

Mr. Kurt Hasper, Jr.
Ms. Lorraine King
Mr. Michael E. McDonald
Ms. Sherrie D. Moritz
Ms. Jane Troester

PARADISE VALLEY
VILLAGE

Ms. Marla M. Keys, Chairperson

Mr. Bernie Cain
Ms. D'Elayne Coleman
Mr. Mike Enriquez
Ms. Penny H. Howe
Mr. Frank E. Kulas
Mr. Guy A. Leohnis
Ms. Gerry McNeerney
Mr. Bruce May

Mr. Michael T. Milillo
Mr. Harold Moll
Mr. Robert J. Moore
Ms. Emma Louise Philabaum
Ms. Barbara S. Roberts
Mr. Standish Van Voorhis
Mr. Arnaldo S. Vargas
Mr. Kenneth W. Volz

NORTH MOUNTAIN
VILLAGE

Mr. James A. Speedie, Chairperson

Mr. Ronald T. Donnell
Ms. Anne Drobny
Mr. L. Kim Garvey
Ms. Francine Hardaway
Ms. Sheral S. James
Mr. Jim Jasper
Mr. Douglas R. Marsh
Ms. Cynthia Cooper Nabb

Ms. Irene Nott
Ms. Carla Prach
Ms. Joan C. Roberts
Mr. Thomas W. Russell
Ms. Carol F. Shuler
Ms. Mary Chapman Smith
Dr. John T. Troan

ALHAMBRA
VILLAGE

Ms. Barbara Jarvis, Chairperson

Mr. Stephen W. Howard
Mr. E.L. Cunning
Mr. Larry Fallis
Ms. Barbara P. Fenzl
Mr. Alan Flory
Ms. Carol Gardiner
Mr. Robert L. Horton

Mr. Ray B. Jacobs
Mr. Richard Key
Mr. Philip W. King
Dr. Carl G. Paetz, Jr.
Mr. Leroy L. Paller
Mr. Kenneth A. Wallace

CAMELBACK EAST
VILLAGE

Mr. E. Venable "Ev" Micou, Chairperson

Mr. Al Breznay
Mr. Frank Brophy
Ms. Charlotte Buchen
Mr. Paul E. Clouse
Ms. Mollie Fresques
Ms. Flora G. Gustoff
Mr. Jasper Stillwell Hawkins
Ms. Kristin Hoffman
Mr. Ralph Kingery

Mr. Bernard W. Levine
Ms. Jennifer Martin
Mr. Kelsey Moline
Ms. Louise Myers
Ms. Susan Shultz
Ms. Winnie Simpson
Mr. Bert Stanfield-Pinel
Ms. Diane Timothy

MARYVALE
VILLAGE

Mr. Jim Gronck, Chairperson

Mr. Robert Beck
Mr. Francis E. Anderson
Mr. Hap Barraza
Mr. John Beall, Jr.
Mr. Jack Conovaloff
Mr. Melvin E. Cunningham
Mr. Gerald Daly
Mr. Willie J. Grabill

Ms. Jeanette Heller
Mr. E. Claude Mattox
Mr. John Nelson
Mr. Dana Ronald Peiffer
Ms. Cookie Pettit
Mr. Paul G. Sebenik
Mr. Peter S. Spaw
Mr. Glenn C. Thaxton

ENCANTO
VILLAGE

Mr. Paul Winslow, Chairperson

Mr. H. Shelby Austin
Mr. David M. Beall
Ms. Gwen Bedford
Ms. Julieta S. Bencomo
Mr. Sherman Bendalin
Dr. Joyce Elsner

Ms. Marilyn V. Esteves
Ms. Michele K. Irwin
Ms. Beryl D. Payne
Mr. Gary M. Saba
Mr. Arlen M. Solochek
Mr. Craig Tribken

CENTRAL CITY
VILLAGE

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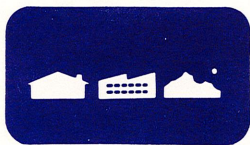
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VILLAGE

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Land Use

The Land Use Element sets forth the goals and policies underlying the urban village concept, and defines core, gradient and periphery.

In addition to the eleven urban villages, the Phoenix planning area contains one peripheral area: Area A, west of I-17, between Maryvale and South Mountain Villages. Plans are being prepared to guide growth in this and other special study areas shown on the land use map. Development proposals within these areas should be evaluated for overall conformance to plan goals, neighborhood compatibility, existing land use patterns, and impact on public facilities and services.

The Land Use Map is an integral part of the Land Use Element.

GOAL

1. GROWTH SHOULD BE STRUCTURED INTO A SERIES OF URBAN VILLAGES CHARACTERIZED BY CORE(S), GRADIENT AND PERIPHERY.

The urban village concept of decreasing intensity provides function and identity. It encourages major village-serving uses to be concentrated in one or two places, and thereby fosters interaction and reduces travel times and trips. It facilitates use of mass transit by providing a major destination. It allows urban, suburban, and even rural lifestyles to coexist within one village.

The term "village" is a misnomer if the adjective "urban" is omitted. These urban villages with future populations of 100,000 to 150,000 are larger than most cities. Yet, within a large metropolitan area, or even within a future city of over one million, they offer a sense of community and identity.

Each urban village has unique character while following the same form. Cores, gradients, and peripheries within the villages will differ in size, intensity, height, use mix and character. Centrally located villages may have gradient areas as intense as some outlying villages' cores.

Core





The core is to be the clearly identifiable central focus for the village. An ideal village core could contain as much as 50 percent of a village's basic employment (industry, corporate or regional office, utilities, communications, state and federal government); 25 percent of its service employment (neighborhood, office and retail, and local government); and 50 percent of the multi-family housing units exceeding 15 units per acre. This would be less likely to occur in villages with a high average residential density or with large industrial areas. A core may include some regional serving activities such as special educational or cultural facilities, not duplicated in any or most other cores. Some villages (Deer Valley, North Mountain, Maryvale and Camelback East) have secondary cores. In North Mountain and Maryvale, the secondary cores are older, established areas that cannot or should not achieve as much height or intensity as the primary core because of their limited size and surrounding development. While village cores will vary they should all follow the same policies:

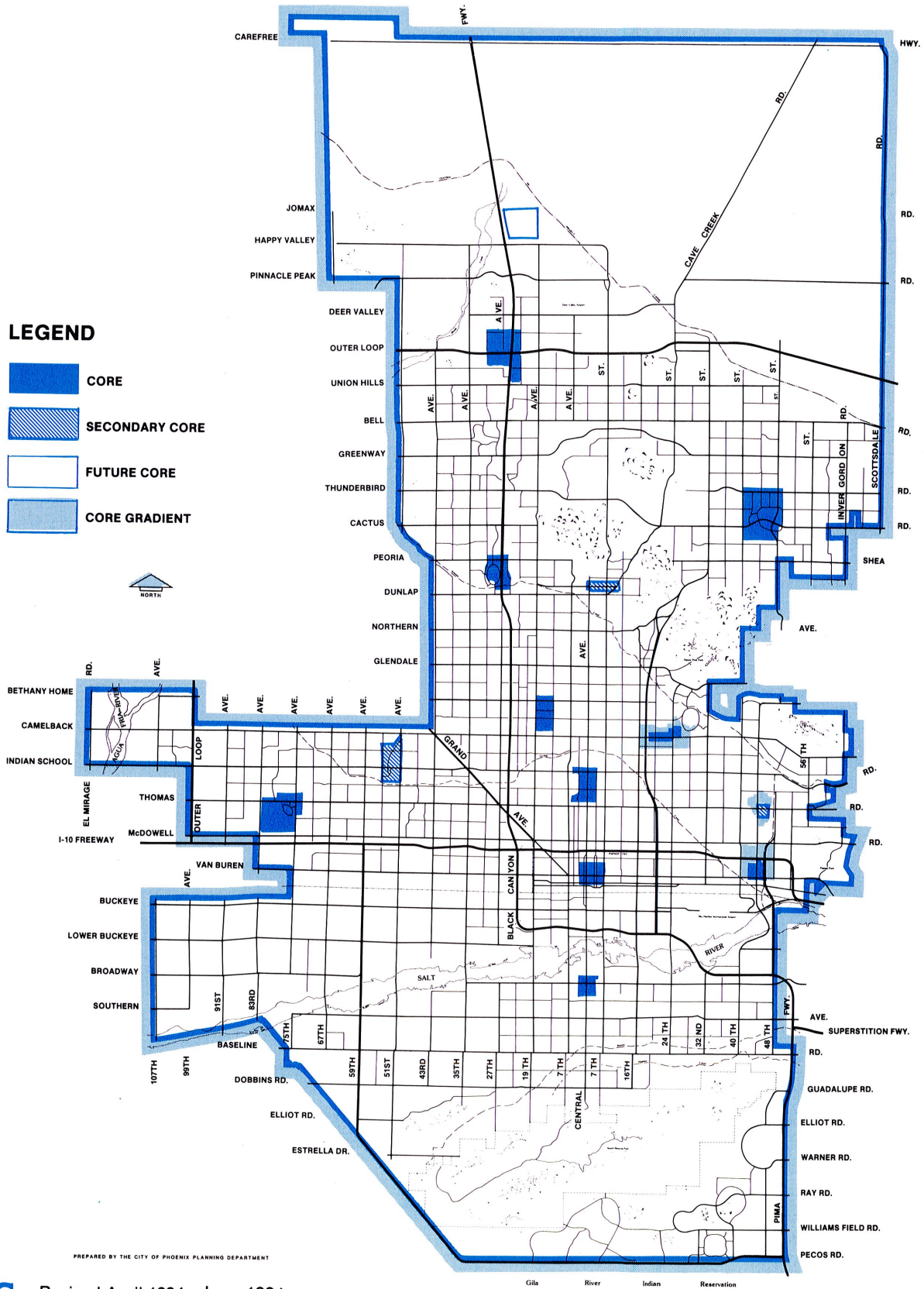
Core Policies:

- Contain the greatest height and most intense uses within limits based on village character, land use needs, and transportation system capacity.
- Encourage development of the taller and larger buildings in the center of the core and away from single-family and low-rise, multi-family housing.
- Include a variety of land uses: office, retail shopping, entertainment and cultural, housing, hotel and resort, and some types of industry.
- Provide a pedestrian environment with plazas, common open space, shaded walkways, separation of pedestrian and vehicular traffic, and parking in structures or underground as much as possible.
- Provide sophisticated urban design, and amenities that reflect the best of urban living.
- Continue the development of Central Avenue as the principal street of Phoenix, concentrating the maximum intensity of commercial use Downtown. High-rise waivers may be granted as appropriate to implement this policy.
- Concentrate mid-rise development in the outlying cores with less height in the Paradise Valley core, the lowest density village.
- Reserve additional height for projects providing the best mix of uses, the most amenities and infrastructure improvements, and creating the least impact on adjacent land uses due to height, traffic, or view obstruction.

VILLAGE CORES






LEGEND

-  CORE
-  SECONDARY CORE
-  FUTURE CORE
-  CORE GRADIENT

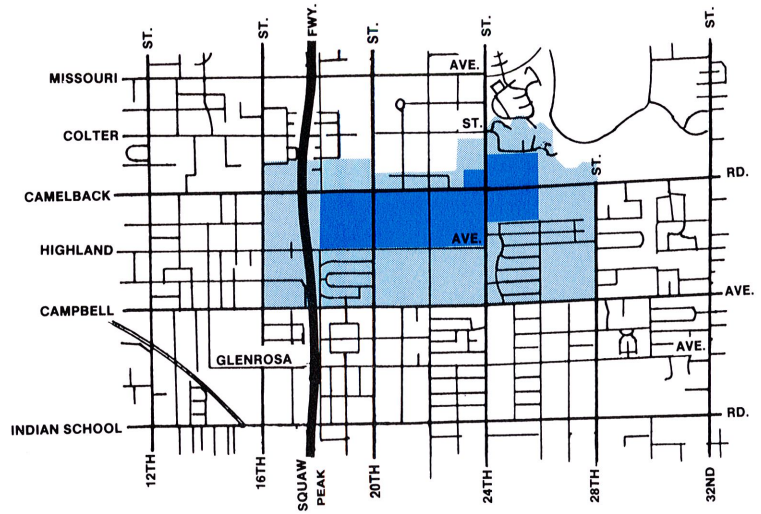


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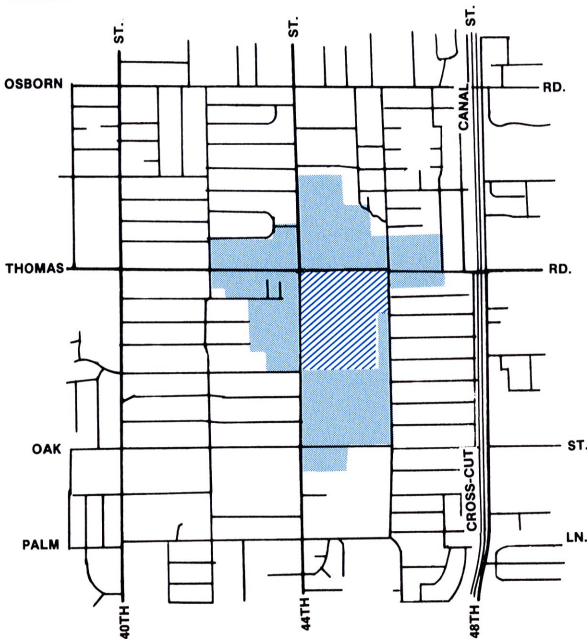
LEGEND

-  PRIMARY CORE
-  GATEWAY PRIMARY CORE
-  SECONDARY CORE
-  CORE GRADIENT
-  VILLAGE BOUNDARY

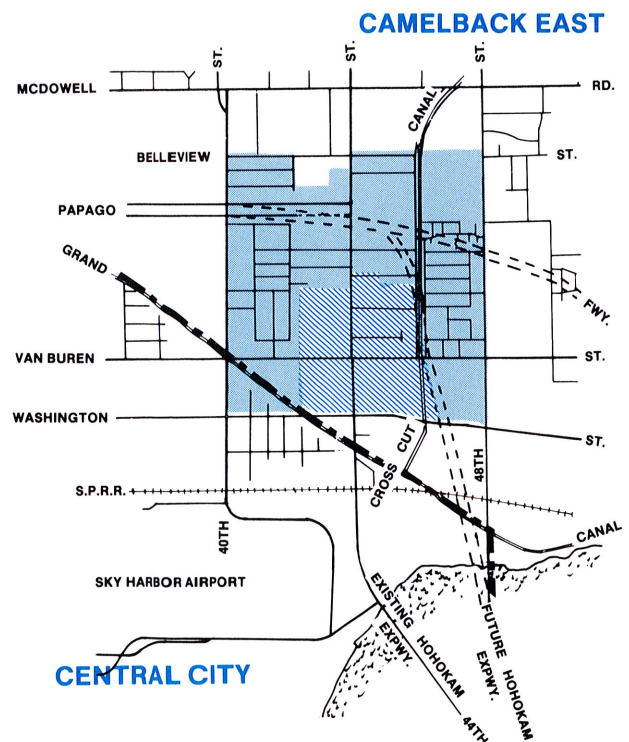
CAMELBACK EAST



CAMELBACK EAST



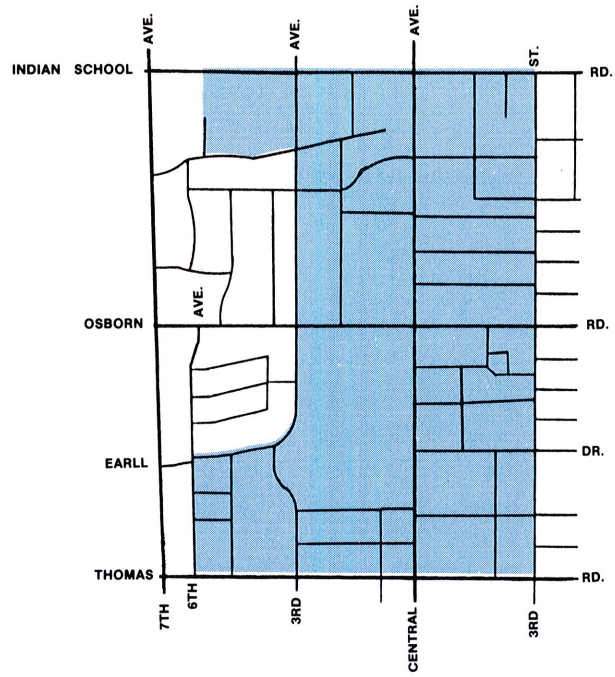
CAMELBACK EAST & CENTRAL CITY



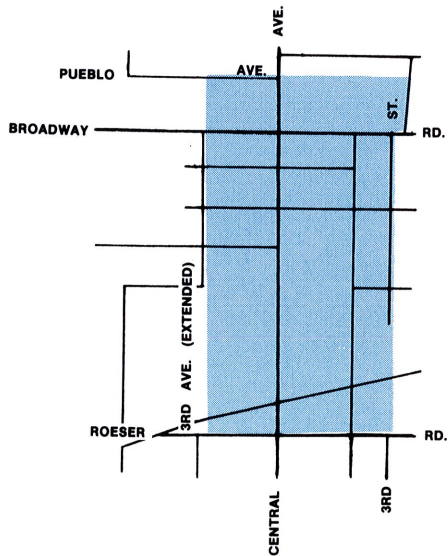
LEGEND



ENCANTO



SOUTH MOUNTAIN



Recommendation:

- * Develop village core master plans to be incorporated into the General Plan or adopted as specific plans to provide the desired mixture of uses, to separate vehicular and pedestrian traffic, to reduce through-traffic when practical and desirable, and to achieve a high level of integrated urban design. Major property owners and developers, staff, and citizen volunteers should cooperate to develop individual core plans based on the above principles and village plan policies. Village core master plans and tools to implement them should be developed to coordinate and integrate individual core developments.

Gradient

The gradient is the area of progressively decreasing land use intensity between the core and periphery, but is not a precise geographical area. It might include concentrations of offices, community level shopping and services, and medium density housing. High-rise and/or mid-rise development may be appropriate in the Encanto and Alhambra Village gradient areas along Central Avenue, south of Camelback Road. High-rise and mid-rise in these areas should be reserved for projects providing the best mix of uses and the most amenities and infrastructure improvements, and creating the least impact from height, traffic, and view obstruction on adjacent land uses. The gradient concept should not be used to justify redevelopment of existing land uses where other reasons for such redevelopment are lacking.

Policy:

- Begin to transition development intensity along the Central Avenue Corridor toward greater compatibility with residential neighborhoods, starting at Indian School Road and moving northward.

Periphery

The periphery is near the village's outer boundary and generally contains its least intense land uses. It might include low density housing, neighborhood shopping, agricultural land, and open space.

Refinement of gradients and peripheral areas beyond the conceptual stage will occur during the implementation phases of the General Plan.

GOAL

2. DEVELOPMENT OF EACH VILLAGE'S POTENTIAL SHOULD BE ENCOURAGED BY DISTRIBUTING EMPLOYMENT AND HOUSING IN A BALANCED WAY WHILE ALSO ACHIEVING THE MOST WORKABLE CITY-WIDE PLAN.

The opportunity for residents to live and work in the same village is a fundamental goal of the urban village concept. To achieve it requires a balance of jobs and the resident work force. The percentage of the population that works will be higher in villages that have smaller households, except for retired households, and lower in areas with families with children. The city-wide employment rate is expected to be 68 percent of the population by the year 2000. A balance of jobs and housing will contribute to a village's long term economic strength.

The dwelling unit densities depicted on the map are a guide to population accommodation to the year 2000, and somewhat beyond in villages with large amounts of vacant land. However, it is not a saturation plan nor does it assume that all parcels will be developed. The ranges of gross units per acre shown make it impossible to convert the map into a precise population figure as it is not known exactly how many units per acre will be built.

The Plan projects 1,355,462 persons in the nine urban villages and four peripheral areas by the year 2000, residing in 577,966 dwelling units for an average of 2.35 persons per dwelling unit. This factor of persons per dwelling unit will vary by village depending on the housing mix, demographics of the population, the amount of housing with occupants whose permanent residence is elsewhere, and vacancy rates. In the year 2000, it ranges from 1.91 in Camelback East to 2.83 in South Mountain. This factor will be updated after each census.

The Plan promotes the provision of jobs on land zoned primarily in commercial and industrial categories in each village. The Plan supports a relative balance of basic and service employment in each village. Service employment includes most retail jobs and some office jobs and is located to service nearby population based on the following general standards:

Commercial-Shopping Centers

	Neighborhood	Community	Regional
Service population	5 — 25,000	25—100,000	100,000+
Average site	8 — 10 acres	20—40 acres	100+ acres
Gross floor area	50—100,000 square feet	100—500,000 square feet	500,000+ square feet

Square footage of office uses devoted to local services such as medical, real estate and financial is harder to predict. The amount of service employment in each village will depend on the size of the population, its median household income, and the amount of basic employment which it supports.

The amount and type of basic employment (whether primarily regional office or industrial/manufacturing) will depend on the characteristics of the village including its proximity to transportation facilities. Encanto Village's basic employment is almost entirely regional office due to its high land prices, and high intensity land utilization. Deer Valley's basic employment is primarily industrial research and manufacturing due to large land areas adjacent to a freeway and near Deer Valley Airport. Other villages have a greater mix.

Employees per square foot range from approximately 2 per thousand in shopping centers, warehousing, and some manufacturing to a range of 3 to 8 per thousand in professional and government offices.

Specific heights, setbacks and coverages are provided for in the individual zoning district regulations. The Plan provides general intensity policies for developments in village cores. Decisions on appropriate building intensities will concern location within the village, adjacent land use intensity, and village needs.

Policies:

- Strive to provide in each village the number of jobs equal to 45 to 55 percent of the resident population.
- Favor development proposals that improve the existing resident/employment balance.
- Encourage development of existing zoned and vacant land before granting additional rezoning.
- Encourage a relative balance between basic and service employment within each village: approximately 40 percent basic employment, and 60 percent service employment.

The two major types of employment are described as basic and service. Basic employment accounts for jobs in agriculture, mining, construction, manufacturing, transportation, communication, utilities and State and Federal Government. Manufacturing, industry, and corporate or regional headquarters serving customers outside the local metropolitan area are major sources of basic employment.

Service employment includes local government, public schools, retail and wholesale trade, finance, insurance and real estate related services. Retail commercial and small office complexes comprise the majority of service employment.

- Encourage development of regional shopping opportunities in villages that lack regional centers, such as Deer Valley and South Mountain.
- Provide an optimum population size for each village approaching 125,000 to 150,000.
- Distribute population to the urban villages based on the **Phoenix Concept Plan 2000** goals modified by recent MAG projections that reflect actual development to 1985.
- Link residential development to commercial development in the Central Avenue Corridor, where feasible.

Urban Village	Actual 1990		Employment Population Ratio	Projected 2000		Employment Population Ratio
	Employment	Population		Employment	Population	
Ahwatukee Foothills	3,800	31,900	0.12	10,000	77,800	0.13
Alhambra	38,900	109,900	0.35	42,000	118,000	0.36
Camelback East	88,600	117,200	0.76	97,500	121,300	0.80
Central City	136,700	57,300	2.39	163,200	61,100	2.67
Deer Valley	34,300	102,000	0.34	47,600	122,100	0.39
Desert View Tri-Villages	300	2,500	0.12	2,800	21,200	0.13
Encanto	83,600	47,200	1.77	88,000	49,400	1.78
Maryvale	45,700	152,800	0.30	57,000	170,600	0.33
North Mountain	48,400	150,700	0.32	53,900	165,600	0.33
Paradise Valley	22,500	130,800	0.17	29,100	157,800	0.18
South Mountain	27,800	81,300	0.34	37,100	94,100	0.39
Area A	25,800	14,000	1.84	28,300	17,900	1.58
Totals	556,600	997,700	0.56	656,600	1,176,900	0.56

- Distribute projected village population by selected residential density categories when indicated on the General Plan Map legend. In cases where no densities are shown, provide a mix of housing types within each village with at least 50% single family units in each village except for Encanto and Central City.
- Increase the City's overall residential density from four to five dwelling units per acre by the year 2000.
- Preserve stable, cohesive single-family neighborhoods.
- Locate multi-family development near specialized public facilities, major transportation services and employment centers.
- Work with the State Land Department to assure an appropriate mix of uses on State Trust Lands as they are classified as suitable for urban planning.

GOAL

3. MIXED LAND USE PATTERNS SHOULD BE DEVELOPED TO MINIMIZE THE NUMBER AND LENGTH OF TRIPS. LAND USE PATTERNS, PARTICULARLY AS THEY IMPACT TRANSPORTATION REQUIREMENTS, GREATLY AFFECT AIR QUALITY. PROTECTION AND ENHANCEMENT OF AIR QUALITY SHOULD BE IMPORTANT CONSIDERATIONS IN MUNICIPAL LAND USE AND TRANSPORTATION PLANNING.

Good land use planning facilitates multi-purpose trips and sharing of parking. It locates schools next to parks; restaurants near offices and theatres; and libraries and daycare near jobs or shopping. It encourages pedestrian and bicycle trips by providing safe, easy-to-use, attractive paths separated from vehicles. It avoids unrelated strip uses and single uses surrounded by vast surface parking lots.

Policies:

- Healthy urban villages, with a balanced mix of housing, employment opportunities and services, should be supported as a principal means to reduce vehicle trip length and associated emissions.
- Within each urban village, mixed use development projects that include amenities for transit use, ridesharing, bicycling and pedestrian access can play a significant role in reducing driving and should be encouraged.
- An integrated transportation system that moves people, not just their vehicles, is essential to protecting and enhancing air quality. Core policies that provide for creation of pedestrian environments must be supported, in conjunction with transit service between cores and residential areas. The cores themselves should be linked by transit service to reduce vehicle miles traveled.
- The system of bicycling and pedestrian trails should be expanded to more effectively link residential, retail, commercial and employment centers.
- The potential for facilities to emit toxic air pollutants should be a major factor in siting them, to minimize the potential for harm associated with these emissions.
- The effects of major new trip generators on air quality should be explicitly considered and methods developed to mitigate associated emissions. The implementation of transportation management and other trip reduction methods should be required at these facilities.

GOAL

4. AN INTEGRATED TRANSPORTATION SYSTEM WHICH FURTHERS THE URBAN VILLAGE CONCEPT AND MINIMIZES THE ADVERSE IMPACTS OF THE TRANSPORTATION SYSTEM ON HOMES, BUSINESSES AND PUBLIC USES SHOULD BE ENCOURAGED.

Policies:

- Connect adjacent residential areas to create integrated neighborhoods through removal of barriers that restrict interaction and effective use of public facilities.
- Locate major traffic generating land uses on major streets in areas planned for such uses, or near parkway and freeway access and avoid use of local streets.
- Keep through traffic away from residential neighborhoods.
- Provide access by major streets, with internal circulation handled by a local street system that discourages through traffic and provides safe pedestrian travel. Use local and collector streets plus feeder bus lines to bring people into the cores.
- Use shuttle services and pedestrian paths to reduce internal core vehicular trips.

- Minimize the negative impact of traffic (noise, fumes, congestion, and accidents) by providing proper screening and setbacks, and by attempting to achieve a balance between development intensities and system capacities.

GOAL

5. A RANGE OF HOUSING TYPES AND PRICES IN EACH VILLAGE SHOULD BE ENCOURAGED.

Policies:

- Provide residents an opportunity to live and work in the village of their choice by offering a variety of housing such as an apartment, townhouse, single-family detached home and mobile home to respond to changing family size, health or income.

A broader range of housing types and price ranges within the village will attract employers and help stabilize school and recreation facility demands.

- Provide a mix of housing, densities, amenities, open space, employment uses and an adequate circulation system in new villages or major undeveloped portions of existing villages.
- Provide incentives to encourage land assembly to create a mix of uses in homogeneous areas.

GOAL

6. THE UNIQUE CHARACTER AND IMAGE OF EACH VILLAGE SHOULD BE RETAINED AND ENHANCED.

The Village Planning Committees have identified both their present and desired village characters. These unique identities offer Phoenixians a choice of lifestyles within and among the villages. The village's character should strongly affect growth decisions and help create a special quality of life.

Recommendation:

- * Emphasize the character and image of each village.

DEER VALLEY VILLAGE CHARACTER

- Major north-south gateway through future cultural/commercial core.
- High-tech and electronics industry location.
- Retention of natural washes, mountain features, and vegetation.
- Ancient petroglyph sites preserved.
- Deer Valley Municipal Airport.
- Variety of housing types and density ranges, an average of five units/acre.

PARADISE VALLEY VILLAGE CHARACTER

- Centrally located commercial, entertainment and cultural core.
- Indian Bend Wash resort corridor.
- Extensive trail system linking equestrian areas with parks and Mountain Preserve.
- Low-density western lifestyle.
- Employment centers concentrated in core, northwest and far east.

NORTH MOUNTAIN VILLAGE CHARACTER

- Mature, stable residential areas.
- Mid-rise, modern MetroCore.
- Community oriented, pedestrian focused Sunnyslope Core.
- Mountain Preserve and Cave Creek Wash open space areas.
- A.S.U. West Campus
- Transitional gradient areas needing upgraded and new housing and employment.

ALHAMBRA VILLAGE CHARACTER

- Mixed-use, pedestrian oriented, compact, Christown mid-rise core.
- Mature, stable, single-family neighborhoods, architecturally interesting and historic.
- I-17 freeway commercial and industrial uses.
- Extensive streetscapes and landscaping at gateways and along corridors.
- Baptist Hospital, Grand Canyon College, and Phoenix Adult Center, public facilities.
- Freeway crossings to link west side of village to the core should be considered.

CAMELBACK EAST VILLAGE CHARACTER

- Prominent natural landmarks — Camelback and Squaw Peak Mountains, Papago Buttes and mountain views.
- Significant man-made landmarks — Wrigley Mansion, Biltmore Hotel, Jokake Inn, Tovrea Castle, Desert Botanical Gardens, Phoenix Zoo, Papago Park and Pueblo Grande.
- Strong, attractive single-family neighborhoods.
- Squaw Peak Parkway and major street, commercial corridors.
- Camelback Core, Gateway Center and Tower Plaza/Thomas Mall area.
- Balance of jobs and resident workforce.
- A primary core with a Core Center and Core Gradient per an adopted specific plan.

MARYVALE VILLAGE CHARACTER

- Small lot, single-family, blue collar neighborhoods.
- Self-help tradition of bettering the community.
- Aqua Fria Wash District Park.
- Employment center in westernmost core and along I-10.
- Westside upscale mixed use, quality residential communities.
- Multi-family development around cores and south of McDowell.

ENCANTO VILLAGE CHARACTER

- High-rise, mixed-use, pedestrian oriented core along Central Avenue with reduced pedestrian-vehicular conflict.
- High density housing in and around the core.
- Strong retail, entertainment, cultural and public uses — Phoenix Civic Center.
- Central Avenue gateways and high-rises.
- Encanto Park, Phoenix Indian School and State Fairgrounds/Coliseum.
- Stable, mature, historic neighborhoods.

CENTRAL CITY VILLAGE CHARACTER

- Downtown regional financial, governmental, corporate, hotel, convention, cultural core.
- Governmental Mall.
- Diversity of residential areas, including strong ethnic neighborhoods.
- Historic areas and Heritage Square.
- Sky Harbor Airport and Sky Harbor Center.
- Good freeway access and Central Deck Park.
- Major medical facilities.

SOUTH MOUNTAIN VILLAGE CHARACTER

- Mid-rise, commercial core at Central and Rio Salado.
- Employment districts near freeways at northern edge.
- Scenic Parkways.
- Rural, agricultural, equestrian lifestyle and Foothills Area.
- Pedestrian, bikeway and equestrian trails.
- South Mountain Park.

VILLAGE PLANS' COMMON THEMES:

Although the village plans emphasize the unique identity of each area, they also contain a number of common themes:

- Preserve residential neighborhoods.
- Balance jobs and resident workers.
- Create pedestrian, intense, mixed-use cores.
- Improve accessibility into and around cores.
- Use trail systems to link neighborhoods to open space and cores.
- Create a mix of housing types and density ranges.
- Develop and preserve major natural features and landmarks.

GOAL

7. MEASURES TO PROTECT SOLAR ACCESS RIGHTS SHOULD BE DEVELOPED.

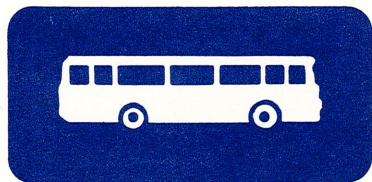
Accessibility to sunlight depends on land use, height and setback of buildings, control of vegetation, and site design and orientation. The amount of sunlight falling on solar devices or buildings can change due to construction of new buildings or maturation of vegetation. To assure energy efficiency, the City should consider adopting measures to protect and encourage energy-efficient solar access.

The Zoning Ordinance includes provisions for limiting building height, bulk and setbacks. Relating such limitations to lot and building orientations can assure solar access to those property owners wishing to take advantage of solar energy.

Developers have, for years, recognized the advantages of subdivision designs that allows homes to face north or south. (Homes facing east or west tend to have greater heat gain, especially during warm weather months, and consequently increased cooling costs.) Through the normal review process for subdivisions and site plans, the Development Coordination Office can assist developers in recognizing the solar advantages inherent in east-west vs. north-south street patterns. Additional considerations could include lot configurations to accommodate solar access. Modification of subdivision design standards should also be considered to allow flexibility in lot configurations where developers anticipate incorporating solar designs or solar energy devices in their buildings.

Policies:

- Increase public awareness of potential energy conservation by use of solar systems.
- Study the need for measures to protect solar access rights and adopt ordinances if necessary.



Circulation

The Circulation Element sets forth goals and policies to provide for a suitable transportation system to move people and goods to, from, and within Phoenix.

First, it describes the street and highway and regional freeway and expressway system as they are and as they are planned. It then shows ways to use our transportation system more efficiently. Next, the transit element covers the current and potential roles of public transit in our area.

There is also a discussion of the part that bicycles and helicopters play within metropolitan Phoenix and the place of railroads and aviation in inter-city and interstate transport.

It concludes with three topics required by State law: parking, street naming and house numbering, and building setbacks, followed by a description of how this element correlates with the Land Use Element.

GOAL

1. A SYSTEM OF ROADS MUST BE ESTABLISHED AND BUILT THAT WILL ALLOW THE MOVEMENT OF GOODS AND PEOPLE SAFELY AND SMOOTHLY THROUGHOUT THE CITY ESPECIALLY INTO AND WITHIN THE URBAN VILLAGE CORES.

Policies:

- Encourage timely construction of the freeways and expressways on the adopted MAG Plan.
- Promote efficient use of roads and public transit through higher vehicle occupancy, staggered work hours, bikeways, and other transportation system management measures.
- Work toward better internal circulation within each urban village in all transportation planning and operations.
- Reduce the number and severity of traffic accidents by carrying out the recommendations of the adopted Long-Range Traffic Safety Plan and other safety programs.
- Study alternative transportation corridors and routes including their social, economic and environmental impacts prior to adoption.
- Support the planned improvement of major streets through the Six-Year Major Street Program. Assure that the design and scheduling of projects is in accord with the General Plan.
- Support supplemental funding for planning, building, and acquiring major streets; expressways; and public transit service, facilities, and equipment.

GOAL

2. PUBLIC TRANSIT SERVICES SHOULD BE EXPANDED TO ENCOURAGE GREATER USE OF TRANSIT, REDUCE TRAFFIC CONGESTION, IMPROVE AIR QUALITY, CONSERVE ENERGY, AND PROVIDE BETTER TRANSPORTATION FOR THOSE UNABLE TO DRIVE.

Policies:

- Continue the conversion to a grid pattern of transit routes to support land use planning and development.
- Incorporate the recommendations of long-range transit plans, when they are adopted, into the General Plan.
- Support a regional transit system.
- Exclusive transit corridors should be reserved along the Central Avenue corridor and in primary and secondary cores.

GOAL

3. AIRPORTS AND OTHER TERMINALS SHOULD BE ENLARGED AND PROPERLY MAINTAINED TO HANDLE THE INTER-CITY MOVEMENT OF PASSENGERS AND FREIGHT.

STREETS AND HIGHWAYS

Most travel in Phoenix is by auto or truck. In fact, Phoenix exceeds the national average auto ownership, having one automobile for every 1.4 persons. Despite the rapidly rising costs of owning and operating autos, we will remain dependent on them.

The Street and Highway System

Phoenix streets, which are classified based on their role in the system, are depicted on two official maps adopted by the City Council. The existing Street Classification Map is adopted by a Resolution of the Council, and shows in which of four categories each street falls:

1. Freeways-Expressways and Principal Arterials provide for the expeditious movement of large volumes of through traffic between areas and across, around, or through the City or urban area. These are divided arterial highways with full control of access, and are not intended to provide access to abutting land. A freeway will have complete separation of conflicting traffic flows while an expressway or principal arterial may have few or no grade separations and may be a stage of development toward a freeway. In urban areas, they will be a portion of a system or network of freeways.
2. Major Streets and Highways provide for traffic movement between areas and across portions of the City, direct service to principal generators, and connect to the freeway-expressway system, and secondarily provide for direct access to abutting land. Major streets are subject to necessary regulation and control of parking directional controls, turning movements, entrances, exits, and curb use. Major streets are often divided arterial roadways and may have some control of access. The individual major streets combine to make a system for City-wide traffic movement.
3. Collector Streets provide direct service to residential areas from major streets and highways, for traffic within neighborhoods of the City, and for direct access to abutting property; collect local traffic from the neighborhoods and deliver it to the nearest major street or highway.
4. Local Streets provide for direct access to residential, commercial, industrial, or other abutting land, and provide for local traffic movements and connect to collector and major streets.

(Note: Parkway may be any of the above street types which is intensively landscaped to provide an attractive or scenic appearance, or is located in a park or park-like area. The use of the facility may be restricted to non-commercial traffic.)

The Street Classification map is a guide in determining the financing of street construction, the degree of traffic control, and the level of street maintenance.

The Minimum Right-of-Way Standards Map, which is adopted by ordinance, also classifies streets into the categories noted above, but designates by symbols and numbers the right-of-way widths needed for each street when it is fully improved. The main difference between the two maps is that the Street Classification Map shows the current status and function of streets while the Right-of-Way Standards Map shows what a street may ultimately become.

Major Streets

Major or "arterial" streets are the basic components of an urban street system. Freeways supplement surface streets by providing additional capacity and the ability to save time on longer trips. In Phoenix, where surface streets are used for nearly 85% of the travel, the major streets are especially important.

Each year, the Engineering, Streets and Traffic, Planning, and Management and Budget Departments, the Real Estate Division, and the Surface Transportation Manager devise a program for major street improvements and bridge buildings for the next six years. For each project, a schedule is adopted for acquiring rights-of-way, design, and construction. The 1985 six-year program calls for acquiring rights-of-way along 101 miles, designing for 66 miles, and constructing 81 miles of major streets.

The Regional Transportation Plan

The Maricopa Association of Governments (MAG) is the local council of governments, whose members include Maricopa County and each of the municipalities in the urbanized area around Phoenix. Its Transportation Planning Office is the regional transportation planning agency in metropolitan Phoenix as required by the Federal Aid Highway Act of 1962.

Except for the Hohokam Extension which is under study, all of the routes and corridors shown on the accompanying map of the MAG Freeway Expressway Plan are planned to be freeways, expressways and parkways of six or more lanes and are planned to be built or have the right-of-way protected by 2005.

In 1985, the MAG Regional Council greatly expanded the planned regional freeway and expressway system from 159 miles to 320 miles, of which 70 miles are now open to traffic.

Transportation System Management and Automobile Travel Reductions

Other ways to decrease transportation problems concentrate on making the most efficient use of the facilities that we have. They are called collectively "Transportation System Management" TSM, and have been used for about ten years. Other techniques, closely related to TSM, are aimed at reducing automobile travel.

A recent committee report of the Institute of Transportation Engineers, published in the April 1985 **ITE Journal**, listed TSM actions in four categories:

1. Traffic Management — Aimed at improving vehicle movements by increasing the capacity and safety of the existing facilities and systems. Examples are turn lanes, reversible lanes, and bikeways.
2. Transit Management — Designed to increase ridership by providing expanded and more efficient public transportation. Express bus service and special bus lanes exemplify this.
3. Demand Management — Oriented toward reducing trips or the number of vehicles. Ways to do this include ride-sharing programs (carpools and vanpools) and staggered or flexible working hours.
4. Restraint Measures — Aimed at discouraging vehicle use mostly through restrictive controls. Some possibilities are reducing or eliminating parking, higher parking fees, and auto-restricted zones.

Other ITE committee reports conclude that the most effective ways to reduce auto travel are: "(a) promote ridesharing through matching programs, vanpool programs, and favorable parking locations and rates; and (b) restrict the availability and — better yet — increase the price of parking to reflect true costs; and (c) improve the service quality on public transportation . . . ; and (d) **promote land use decisions which reduce congestion and trip length.**" (Emphasis supplied).

Phoenix is making extensive use of TSM now. One example is our computer-controlled traffic signal system, which is one of the nation's most sophisticated. We use reversible lanes, express bus service, carpools and vanpools, and bikeways. However, more must be done in this regard. The City should take every opportunity to use TSM to maximize the effectiveness of the street and highway system.

Traffic Safety

Traffic accidents and injuries in Phoenix are above the average of comparable cities. This is largely a result of crosstown traffic experiencing a high level of conflict due to the lack of a well developed, limited access system. To reduce accidents, the Traffic Safety Coordinator in the Streets and Traffic Department works with other City staff members and citizen committees. In August 1984, the City Council adopted "The Long Range Traffic Safety Plan (Revised) for the City of Phoenix, Arizona." That plan is revised annually and calls for a number of actions.

TRANSIT

In 1971, the City assumed responsibility for transit service. Since that time, the City has used private contractors to operate the service and ridership has grown four-fold to exceed 12 million passengers annually.

The City of Phoenix transit system is the major provider of fixed-route scheduled service over local and express routes throughout Phoenix and in Glendale, Mesa, Scottsdale, and Tempe. The transit system provides over 30,100 vehicle-miles of service each weekday and 10,000 vehicle-miles of service on Saturday, not including subscription or charter service. Average daily mileage within the City of Phoenix is 29,000. Dial-a-ride service is available on Sundays and holidays when there is no fixed-route service, and in Paradise Valley and Moon Valley on weekdays as internal circulators and as feeder service to scheduled routes.

The route system is being changed from a radial network with most routes ending downtown where most transfers took place, to grid pattern with buses crisscrossing the City on major and collector streets.

Bus Service

The 345 buses travel over 36 local and ten express routes. Mondays through Fridays they operate generally from 5:15 a.m. to 9:00 p.m. Fixed-route service on Saturdays is reduced and is replaced on Sundays and holidays by dial-a-ride service.

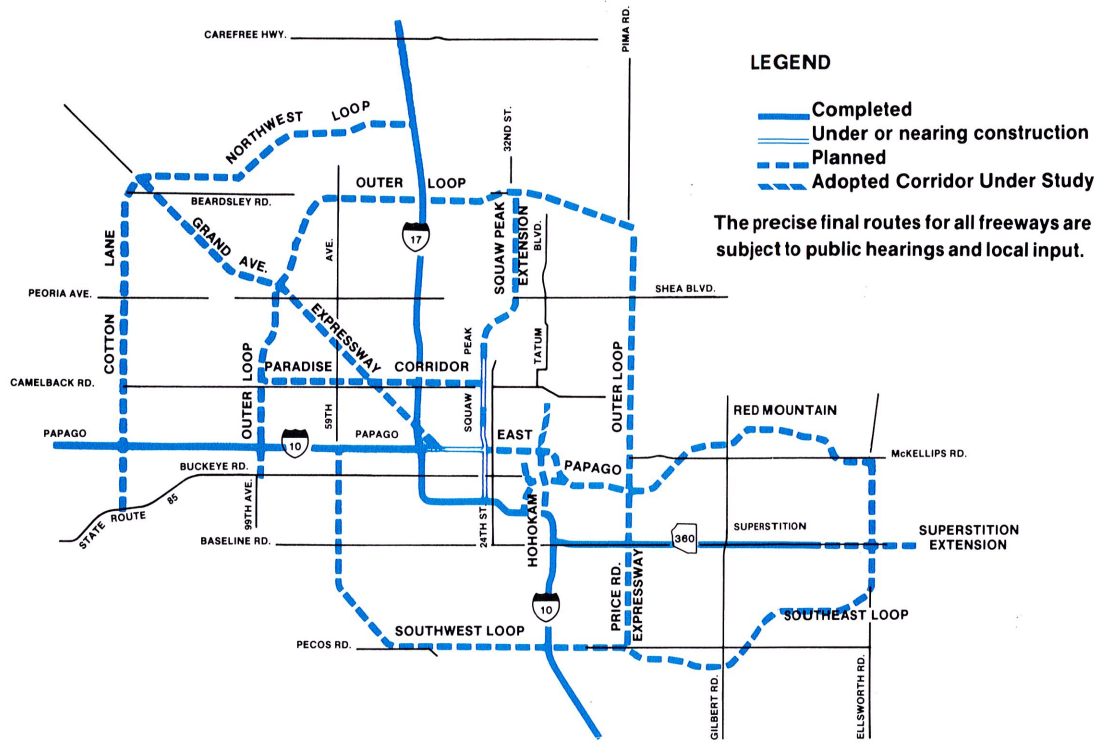
The service area of a transit system is often defined as that area within one-quarter mile of any fixed-route. This makes the service area of the Phoenix transit system about 200 square miles, only 11 percent of the land area, but almost 55 percent of the population of the MAG Urban Planning Area.

Paratransit Services

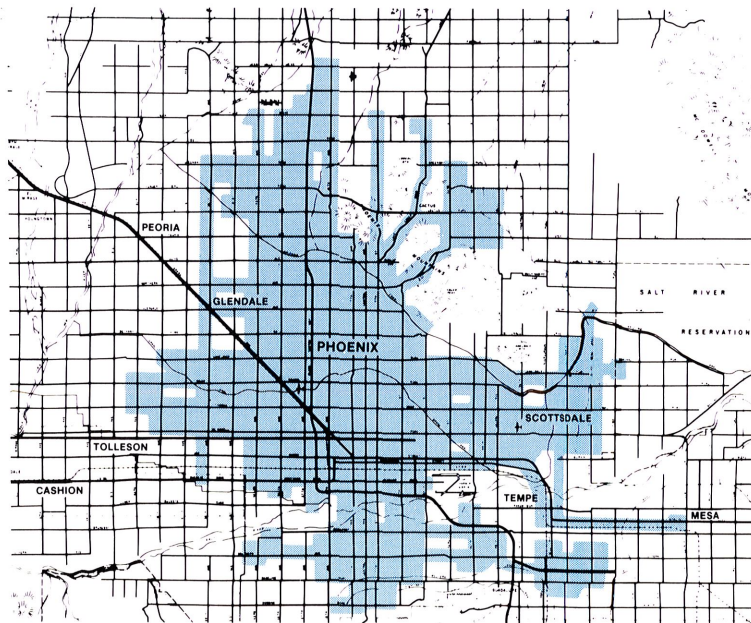
Paradise Valley and Moon Valley, areas of low density, have fewer fixed-routes. There, the City provides dial-a-ride service from 7:00 a.m. to 5:00 p.m., Mondays through Fridays. Free transfers can be made to regular buses. These two dial-a-rides carry about 225 passengers a day.

On Sundays and holidays dial-a-ride transit service is provided for the entire City of Phoenix from 7:00 a.m. to 7:00 p.m. in lieu of fixed-route bus service. It now carries about 350 passengers a day.

MAG FREEWAY EXPRESSWAY PLAN



PHOENIX TRANSIT SYSTEM SERVICE AREA



Special Needs Transportation

The Human Resources Department currently operates a special need transit program for elderly, handicapped and low income persons, Monday through Fridays, 8:00 a.m. — 5:00 p.m.

The Reserve-A-Ride program provides specialized door-to-door transportation for elderly and certified handicapped individuals to Senior Centers, Adult Day Care, medical appointments, social service agencies and shopping. Also, services for certified low income persons are provided by a demand response program to Social Service agencies and medical appointments.

The 37 van and 2 bus fleet is located at the Human Resources Department Transportation facility from which they are computer and radio dispatched within designated boundaries in the City. A total of 222,000 passenger trips were made in 1984-85.

Park-and-Ride Lots

There are 31 joint-use park-and-ride lots in the Phoenix planning area, providing about 800 parking spaces. Fifteen lots are within Phoenix, providing 510 spaces. Twenty-one lots are part of privately owned shopping center parking lots, six are owned by nonprofit organizations, and four occupy public land. These lots are used mostly by bus riders but there are a number of carpoolers who also use the lots. Two park-and-pool lots, 15 spaces each, are in Ahwatukee to serve as carpool staging sites for an area not currently served by transit. A 300 vehicle lot, the first to be owned and built by the City, will be completed in 1985. New sites to expand the park-and-ride program are being studied, and construction is anticipated throughout the valley.

Terminals, Maintenance Yards, and Passenger Amenities

The downtown bus terminal opened in 1976. More loading bays and a staging area were completed in June 1984. About 1,200 bus trips a day pass through the terminal carrying about 33,000 passengers. Smaller transit centers also are being planned for major activity centers where several routes converge. The Metrocenter Transit Center and the proposed Sunnyslope Transit Center are examples.

Two modern maintenance plants with storage yards serve the regular buses, and a third, smaller facility, handles the small buses used for dial-a-rides and two crosstown routes. Planning will soon begin for another maintenance facility to accommodate the growing bus fleet.

Bus bays, benches, and shelters are among the amenities planned at all bus stops where demand warrants them.

Potential Transit Expansion

Although the vast majority of the revenue it generates will be devoted to highway construction, the state transportation finance legislation of 1985 will significantly affect transit in metropolitan Phoenix. The voters of Maricopa County approved a one-half percent sales tax increase in the October 1985 referendum (Proposition 300), and a Regional Public Transportation Authority (RPTA) was created. Cities and the County itself may join the RPTA by resolution of their governing bodies. It will be run by a board of directors made up of an elected official from each of the local government members. To date, the cities of Glendale, Mesa, Phoenix, Scottsdale, Tempe and Maricopa County are members of the RPTA. The legislation charges the RPTA with two major tasks; developing a rapid transit plan and extending and increasing regional bus service and special needs transportation.

Beginning July 1, 1986, the Authority will get \$5 million a year, adjusted for inflation, during the life of the sales tax increase for a regional bus system, dial-a-rides, and "special needs" transportation. The RPTA board has approved spending \$4 million a year on a regional bus plan of fifteen routes and also \$1 million for community-funded transportation services. After September 1, 1988, the board of directors could call for a second election to approve another one-half percent sales tax to pay for the rapid-transit system of the adopted transportation plan.

The first steps toward a regional transit plan are already underway. Through the MAG, a statewide transit planning study was begun in January 1985. The first phase was completed in 1986. The study examined the feasibility of rapid transit in the year 2005, by forecasting travel demand and patronage levels. The results of this study suggest that 50 of the 140 miles of corridor tested are good candidates for some form of capital-intensive transit and, as such, provide an excellent basis for further RPTA planning.

BICYCLES

Bicycles play a small role in urban transport, yet they could play a larger role because of our climate.

The City Manager appointed a bikeway task force composed of staff persons from the Planning; Parks, Recreation and Library; Streets and Traffic; Engineering Departments, and the Advanced Transportation Planning Team. The task force developed a bikeway system plan which was adopted in September 1987. They have inventoried bikeways, potential bikeways and streets suitable for bicycling and mapped them. They are also working with the Arizona Bicycle Task Force and other agencies to promote and establish bikeways.

The General Plan's Bicycling Element contains details on bicycle paths and routes.

AVIATION

The City of Phoenix Aviation Department owns and operates three airports. Sky Harbor International Airport, only 4.5 miles east of downtown, is the State's major airport. Three passenger terminals are occupied by 19 airlines which directly serve over 90 cities in the United States, Canada, and Mexico. There is an international terminal and an executive terminal which serves general aviation traffic and corporate jets. Sky Harbor is the 21st busiest passenger airport in the United States and the 8th busiest aircraft operations airport in the world. In 1987, Sky Harbor handled 10,239,690 passengers and 63,908 tons of freight with nearly 440,000 total aircraft operations.

SKY HARBOR AIRCRAFT OPERATIONS, 1987

Commercial Air Carriers	318,920
General Aviation	112,763
Military	<u>6,756</u>
Total	458,439

In August 1983, the City Council approved a revised Airport Master Plan with an addendum. Over \$145 million will be spent in the Capital Improvement Program for Sky Harbor over the next five years. This includes building a fourth passenger terminal.

Deer Valley Municipal Airport, 17 miles north of downtown Phoenix, is a general aviation reliever airport for Sky Harbor. Approximately 600 aircraft are based at the airport, which handles about 240,000 operations a year. The master plan for the Deer Valley Airport has been revised and more than \$10 million worth of capital improvements will be completed over the next five years.

Goodyear Municipal Airport in Goodyear is also a general aviation reliever airport for Sky Harbor. With about 160 aircraft based there, it handled over 170,000 operations in 1987. A master plan for the Goodyear Airport was completed.

All three airports will get much busier. The number of passengers traveling through Sky Harbor may double or triple by 2000, with predictions ranging from 23 to 32.2 million. Updated plans for Deer Valley and Goodyear airports will contain passenger projections.

Helicopters

Helicopters play a small but conspicuous role in the transportation scene. Because they can land almost anywhere and depart quickly, many unauthorized landings occur in Phoenix. They may land only at airports, designated heliports, where there are fueling and maintenance facilities, or at helistops which must be approved through the special permit procedures of the Zoning Ordinance.

A heliport and helistop study for Phoenix, supervised by the Aviation Department, was finished in late 1985. For more information, refer to the following report from the Phoenix Aviation Department, "A Heliport Needs Study for Phoenix".

RAILROADS

Phoenix is served by the Santa Fe and Southern Pacific Railroads, which are expected to merge. The City is not on the main line of either, and as a result, there is little through traffic.

The combined annual gross rate tonnage handled was 10.2 million in 1984 and is expected to reach 12 million in 1985. AMTRAK operates three eastbound and three westbound passenger trains a week through Phoenix. They handled 18,400 passengers in 1984 and offer service between Phoenix and Tucson. Little change is expected.

Public planning for railroads in Arizona is done by the Arizona Department of Transportation. For more information, see its "1978 Arizona State Rail Plan" and the "Phoenix Urban Rail Study" of July 1982.

PARKING

Parking requirements in Phoenix are set out in the Zoning Ordinance which has two parking districts, P-1 and P-2, to regulate parking lots and structures. Chapter VI of the ordinance covers off-street parking and loading requirements associated with specific land uses and requires that all parking lots be "dust proofed." This has been an effective way of regulating and providing parking. These parking regulations should be revised as necessary to accommodate current needs and development practices.

Park-and-ride lots are discussed in the "Transit" section of this element.

STREET NAMING AND HOUSE NUMBERING

Street naming in metropolitan Phoenix has been standardized and is governed by the MAG Street Name Policy. In general, new streets in line with existing streets are named for the existing street. Addresses are assigned by the Water and Wastewater Department according to a guide adopted by the City Council in 1904. This guide established the practice of giving even-numbered addresses on the north and west sides of streets with odd numbers on the south and east sides. The procedure works well and should continue.

BUILDING SETBACK REQUIREMENTS

Minimum building setbacks are established in the Zoning Ordinance for each district. The ordinance requires all building setbacks to be measured from the future width lines shown on the Minimum Right-of-Way Standards Map. It is recommended that this continue.

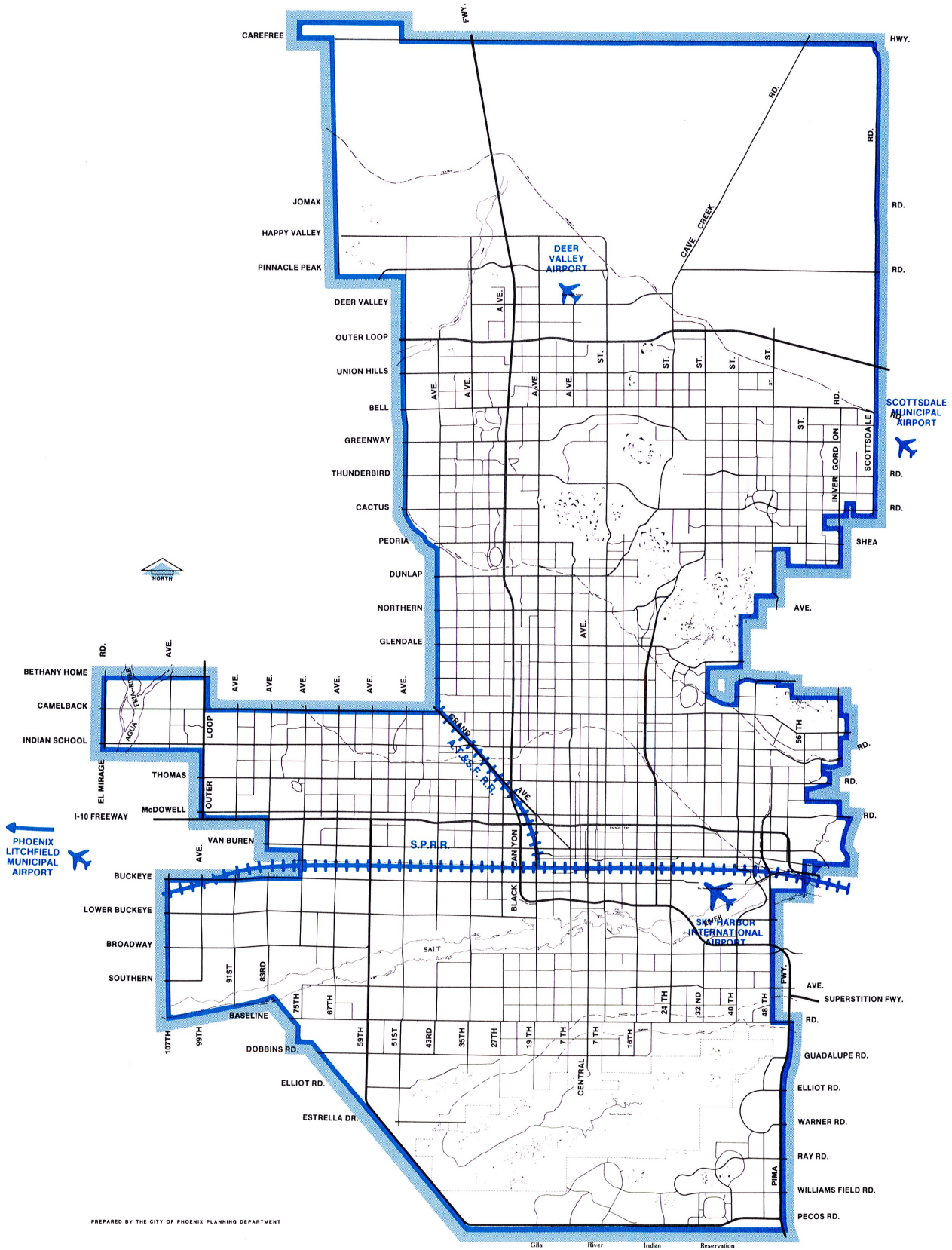
CORRELATION WITH THE LAND USE ELEMENT

A fundamental correlation between the Land Use and Circulation Elements is that both are founded on the same data. The Phoenix Concept Plan 2000, which established the nine urban villages, assumed the contemporary version of the MAG Regional Transportation Plan in the village structure. The recent and extensive additions of freeways and expressways to that plan were based on predicted travel demand and traffic volumes generated by a computer model which is based on predicted population and employment figures for each of about 1,200 traffic analysis zones (TAZ's) in the urban area. The allocations for those TAZ's in the Phoenix Municipal Planning Area were based on and assumed the successful implementation of the urban villages. When alternative locations for these added corridors were considered, those most consonant with the urban villages and the goals of the Land Use Element were advocated by the City and accepted by the MAG Regional Council. The studies for the final location and design of those freeways and expressways will be done with the advice of committees of citizens appointed by the City Council to work with ADOT and its consultants to preserve the integrity of the villages and their neighborhoods.

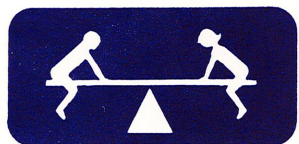
The Phoenix Advance Transportation Planning Team, which does city-wide transportation research and planning and formulates the City's policies on regional transportation issues, is made up of senior staff members from the Engineering, Planning, Public Transit, and Streets and Traffic Departments. The points of view and special concerns of each of their departments are incorporated into all transportation planning and policy making. The team is responsible for reviewing transportation proposals to assure consistencies with all elements of the General Plan. The Team Staff will also be working closely with ADOT and MAG in the coming final stages of planning and design for the freeways and expressways on the regional plan. Through the Team and the Surface Transportation Manager under whom it works, the City will work closely with the Regional Public Transportation authority in devising a plan for a regional rapid transit system.

Several goals and policies of the Land Use Element support the Circulation Element. Goals 2, 3, and 5 dealing with balanced employment and housing, mixed land use patterns to minimize trips, and encouraging different types of housing in various price ranges, and some of the policies accompanying them, will all work to reduce the need to travel which can reduce or defer the need for new streets and freeways. Goal 4 calls for reducing the adverse impacts of the transportation system. This is one of the implicit aims of the Circulation Element. Building the planned regional freeways will reduce the share of travel on surface streets from 85% to 65%. The freeway traffic will be buffered better from adjacent land uses and the smoother flow of traffic will produce comparatively less air pollution. Furthermore, the entire street system as set out on the Street Classification Map and the Minimum Right-of-Way Standards Map is intended to take traffic quickly from local streets to collector streets to major streets and keep through traffic out of neighborhoods as called for in two policy statements under Goal 4.

PHOENIX AREA AIRPORTS and RAILROAD LINES



PREPARED BY THE CITY OF PHOENIX PLANNING DEPARTMENT



Recreation

The Parks and Recreation Element proposes the comprehensive allocation of land for parks, open space and trails.

Phoenix has retained some of its unique desert character through preservation of mountains and open space. With over 24,000 acres of mountain parks and approximately 5,000 acres of flatland parks, open space comprises nearly 14 percent of Phoenix's land.

At the neighborhood and community level, developed park land is severely deficient. Trails are far from forming an effective system. Increasing population and residential densities will result in further demand for recreational open space and trail development.

PARKS:

GOAL

1. THE PARK AND RECREATION SYSTEM SHOULD MEET THE NEEDS OF RESIDENTS AND VISITORS, BE EASILY ACCESSIBLE AND CONVENIENT, AND OFFER A DIVERSITY OF LOCATIONS AND FACILITIES.

Policies:

- Provide, preserve and maintain parks and open space.
- Promote private development's involvement in providing open space and recreational facilities.
- Design flexible facilities to meet changing needs and to accommodate physically and mentally disabled users.
- Time new facility development to coincide with residential development and as resources permit.
- Acquire additional open space prior to urbanization.
- Utilize land clearance or redevelopment opportunities to acquire open space in developed areas.
- Encourage school/park complexes when appropriate and continue to provide recreational opportunities at the neighborhood and community level through the use of school facilities. As schools close, evaluate the need for maintaining recreational use of the facility.
- Avoid active recreational development that requires intense lighting or that generates traffic within residential areas. Such development should be located in community or district parks, or in parks in industrial areas, where lighting and traffic will not adversely affect surrounding areas.
- Promote open space within the Governmental Mall.
- Encourage open space and recreation oriented development of the Rio Salado Development Area.

Recommendations:

- * Update the Parks and Recreation Plan, including evaluation of existing park standards and underlying assumptions.
- * Develop, improve and renovate existing park sites at all levels as condition and need dictates.
- * Target specific areas where land should be acquired for public parks.
- * Develop guidelines for private developments' participation in acquisition, development, and funding of all public recreation facilities, including parks and trails.
- * Acquire land for neighborhood and community parks in older, developed areas that are experiencing residential renewal.
- * Evaluate the need for maintaining park facilities in areas that have lost their residential base.
- * Evaluate possibilities of trading unneeded park facilities for park land in an area where a need exists.
- * Continue programs for citizen participation in the planning and design of new recreational facilities.
- * Evaluate possibilities of development of the Aqua Fria Wash as a district park to serve the west side.
- * Study the proposal to transfer Paradise Valley Park, Adobe Dam, Cave Buttes and the Reach 11 Recreation Areas from County to City jurisdiction. Further, study joint City-County responsibilities for these major parks.
- * Evaluate the possibilities of developing golf courses in new and proposed park areas, including the Agua Fria Wash, Adobe Dam Recreation Area and Alvord Park.

OPEN SPACE

GOAL

2. UNIQUE NATURAL OPEN SPACES SHOULD BE PRESERVED AND PROTECTED.

Policy:

- Prohibit any new roadways through Mountain Preserve areas, except as provided for in the proposed Charter Amendment, and design access to facilities within the Preserve in a way least destructive to the areas' natural qualities.

Recommendations:

- * Complete acquisition of land within the Mountain Preserve.
- * Evaluate preservation of all mountain areas within the City.

TRAILS

GOAL

3. URBAN PARKS ARE SMALL PEDESTRIAN ORIENTATED CITY PARKS WITH SEATING AREAS AND/OR VISUALLY PLEASING IMPROVEMENTS PLACED IN HIGH DAY TIME DENSITY AREAS. URBAN PARKS SHOULD BE PROVIDED BY THE CITY. PEDESTRIAN LINKAGES SHOULD BE DEVELOPED BETWEEN URBAN PARKS, PEDESTRIAN PLAZAS, OPEN SPACE AREAS, AND BUILDINGS IN THE VILLAGE CORES. THE PEDESTRIAN LINKAGE SYSTEM IN THE VILLAGE CORES SHOULD BE EXPANDED TO BECOME A COMMUNITY WIDE SYSTEM.

Policy:

- Pedestrian linkages should be specifically designed walkways that will connect public urban parks with pedestrian plazas and open space areas created in conjunction with urban development.

Recommendations:

- * Development of the pedestrian linkage system should be a joint responsibility of the private and public sectors as new development and infill development occurs. As appropriate, the City should enhance the pedestrian linkage system through the development of new urban parks.

GOAL

4. A FUNCTIONAL NETWORK OF TRAILS SHOULD BE DEVELOPED THROUGHOUT THE CITY THAT IS MULTI-PURPOSE, EASILY ACCESSIBLE AND CONVENIENT, AND THAT CONNECTS PARKS, MAJOR OPEN SPACES AND VILLAGE CORES.

Policies:

- Encourage private developers to provide and maintain trails within their developments.
- Work with the Salt River Project to assure the availability of canal banks for trail usage.

Recommendation:

- * Develop a current trails system plan.

EXISTING AND PROPOSED PARKS

Neighborhood & Community Parks:

The Parks and Recreation Department owns 27 mini-parks and 55 neighborhood parks totaling over 493 acres. The 34 existing community parks total approximately 950 acres. Locations of existing and proposed parks are shown on the following maps.

A portion of neighborhood and community recreational needs is currently met by school facilities and playgrounds. Because little or no land is usually available for park development in established neighborhoods, it is crucial that the City continue to ensure availability of these sites. As schools close, the community need for maintaining the recreational use of the facility should be assessed.

Planned unit developments may also provide some recreational open space at the neighborhood level. However, these areas tend to be small, private and limited in the types of recreational opportunities they offer and are generally not sufficient to meet a range of recreational demand and need for public open space.

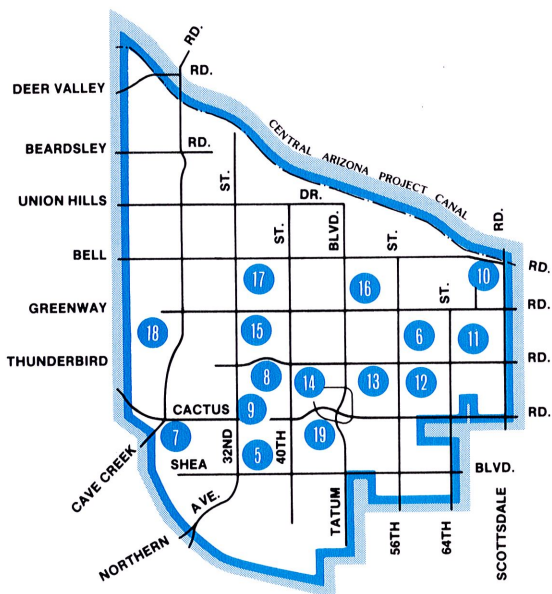
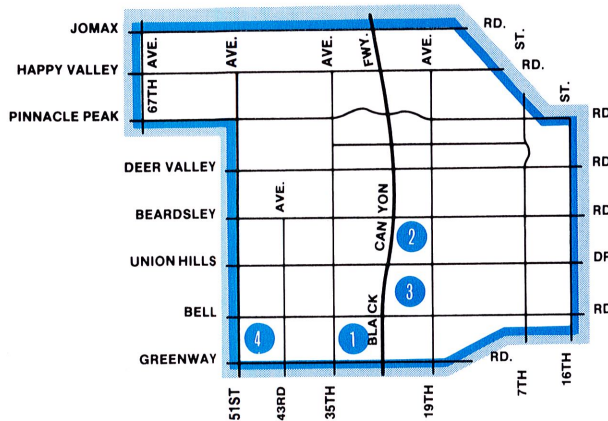
NEIGHBORHOOD AND COMMUNITY PARKS

LEGEND

- NEIGHBORHOOD PARK N
- COMMUNITY PARK C
- SPECIAL AREA SA
- URBAN PARKS UP

DEER VALLEY

- 1. Conocido (Singer) N
- 2. Deer Valley (Fuente) C
- 3. Pioneer (Morningside) N
- 4. Sunburst Paradise N

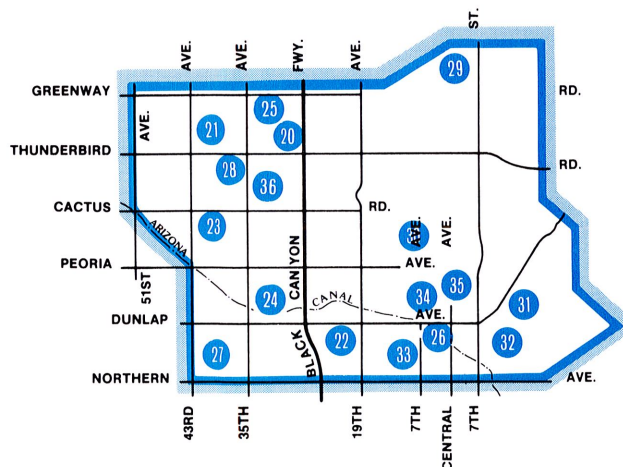


PARADISE VALLEY

- 5. Altadena N
- 6. Crossed Arrows N
- 7. Christy Cove (Grato) N
- 8. Indian Bend Park N
- 9. Roadrunner C
- 10. Sahko N
- 11. Sandpiper N
- 12. Sereno C
- 13. Sonrisa C
- 14. Sweetwater C
- 15. Venturosa N
- 16. Unnamed C
- 17. Unnamed C
- 18. Unnamed N
- 19. Unnamed N

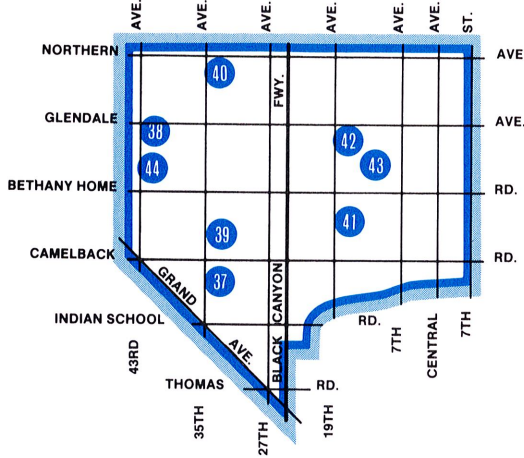
NORTH MOUNTAIN

- 20. Acacia (Vista) N
- 21. Acoma N
- 22. Alicia N
- 23. Cactus C
- 24. Cortez C
- 25. Country Gables N
- 26. Herberger I SA
- 27. Hoshoni N
- 28. Las Palmaritas N
- 29. Moon Valley N
- 30. Mountain View C
- 31. Morton N
- 32. Palma C
- 33. Royal Palm C
- 34. Sunnyslope Pool N
- 35. Sunnyslope Community Center SA
- 36. Westown N



LEGEND

- NEIGHBORHOOD PARK N
- COMMUNITY PARK C
- SPECIAL AREA SA
- URBAN PARKS UP

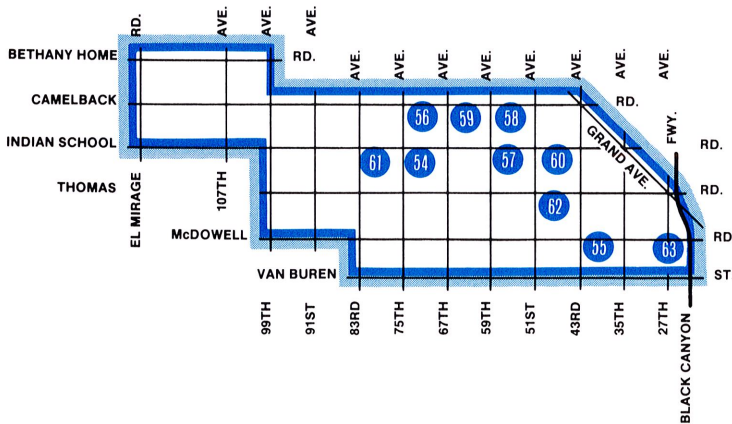
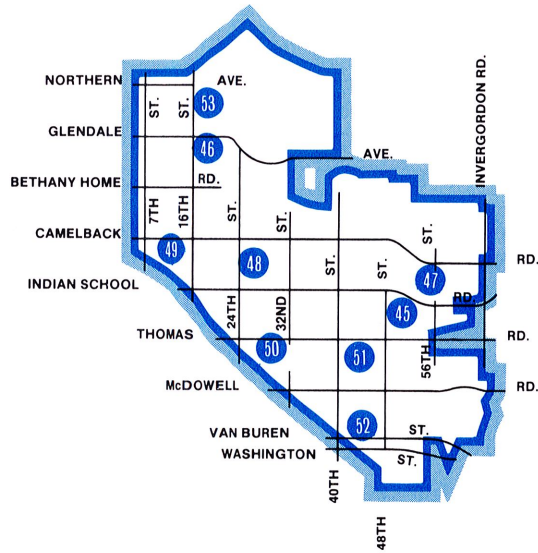


ALHAMBRA

- 37. Cielito C
- 38. La Pradera N
- 39. Little Canyon (Canon) N
- 40. Mariposa N
- 41. Solano C
- 42. Washington C
- 43. Washington Tennis Center & Adult Center SA
- 44. West Plaza N

CAMELBACK EAST

- 45. Arcadia C
- 46. Granada (Herberger II) C
- 47. Herberger C
- 48. Los Olivos C
- Los Olivos Senior Center SA
- 49. Madison C
- 50. Perry N
- 51. Pierce C
- 52. Pueblo Grande SA
- 53. Sumida N



MARYVALE

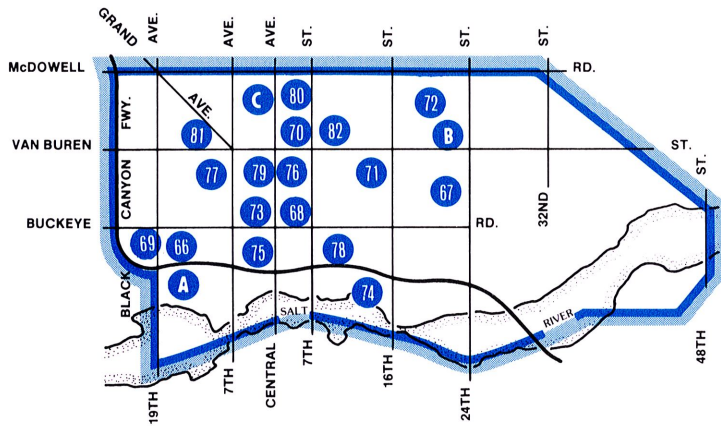
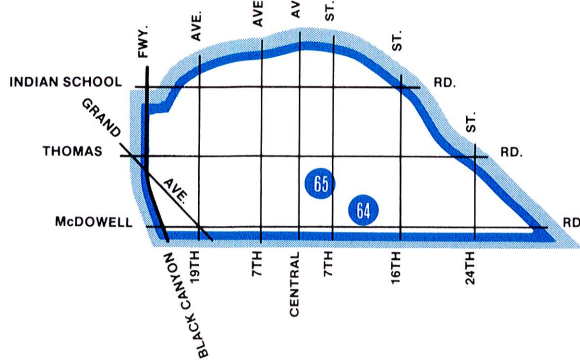
- 54. El Oso C
- 55. Falcon C
- 56. Holiday C
- 57. Marivue C
- 58. Maryvale C
- 59. Maryvale Golf Course SA
- 60. Orme N
- 61. Starlight N
- 62. Sueno C
- 63. Willow N

LEGEND

- NEIGHBORHOOD PARK N
- COMMUNITY PARK C
- SPECIAL AREA SA
- URBAN PARKS UP

ENCANTO

- 64. Coronado C
- 65. Monterey N



CENTRAL CITY

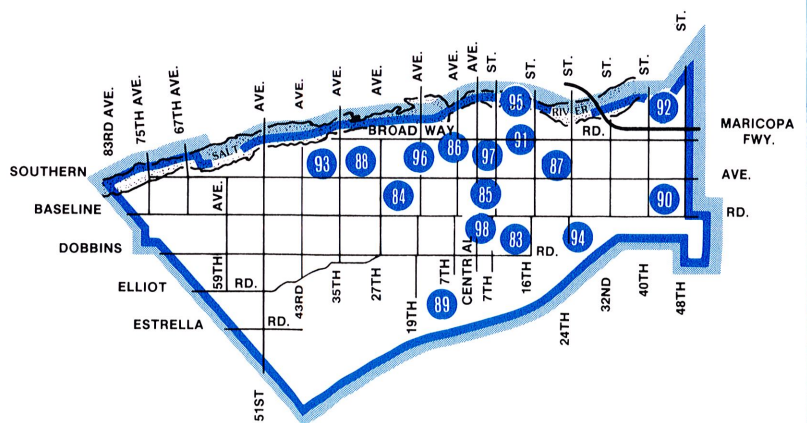
- 66. Alkire C
- 67. Berney N
- 68. Central N
- 69. Coffelt N
- 70. Community Art Center SA
- 71. Eastlake C
- 72. Edison N
- 73. Grant N
- 74. Green Valley N
- 75. Harmon C
- 76. Heritage Square SA
- 77. Library N
- 78. Nuestro N
- 79. Patriot's Square SA
- 80. Townsend C
- 81. University C
- 82. Verde N

Proposed:

- a. Alkire extension C
- b. 20th Street Park C
- c. Deck Park SA

SOUTH MOUNTAIN

- 83. Circle K (Escondido) C
- 84. El Prado C
- 85. El Reposo C
- 86. Hayden C
- 87. Hermoso C
- 88. Lindo N
- 89. Ma-Ha-Tuak N
- 90. Nevitt N
- 91. Nueve N
- 92. Okemah N
- 93. Playa Margarita N
- 94. Puerto N
- 95. Rio Salado Ind. SA
- 96. Roesley N
- 97. South Phoenix Adult Center SA
- 98. South Phoenix Youth Center SA



District Parks:

Phoenix has eight district parks* totalling over 4,700 acres. Three of these parks, Desert West (Alegre), Cave Creek Wash, and Adobe Dam Recreation Area, are largely undeveloped.

The following map shows the existing district park locations and the areas they serve. Five of the seven districts are adequately served. Because of rapid population growth, Maryvale and northwest Phoenix need additional district-level recreational facilities. Development of existing district park land will ease but not alleviate this need.

The City is reviewing a proposal to transfer several Maricopa County parks to City jurisdiction. The areas being considered include Paradise Valley Park, Adobe Dam Recreation Area, Cave Buttes Recreation Area and the Reach 11 Recreation Area. This transfer could add over 5,000 acres of park land to the Phoenix system. Development of these areas would support the needs of north Phoenix.

Other areas with district- or regional-level recreation development potential are the Skunk Creek Landfill Area and Deem Hills, both in the northern area, and the Agua Fria Wash, in West Maryvale. Although initially intended for development geared towards active recreation, the Skunk Creek Landfill is now expected to be utilized for more passive uses. Originally, the landfill was to form a series of low plateau sites suitable for ball fields or other development. Recent plans indicate more intensive infill resulting in higher, steeper, but more natural-looking hills, which will be suitable for passive recreational uses such as a trail system.

The Agua Fria Wash, developed as a district park, would provide the additional district-level facility needed in the Maryvale area. Because the developable area within the City limits is nearly 600 acres, initial improvements of the site should be geared more toward a natural wash focus, rather than typical urban park development.

*Paradise Valley Park and Adobe Dam Recreation Area are owned and managed by Maricopa County

Regional Parks

Regional parks within Phoenix include South Mountain Park, Camelback Mountain and the Phoenix Mountain Preserve. The following map shows the location of these areas.

Totalling over 16,000 acres, South Mountain Park is the largest municipally owned park in the nation. Preserved largely in its natural state, it provides a variety of recreational opportunities, including hiking and riding trails. Camelback Mountain, including Echo Canyon, totals approximately 380 acres and because of its size, is technically classified as a semi-regional park. The area around Camelback Mountain is defined by extensive residential development. The Phoenix Mountain Preserve, including North Mountain and Squaw Peak, has a proposed preservation area of over 7,900 acres. Ninety-six percent of this area has already been acquired by the City at an estimated cost of \$55 million.

The Rio Salado Development Area continues to be studied. Development of this area with an open space/recreation orientation would provide a flatland, regional park within the City and could add to the overall open space and recreation needs.

Special Areas

Existing special recreation facilities in Phoenix include four adult centers, a tennis center near Washington Park, a horse arena (gymkhana) in Paradise Valley Park and six golf courses in Encanto Park, Papago Park, Paradise Valley Park, Cave Creek Park and Maryvale. Other special areas include the Phoenix Performing Arts Building, Pueblo Grande Municipal Monument, a museum and archaeological site of Hohokam culture, and Heritage Square — a park-like setting to which historic houses have been relocated.

An ever increasing demand exists for facilities to serve special interests. One tennis center and four adult centers are not adequate to meet present or future needs. While the three proposed multi-generation centers will help meet the demand for adult/youth centers, additional sports complexes are needed.

Trails

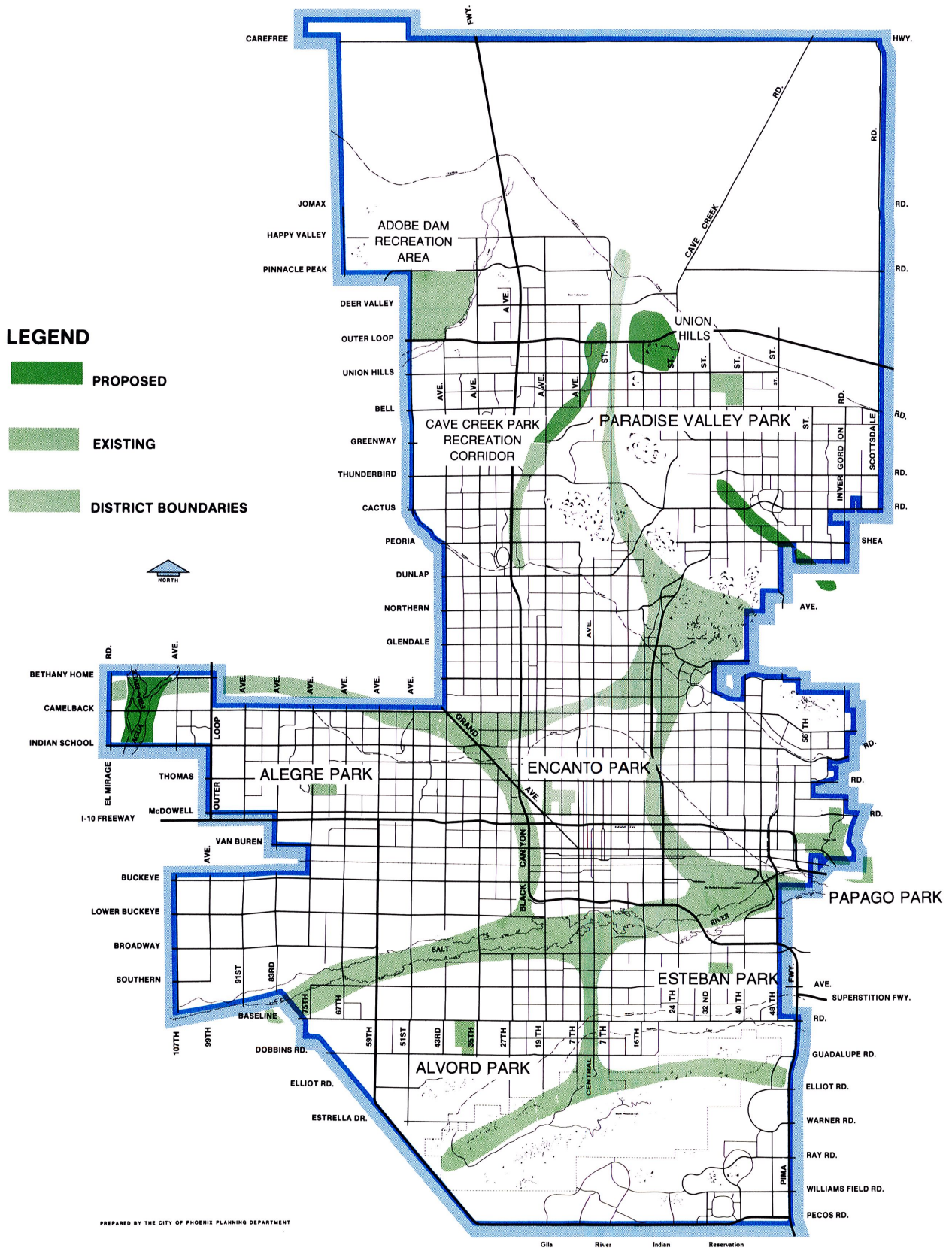
The Parks, Recreation and Library Department, in cooperation with other City departments and private development, is working to implement the concept of multiuse trails. Natural surface recreational trails are intended to accommodate a variety of non-motorized trail use, however, trails surface, topography and overall trail location will determine primary use designations. Specific physical limitations of the topography in some instances may dictate that some users may be unable to use specific trails.

In siting appropriate trail corridors several criteria are used. These criteria respond to both natural and man made opportunities and constraints. Where possible, trail corridors are located within washes and mountainous open space areas where topography and drainage requirements prohibit development. Utility corridors and arterial street rights-of-way are considered when specifically siting trails.

DISTRICT PARKS

LEGEND

- PROPOSED
- EXISTING
- DISTRICT BOUNDARIES



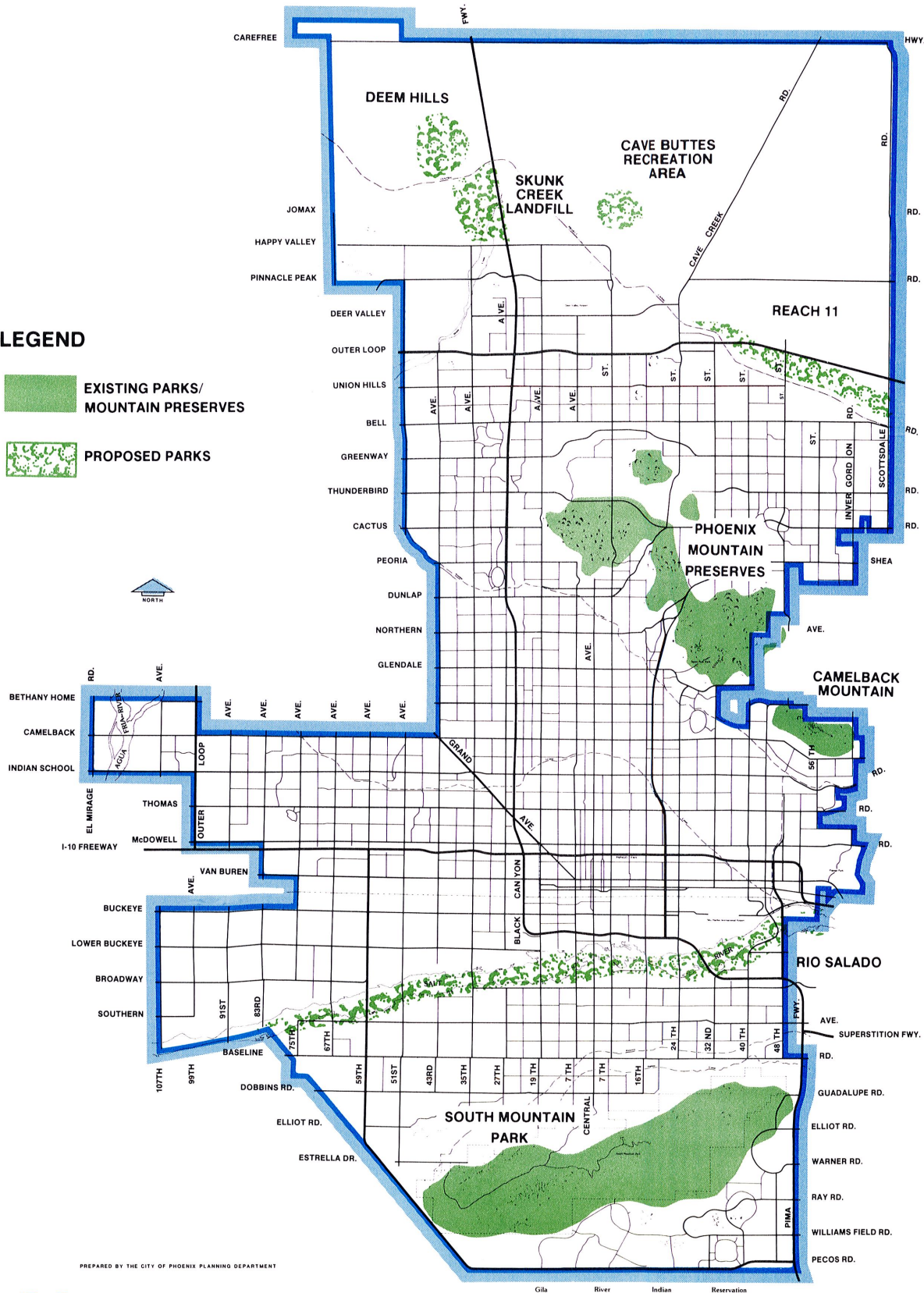
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Gila River Indian Reservation

REGIONAL PARKS and MOUNTAIN PRESERVES

LEGEND

-  EXISTING PARKS/
MOUNTAIN PRESERVES
-  PROPOSED PARKS



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Bicycle Trails/Facilities

Details on the location of existing and proposed bikeways can be found in the Bicycling Element.

Recreational Trails

Several distinct characteristics allow Phoenix a unique opportunity to develop a comprehensive trail network. These include:

- the western character of Arizona as exemplified by a large population of horse owners and hiking and riding enthusiasts.
- neighborhoods and properties throughout the City where horse privileges are permitted.
- natural features such as washes and desert mountains where trail development is appropriate.
- numerous canal right-of-ways suitable for trail development.
- a desert climate which permits year round recreational activity.
- adjacent municipalities, County and State agencies interested in a comprehensive interconnected trail system.

An effective trail network must address several overall goals. These include:

- trails shall be easily accessible and convenient to all Phoenix residents.
- trails shall connect with County, State and adjacent municipality trails.
- trails shall be designed to provide loops of various lengths which connect and utilize mountain preserves, open space areas, park facilities, washes, major equestrian facilities and major concentrations of residential horse properties.
- trails shall provide for all levels of physical ability.

Phoenix has approximately 83 miles of hiking and riding trails. The longest of these, the Sun Circle Trail, will extend 110 miles around the Valley when complete. Approximately 23 miles of the trail are within Phoenix along the Arizona Canal, in South Mountain Park and in the Agua Fria Wash. The Sun Circle Trail is designed to be the primary loop trail that will connect with additional trails throughout the City. Several designated trails suitable for recreational use include:

The Phoenix Mountains:

- Charles M. Christiansen Memorial Trail
- Perl Charles Memorial Trail - a loop trail connecting the Sun Circle Trail to the Phoenix Mountains
- Squaw Peak Summit Trail
- Squaw Peak Circumference Trail
- Squaw Peak Nature Trail
- Quartz Ridge Trail
- Dreamy Draw Nature Trail
- Shaw Butte Trail

South Mountain Park:

- Alta Trail
- Kiwanis Trail
- Holbert Trail
- Mormon Trail
- National Trail as part of the Sun Circle Trail

Additional:

- Murphy's Bridle Path - on the east side of Central Avenue between Bethany Home Road and the Arizona Canal
- Papago Park Trail
- Reach II/CAP Trail
- Echo Canyon/Camelback Mountain Summit Trail
- Numerous other trails of use and short, unconnected trails within neighborhoods

The Parks, Recreation and Library Department has identified major trail destination points as a first step in developing an overall, interconnected trail network for recreational use. Many of these points already have extensive trail development within them, such as the Phoenix Mountain Preserve and South Mountain Park. A major equestrian center is planned for the Reach II recreation area at Tatum Boulevard and the Central Arizona Project. Some potential trail destination points include the Skunk Creek Landfill, Skunk Creek, Cave Creek, Scatter Wash, the Agua Fria Wash, Adobe Dam Recreation Area, the Rio Salado, the Deem Hills, Union Hills/Bufalo Ridge, Lookout Mountain Preserve, the Indian Bend Wash and county and state parks. By linking these sites and by establishing trails within them, the goals for recreational trails development would be satisfied.

South Mountain Village and Deer Valley Village, through the Village Planning Committees, have already identified proposed routes. All trail routes within South Mountain Village, both proposed and existing, have been adopted by City Council in the 1986 General Plan Amendment. Trail routes within Deer Valley Village have been adopted by City Council in the 1990 General Plan Amendment. The location of trails within the Deer Valley Village Core will be identified through a specific plan for the core. Further refinement of proposed trails will be ongoing in all of the City's urban villages and special planning areas.

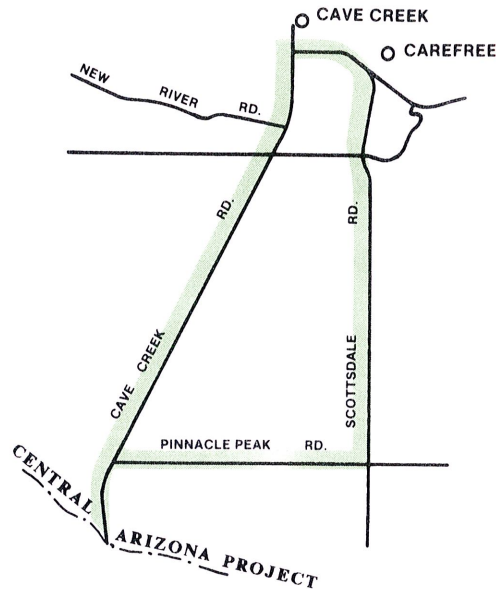
Trail systems included within the General Plan are conceptual alignments. The trail alignments and crossing locations must be flexible to accommodate the future development of these areas. The completion of any proposed trails will depend upon the availability of funds. The use of existing trails and crossings and the need for additional ones will be carefully evaluated to determine where new trails and crossings would be cost effective. Specific trail and trail crossing locations and design will be determined at the time of plan and development review process. In addition, a program to fund new trails and to establish the City and private sector's role in acquiring land and developing these trails and the City's role in maintaining these trails and the City's role in maintaining these trails must be established.

Until trails are properly accepted by the City of Phoenix or use agreements are conveyed, they are only designated as trail corridors. Mere designation of trail corridors shall not be construed to authorize use of public or private property by the public without the permission of the property owners.

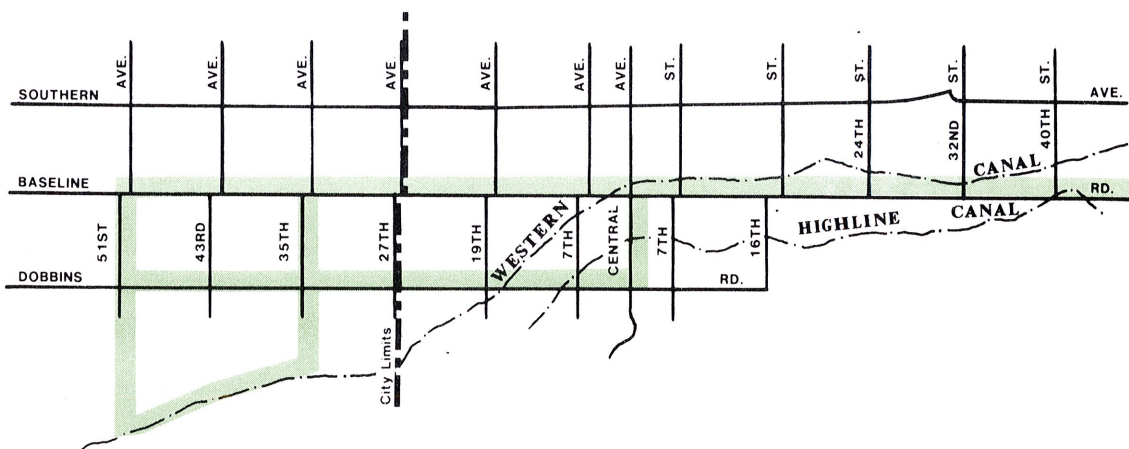
SCENIC PARKWAYS/DRIVES

A scenic drive is a roadway which includes any or all of the following amenities:

- additional easements or right of way dedicated for the express purpose of equestrian, bicycle or, multi-use trails in addition to the standard sidewalk required on major or collector streets.
- landscape setbacks or other setbacks used for aesthetic purposes in which no building or parking may be developed and which are in excess of setbacks required by ordinance.
- landscaped median strips.



The Desert Foothills Scenic Drive is partially within City boundaries. This 17 mile drive runs along portions of Cave Creek Road and Scottsdale Road north of Pinnacle Peak Road and passes through Cave Creek and Carefree.



The Baseline-Dobbins Scenic Drive, near South Mountain Park, is partially within City boundaries.

Another scenic drive, the South Mountain Parkside Drive, is planned within the southern portion of South Mountain Park.



Housing

The Housing Element is designed to assure equal housing opportunity regardless of race, religion, color, sex, age, familial status, sexual orientation, disability, handicap, or health and provide a broad range of housing opportunity city wide. The plan should set standards and establish a framework for the elimination of substandard housing conditions, the improvement of housing and the provisions of adequate and affordable sites for housing. The housing plan should be periodically reviewed and updated.

Phoenix has grown phenomenally during recent decades and has experienced an impressive rate of housing construction. Even so, to accommodate the expected 1.18 million people who will reside in the Phoenix planning area by the turn of the century, an additional 112,800 rental and owner occupied dwelling units will be needed.

All urban villages will increase in population over the life of this Plan. New housing, in keeping with the village concept of providing a range of types and price, will have to be built to meet residential needs. Particular attention must be paid to special needs of the elderly, disabled, homeless, large families and households with low-moderate incomes. In addition, housing will have to be planned to enhance the unique village character.

Urban Village	Housing Units	
	Actual 1990	Projected 2000
Ahwatukee Foothills	13,600	32,400
Alhambra	52,800	56,800
Camelback East	63,500	65,800
Central City	20,500	21,900
Deer Valley	42,900	51,300
Desert View Tri-Villages	1,100	9,100
Encanto	23,600	24,900
Maryvale	55,500	62,000
North Mountain	68,400	75,000
Paradise Valley	53,300	64,600
South Mountain	27,600	31,700
Area A	4,400	5,900
Totals	409,300	463,200

With City Council adoption in 1979 of the Phoenix Concept Plan 2000, the City's growth has been redirected toward the emerging urban villages. The goals set forth below have been adopted to assure decent housing for all citizens. These goals should be reassessed periodically in conjunction with the urban village concept, and revised as needed, to be relevant to contemporary issues. Goals and Policies that also affect housing are discussed in the Land Use Element and the Rehabilitation and Redevelopment Element.

GOAL

1. ALL HOUSING IN THE COMMUNITY SHOULD BE MAINTAINED IN A DECENT, SAFE, AND SANITARY CONDITION FOR ITS USEFUL LIFE.

Although Phoenix continues to add dwelling units, the overall condition of the City's housing is deteriorating faster than units are being built. A 1980 survey determined that 84 percent of all the dwelling units in Phoenix were built since 1950. With such a large proportion of the housing built within a relatively short period, Phoenix might expect deterioration of large numbers of dwelling units at the same time. Thus, it is becoming increasingly important to direct attention to maintenance of the existing housing. Housing meeting adequate health and safety standards complies with the provisions of the Construction Code for new or existing housing.

Policies:

- Encourage high quality design of all housing construction.
- Assure that the design quality of all housing does not contribute to slum and blight.
- Discourage owners from neglecting maintenance of properties.
- Consider adopting minimum maintenance standards and enforcement methods.
- Promote public and private housing rehabilitation and improvement programs.

Recommendation:

- * Hold owners responsible for maintenance.

GOAL

2. A SUFFICIENT CHOICE OF ADEQUATE HOUSING SHOULD BE PROVIDED IN ALL VILLAGES OF THE CITY TO MEET THE NEEDS OF INDIVIDUALS OF ALL SOCIO-ECONOMIC BACKGROUNDS.

Households earning less than 80 percent of the local median income and paying more than 30 percent of their income for housing are considered to have a housing need. It is estimated that over 38,000 households in Phoenix meet that criterion with only 22 percent receiving some form of housing assistance.

Policies:

- Develop a range of housing densities in each urban village.
- Rezone land in areas with housing needs where appropriate and consistent with the other goals of the Plan.
- Administer the City's Housing Assistance Plan.
- Identify and participate in new programs that provide housing assistance to eligible residents.
- Encourage redevelopment plans to include housing for low and moderate income households.
- Encourage use of the Planned Residential Development Option.
- Promote Planned Community Districts.
- Promote specialized facilities such as resort communities, retirement homes, and mobile home parks where appropriate.
- Encourage residential components in new high-rise construction.
- Ensure that a reasonable mix of government assisted housing is interspersed with market rate units and encourage scattered site programs to avoid the concentration of residents in government subsidized housing.
- Investigate funding assistance for ownership of manufactured units as a low cost housing option in conformance with standards of the surrounding neighborhoods.
- Provide incentives for developers to construct low or moderate income housing.
- Work with other jurisdictions to address regional low income housing needs.
- Advocate state policies of direct subsidy, tax relief, targeted mortgage bonds, and tax exempt down payment savings programs to make housing more affordable.
- Seek lending assistance from private institutions holding city funds.
- Minimize relocation displacement and hardship caused by the demolition or conversion of existing housing.
- Improve homeless access to housing.
- Provide public assistance and/or incentives to foster low to moderate priced housing and other needed housing.

Recommendation:

- * Revise the City's Development Guide to increase housing options without reducing the quality of new construction or causing an inappropriate development.

Programs that exist at the local, state, and federal level to improve substandard housing and provide financial assistance to aid people in renting or purchasing housing are shown on the following table. All have been or are being used in Phoenix.

CURRENT HOUSING PROGRAM SUMMARY

Purpose	Assist in Home Purchase	Rental Assistance	Encourage Construction of Units for Elderly	Encourage Construction of Units for Handicapped	Encourage Construction of Units for Low/Moderate Income	Rehabilitation of Units	Provides Technical Assistance and Counseling
Program							
HUD-Mortgage Insurance	X		X	X	X	X	
HUD Section 106							X
HUD Section 8		X	X	X	X		
HUD Section 202		X	X	X			
HUD Conventional Assisted Housing		X	X	X	X	X	X
HUD Section 312						X	
HUD — CD Rental Rehabilitation		X				X	
HUD Section 810	X					X	
HUD Moderate Rehabilitation		X				X	
CD Block Grant Rehabilitation Loans						X	X
CD — Purchase Rehabilitation	X					X	
CD — Major Home Repair						X	
IDA (single-family) Tax exempt bonds	X						
IDA (multi-family) Tax exempt bonds		X	X		X	X	
Density bonuses to developers of low/moderate income housing	X	X			X		

This matrix summarizes the major housing programs which are currently available and specifies their intent.

GOAL

3. HOUSING DEVELOPMENT IN EACH URBAN VILLAGE SHOULD ENHANCE THE CHARACTER OF THE URBAN VILLAGE AND FACILITATE ORDERLY NEIGHBORHOOD AND COMMUNITY DEVELOPMENT FOR ALL SOCIO-ECONOMIC LEVELS.

The village concept calls for the provision of a complete range of housing types, from single-family detached units, patio homes and townhouses to apartments. While providing this opportunity for choice of housing in every village, it must also be developed in concert with distinctive lifestyles that characterize each village.

Policies:

- Design new residential development to complement the land use concept of the core, gradient and periphery areas.
- Encourage inclusion of amenities such as open space and upgraded landscaping in new residential construction which enhance the character of the urban village.
- Examine rezoning requests for their impact on suggested land use in the core, gradient and periphery areas.
- Encourage residential infill where appropriate.
- Support the goals of the Central Deck Park Plan to recreate neighborhood cohesion with the Park by preserving housing and developing a minimum of 3,000 new housing units adjacent or close to the Deck Park in residential or mixed use projects.
- Require the preservation of historic housing and the development of new housing compatible with the historic character of the area in areas adjacent and close to the Central Deck Park.
- Encourage innovative design where appropriate.
- Promote diverse and mixed-use residential, commercial and retail projects.

Recommendations:

- * Analyze the design, cost and impact of recently built infill housing, particularly in the Central City.
- * Incorporate the land use concept of the Central Deck Park Plan into a future Downtown Specific Plan, the Downtown Redevelopment Plan and the General Plan as appropriate to the level of detail in each document.

GOAL

4. A FULL COMPLEMENT OF PUBLIC AND PRIVATE SERVICES AND FACILITIES SHOULD BE PROVIDED AT THE NEIGHBORHOOD LEVEL.

Policies:

- Encourage development of additional public and private facilities and services in existing residential areas where appropriate.
- Phase new residential development with provision of public and private services and facilities.
- Establish a city-wide clearing house for dispersal and gathering of information on housing resources, development and vacancy referrals.
- Strive to help public housing residents to move toward self-sufficiency.
- Encourage low cost public and private emergency and transitional housing and human services to homeless individuals and families.

GOAL

5. NEIGHBORHOOD STABILITY, IDENTITY, HEALTH AND SAFETY SHOULD BE ASSURED.

Policies:

- Designate Special Planning Districts.
- Preserve and upgrade existing residential areas complementary to the overall character of each urban village.

GOAL

6. THE CITY SHOULD ENCOURAGE DEVELOPMENT OF HOUSING UNITS SUITABLE TO RESIDENTS WITH SPECIAL NEEDS SUCH AS THE DISABLED, ELDERLY AND LARGE FAMILIES.

It is estimated that 11 percent of all family households needing assistance are large families and that there are 8,000 elderly households in need, half of which receive some assistance. No statistics are available on the number of disabled households needing assistance.

Policies:

- Require housing units to accommodate households with special needs in local redevelopment projects.
- Identify incentives to encourage private developers to provide housing for those with special needs.
- Encourage housing units to be adapted for disabled persons where appropriate.

GOAL

7. THE CITY SHOULD ACTIVELY ASSIST IN PROGRAMS DESIGNED TO ASSURE THAT MEMBERS OF THE COMMUNITY ARE NOT DENIED THEIR CHOICE OF HOUSING DUE TO DISCRIMINATION.

Policies:

- Enforce vigorously the Fair Housing Ordinance and Anti-Discrimination laws.
- Support new housing opportunity and anti-discrimination legislation and enforcement.
- Discharge redlining practices in private lending operations.
- Promote available information regarding equal housing opportunities.



Rehabilitation & Redevelopment

The Conservation, Rehabilitation and Redevelopment Element consists of goals and policies for the elimination of slum and blight and for community conservation and redevelopment of residential, commercial and industrial uses.

Phoenix has grown phenomenally since the 1950's. Today, many of the structures built during the post-war era are deteriorating and some are beyond the point of economic feasibility to repair. The challenge to Phoenix is to improve deteriorating areas and protect stable neighborhoods. Redevelopment programs in targeted areas have been established to eliminate blight and encourage private reinvestment.

GOALS

1. NEIGHBORHOOD STABILITY, IDENTITY, HEALTH, AND SAFETY SHOULD BE ENCOURAGED.
2. DIVERSE LAND USE PATTERNS THAT FACILITATE ORDERLY NEIGHBORHOOD AND COMMUNITY DEVELOPMENT SHOULD BE PROMOTED.
3. CITY PROGRAMS TO ENCOURAGE THE LEVERAGING OF PRIVATE IMPROVEMENT TO PROPERTIES SHOULD BE ENCOURAGED.
4. REHABILITATION AND CONSERVATION OF SOUND BUT AGING HOUSING WITHIN THE CITY SHOULD BE ENCOURAGED.
5. THE MAINTENANCE AND UPKEEP OF ALL PROPERTIES AND THE PREVENTION AND/OR ELIMINATION OF SLUM AND BLIGHTING INFLUENCES SHOULD BE PROMOTED.

Policies:

- Work with the Community to address neighborhood deterioration and neighborhood preservation.
- Encourage the cooperation and participation of area residents and businesses in City programs with special emphasis on stabilizing property values, improving reinvestment and development potential, and increasing the safety and attractiveness of neighborhoods.

Recommendations:

- * Update the building conditions survey to identify the location and number of deteriorating structures (residential, commercial and industrial). This should be done to expand the data base, monitor changes, and formulate a plan to address deteriorating building conditions.
- * Study the possibility of establishing a building maintenance code to minimize substandard conditions.
- * Implement a comprehensive historic preservation program.
- * Consider participating in the Certified Local Governments program under which the City could assume some of the federal compliance responsibilities now held by the State Historic Preservation Officer.
- * Encourage and enforce compliance with the Property Maintenance Ordinance to minimize substandard conditions.
- * Facilitate infill housing development by providing updated information on city and private vacant land, infill development guidelines, and financing coordination.
- * Promote sweat equity ownership to provide additional housing opportunities for individuals.

Phoenix is part of a rapidly growing urban area with a healthy economy and record breaking amounts of construction. Still, a significant trend toward the deterioration of the City's older neighborhoods exists. In 1972, approximately 12.5 percent of the City's land contained substandard housing and by 1980, 22 percent. Factors contributing to deterioration include the desire to live and invest in newly developing areas; the age of housing (over 36 percent of the City's housing was constructed prior to 1960); and poor construction of homes built prior to the adoption of a building code.

Commercial, industrial and various institutional buildings such as churches, schools and government buildings, are usually built in conjunction with, or shortly after, the adjacent neighborhood. Consequently, such buildings deteriorate at a similar rate.

PLANS AND PROGRAMS

Neighborhood and housing stability is critical to Phoenix's long-range health because it:

- provides affordable housing within the City
- allows residents to live and work within the same area in keeping with the village concept
- provides an employment base for new industry and residential support for neighborhood retail
- maintains the tax base
- avoids creation of slums, blight and increased crime
- deters population loss and resulting State-shared revenue decreases

Current City programs focus on two types of neighborhoods. First, sound neighborhoods facing the threat of deterioration are encouraged through the citizen-initiated Special Conservation District or the Historic District. Second, deteriorating or blighted areas are assisted through the neighborhood development programs which use rehabilitation and redevelopment techniques.

SPECIAL PLANNING DISTRICTS

Since the 1978 passage of the Special Planning District ordinance, both stable neighborhoods and those threatened by deterioration have become increasingly involved in developing plans for their areas. This is a citizen-initiated effort which, with City assistance, should help neighborhoods delineate their needs and concerns and develop plans to address them.

Thirteen active neighborhood groups are in various stages of developing Special Planning Districts for their areas. Three of these groups — Coronado, Roosevelt and Story Addition — formed in an attempt to revitalize their neighborhoods, preserve historic structures and reverse declining trends. The other active Special Planning District Committees are primarily interested in developing methods and programs to prevent deterioration in their stable neighborhoods.

HISTORIC PRESERVATION DISTRICTS

The historic preservation concept is not new, but efforts promoting it have increased as communities have discovered that preservation policies can contribute to neighborhood pride, investment and redevelopment.

Historic preservation means more than establishing museums. It embraces community conservation, restoration, rehabilitation, and protection of archaeological resources. Among its highest goals is the preservation of a "sense of place" and recognition of community values. The relative newness of Phoenix should not invalidate historic preservation as a significant effort in the City. In fact, because old buildings and neighborhoods provide a connection with the past that might otherwise be lost, the recognition and protection of the City's older features take on particular importance. From a more practical standpoint, the retention and re-use of older structures provide options for ways of living and working that will seem increasingly desirable as the City continues to grow. Acceptance of the older elements of a "new" community fosters pride among those who own and utilize older buildings, even those that are not historic individually.

Objectives of the program should be to identify all properties of historic/cultural significance within Phoenix; suggest which seem eligible for the National Register of Historic Places; establish City ordinances, policies and procedures relating to the protection, preservation and enhancement of historical (including prehistoric) resources; and promote community appreciation of these resources. The City has adopted a Historic Preservation Ordinance, which establishes a Historic Properties Register, Historic Preservation Commission and the position of a Historic Preservation Officer.

REDEVELOPMENT PROGRAMS

City redevelopment programs are designed to stabilize and regenerate blighted areas. Because of limited, dwindling public funds, successful revitalization hinges on new funding sources and reinvestment by the private sector. Such reinvestment is not likely, however, without a significant improvement in confidence among homeowners and businessmen. Therefore, redevelopment programs seek to create an attractive climate for private investment by providing mechanisms to encourage private initiative over the long term.

To enhance the prospects for private reinvestment, public actions are often necessary. These actions could include removing blighting influences, offering residential and commercial rehabilitation loans, constructing new or improving existing public facilities, encouraging development, increasing the number of jobs for local residents and upgrading the area's economic vitality.

Once improvements are made, increased property values and appearance can help revamp the investment climate and provide an incentive for private improvements to other nearby properties. The core of neighborhood revitalization strategy is this pattern of public improvements encouraging private investments.

Successful revitalization requires a mixture of short-term objectives such as home rehabilitation, elimination of blight, street improvements, park development, and water-line construction. It is completed with the long-term maintenance of those public investments and the private investments which result from them. The chances of maintaining the neighborhood are significantly improved by providing mechanisms for funding and by resident participation in planning for redevelopment.

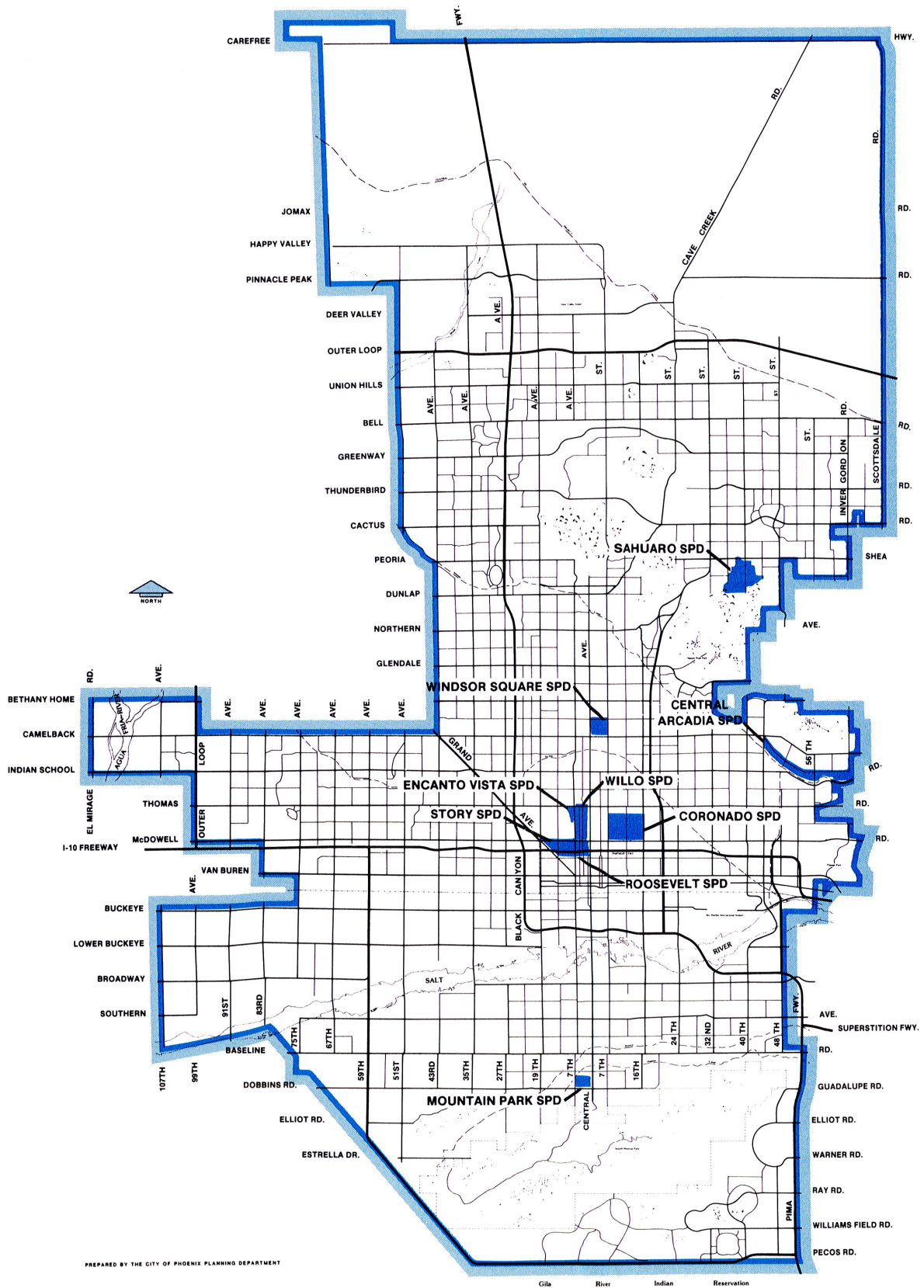
The establishment of a redevelopment area is governed by Arizona Revised Statutes 36-1471. Each redevelopment area is subject to the guidelines and requirements of a redevelopment plan adopted for that area. The adoption of a redevelopment plan allows the City to acquire, by condemnation, any interest in real property it deems necessary for, or in connection with, implementing the redevelopment plan.

The City has adopted redevelopment plans for the following areas: Target Areas F and B, Downtown, Booker T. Washington NDP, Good Samaritan, Special Redevelopment Area, Sky Harbor Center, Seventh Street and Buckeye and the Governmental Mall. These plans continue to guide growth and redevelopment in their respective areas and are consistent with this Plan. Plans are currently underway for the proposed Eastlake, South Phoenix Village and Nuestro Barrio Redevelopment areas.

CD Program History, Strategy and Status

To aid local redevelopment, the federal government established the Community Development Block Grant (CD) Program in 1974. In 1978 Congress revised the CD Program to require cities to geographically target

SPECIAL PLANNING DISTRICTS



PREPARED BY THE CITY OF PHOENIX PLANNING DEPARTMENT

Revised March 1987 April 1994 June 1994

their programs to ensure visible improvements to predominately low and moderate income neighborhoods.* Congressional action also changed the formula used to allocate funds to cities. The revised formula increased by \$7 million the CD funds annually available to Phoenix, raising the City's total entitlement to approximately \$10 million per year. However, CD funds are now slated for major reductions while the need for funds increases sharply each year.

Noting these changes, the City Council appointed a citizens' Community Development Steering Committee to develop a multi-year strategy to guide community redevelopment. The adopted CD Program strategy provides flexibility for the City to fund activities primarily benefiting low- and moderate-income people; it includes program planning, capital improvements, residential and commercial revitalization, infill of under-utilized land and buildings, removal of deteriorating structures, park improvements and public housing modernization. After reassessing the City's CD financial capacity, the City Council revised the CD Program to concentrate on 1) stabilizing two residential target areas: Target Area B in South Phoenix and Target Area F in Sunnyslope and 2) redeveloping the City's central business district, Target Area A in the Downtown area.

*Low- and moderate-income residents refers to families whose income does not exceed 80 percent of the County's median family income.

Target Area Planning

The target area program targets areas for comprehensive revitalization efforts. To this end, CD funds are utilized and augmented by additional City-funded proposals that fit into a coordinated package to leverage private investment. The three target areas selected in 1978 are all in older developed portions of the City — Downtown, South Phoenix, and Sunnyslope.

The CD Program's efforts in Target Area B and Target Area F have met most of the area's original capital needs. Blight elimination efforts are complete in Target Area F (Sunnyslope) and several years of additional effort remain in Target Area B (South Phoenix).

In May, 1983, a citizens' committee — composed of members of the Community Development Steering Committee, the Central Phoenix Redevelopment Committee, the Housing Commission and the Phoenix Local Development Corporation — formed to study the CD Program and its future directions. To accelerate the stabilization of the City's residential areas, the Committee recommended that new, small target areas should be selected for future activity. Funding would be limited and serve as an incentive to achieve neighborhood participation and investment. Definitive, shorter-range time frames would be established at the outset for project completion.

In 1985, two new, smaller target areas (or neighborhood improvement areas) were selected in response to this recommendation. The Longview School area is located between 12th and 18th Streets and between Osborn and Indian School Roads. The Isaac School area is bounded by Palm Lane on the north, the I-10 Freeway on the south, 32nd and 33rd Avenues on the east and 35th Avenue on the west. Redevelopment in both neighborhoods could be completed in approximately four years, depending on residents' desire to help.

Downtown

Downtown Phoenix is of great importance to the City, State, and region. However, blight, deterioration, and obsolescence threaten its stability and vitality. Thus, the City has recognized the need for vigorous, coordinated public-private action to secure this area as the business, governmental, institutional, and cultural heart of the region and as a focus of community pride and achievement.

The City Council adopted the Downtown Redevelopment Plan in 1979. The redevelopment area is generally bounded by McDowell Road on the north, the properties on the east side of 7th Street, the properties on the west side of 7th Avenue, and the south line of the railroad properties north of Lincoln Street.

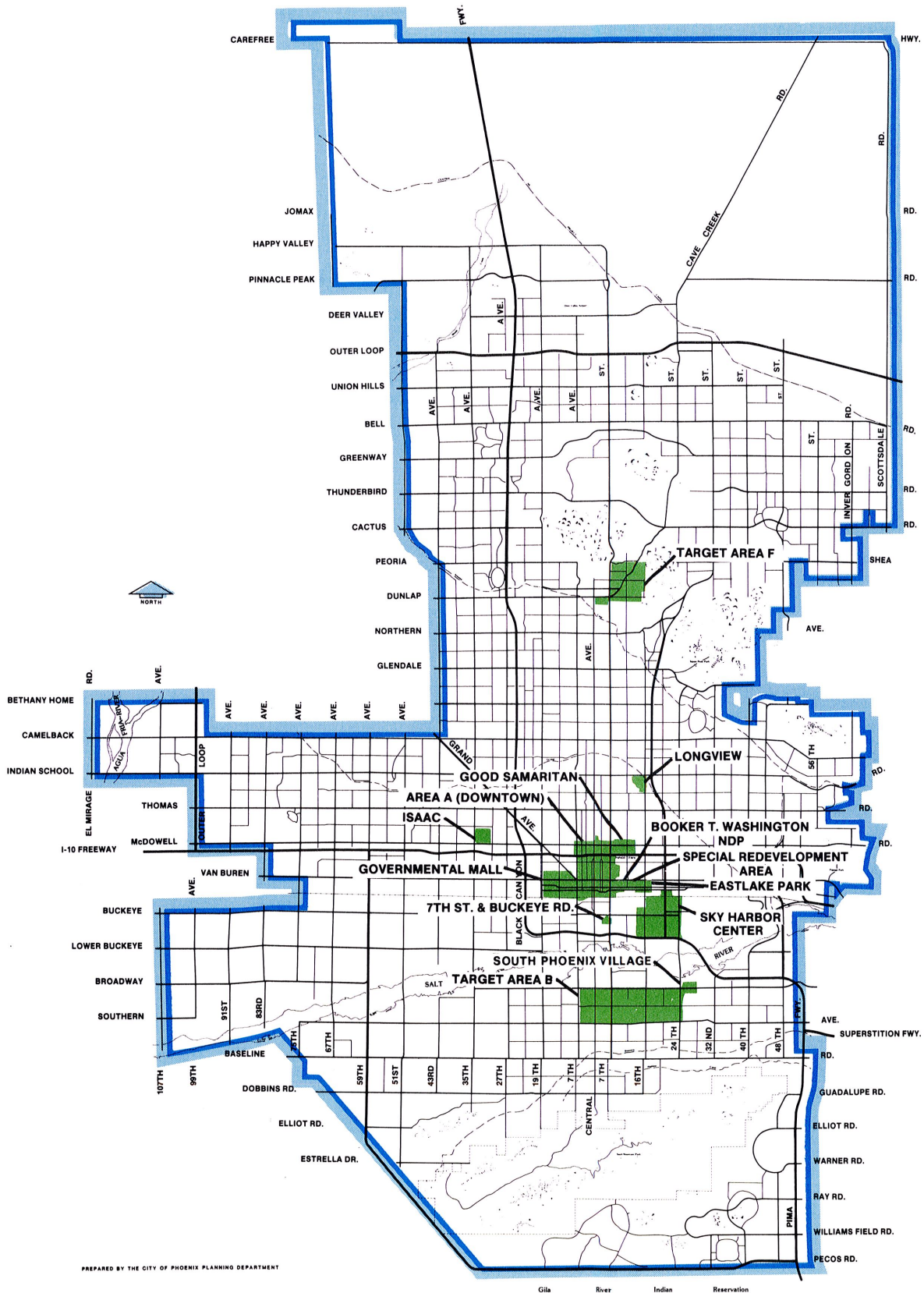
In 1986, the City created the Economic Development Department to coordinate revitalization efforts in downtown and other redevelopment areas.

Other Redevelopment Programs

In addition to the target areas and Downtown, several redevelopment areas have been established for particularly sensitive neighborhoods.

Neighborhood Development Program (NDP): The Neighborhood Development Program, adopted in 1973, was the City's first redevelopment program. Focused on a blighted area just east of the Civic Plaza and the central business district, it provided new housing, assisted local businesses, and encouraged investment.

TARGET AREAS



PREPARED BY THE CITY OF PHOENIX PLANNING DEPARTMENT

Special Redevelopment Area: The Special Redevelopment Area is located along the eastern boundary of the Neighborhood Development Program and Downtown. The primary objectives in the Special Redevelopment Area are to remove the most incompatible land uses and the most seriously deteriorated buildings, to create a secure environment of private reinvestment. The City has acquired strategically located buildings and is working to create developable parcels.

Good Samaritan Redevelopment Area: The Good Samaritan Redevelopment Area is near the heart of Downtown. The focus of this project was the \$110 million addition to the Good Samaritan Hospital and the development of a health-care campus. Ultimately, the redevelopment area will boast new multi-family housing, expanded retail services and additional administrative and medical office buildings. The Redevelopment Plan is being implemented under the auspices of the Medical Center Redevelopment Corporation which, by contract with the City, is this area's master developer.

Sky Harbor Center Redevelopment Area: The Sky Harbor Center Redevelopment Area is located along the west side of Sky Harbor International Airport. Lands in the area have been assembled and are being planned to lessen the noise impact on adjacent residential development and to provide for major development compatible with the airport and nearby neighborhoods. Consisting of over 850 acres, this redevelopment area will ultimately provide high-tech centers, business parks, airport support services and parking as well as manufacturing, distribution and neighborhood services. The City Council adopted the redevelopment plan in April 1985. A master plan to guide the development of the center will be developed in the fall of 1986.

Governmental Mall Redevelopment Area: The Governmental Mall Redevelopment Area is located immediately west of Downtown. It contains the State Capitol and a concentration of existing and proposed government offices. Small businesses, historic residential neighborhoods and industrial uses also make up the area. A Governmental Mall Commission has been established to oversee planned development and stabilization of the area.

SPECIAL ASSISTANCE AREAS

In addition to redevelopment areas, several other programs have been established to encourage rehabilitation of housing and commercial structures as well as new investment in older areas of the City.

Neighborhood Housing Services

The Neighborhood Housing Services (NHS) program area extends between 7th and 20th Streets, from Thomas Road to several blocks south of McDowell Road.

NHS was incorporated in 1975 and is a private, locally controlled, nonprofit corporation devoted to reversing the process of neighborhood deterioration. A working partnership of community residents, representatives of financial institutions and local governments meets this goal by stabilizing the neighborhood's residential character through affordable home improvement loans.

Industrial Development Authority Bond Programs

Industrial Development Revenue Bonds (IDB) are a relatively low cost financing tool offered to industry by counties and cities across the United States.

The Phoenix Industrial Development Authority offers these bonds in geographically targeted areas of the City to implement City Council adopted policy on redevelopment and economic development objectives. Typically, IDBs are used to finance office buildings that house corporate headquarters; commercial enterprises for agriculture, mining or industry; industrial park facilities; manufacturing, processing or assembly facilities and a variety of other enterprises.

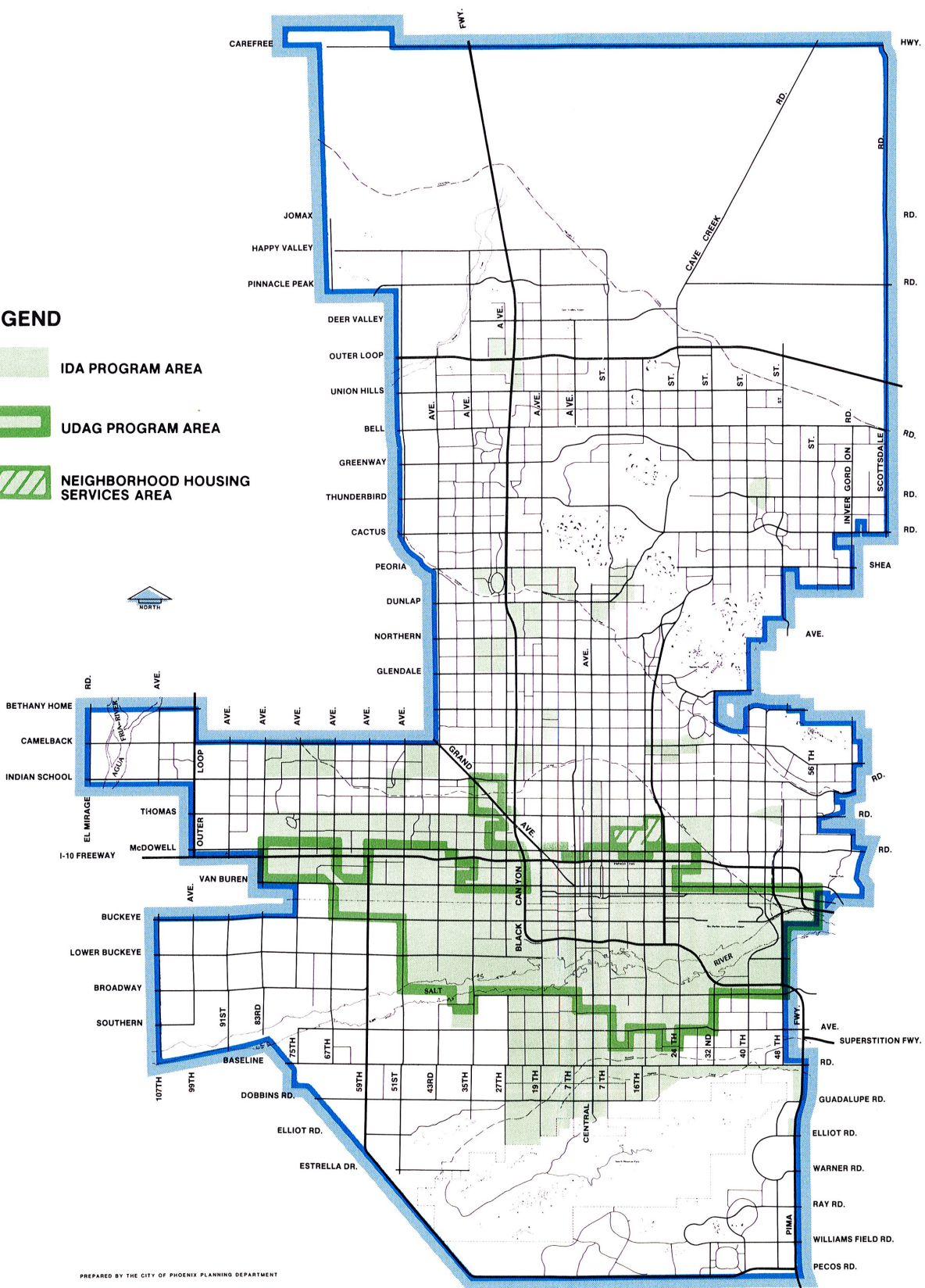
Urban Development Action Grants

Urban Development Action Grants (UDAG) are funded by the U.S. Department of Housing and Urban Development to improve economic conditions in specially designated areas of cities. UDAG funds are awarded on a competitive basis to a city by HUD, and then loaned to a business as second mortgage gap financing. The program's emphasis is on creating private investment and job opportunities. UDAG loans can finance land acquisition and clearance, site improvements, purchase of machinery and equipment and the rehabilitation and construction of buildings.

SPECIAL ASSISTANCE AREAS

LEGEND

-  IDA PROGRAM AREA
-  UDAG PROGRAM AREA
-  NEIGHBORHOOD HOUSING SERVICES AREA



PREPARED BY THE CITY OF PHOENIX PLANNING DEPARTMENT

Neighborhood Policy

As Amended, January 26, 1987

NEIGHBORHOOD ELEMENT OF THE GENERAL PLAN

MISSION STATEMENT

Strong, healthy neighborhoods are critical to the long-term vitality and success of Phoenix and to the quality of life of its residents. The City of Phoenix is committed to preserving and enhancing its neighborhoods. The intent of this element is to provide a basic policy framework for addressing neighborhood issues in Phoenix and to work towards achieving and maintaining healthy neighborhoods for all of its residents.

IMPORTANCE OF NEIGHBORHOODS PHOENIX

Neighborhoods vary widely in size, composition and configuration. Simply put however, a neighborhood is a group of residential and/or residentially serving land uses which share a common sense of identity and a geographic area. Beyond that, neighborhoods can be formed or united by any number of other social, political, geographic, service area or demographic factors. Specific neighborhood boundaries can best be defined by the residents who live there.

A city's true spirit is reflected in its neighborhoods. They showcase a city's architectural character as well as the varied lifestyles and cultural and ethnic diversity of its residents. Neighborhoods are where most residents form their first level of attachment to the city. They provide an identifiable unit of the city at a human scale with which residents can relate. Neighborhoods are home.

In Phoenix, neighborhoods are an integral part of the City's urban villages and have an essential role in the long-term success of the Urban Village Model. The urban villages are intended to provide a link between the City and its neighborhoods. Each village is comprised of a variety of neighborhoods which together provide the villages with the basis for their unique identities and provide the residents with a wide range of lifestyle alternatives. Maintaining and enhancing the neighborhoods within each village will strengthen the villages and the City as a whole.

Strong and vital neighborhoods can also assist in strengthening and enhancing the City by:

- maintaining property values;
- deterring population loss;
- preventing slum and blight;
- maintaining the tax base;
- retaining affordable housing throughout the City;
- providing a base of residential support for neighborhood retail and area employment; and
- providing a sense of community and a source of pride for Phoenix residents.

BACKGROUND AND ISSUES

Neighborhoods have existed in Phoenix since the City was first incorporated in 1886. Today, Phoenix retains many unique historic neighborhoods which reflect the City's growth and change over time. Phoenix is also home to a variety of modern neighborhoods ranging from low density residential communities which blend into the desert at the fringes of the City, to comfortable, medium density, suburban-style subdivisions, and to higher density, urban neighborhoods developing in and near some of the City's village cores and in other strategic locations.

As in any City, neighborhood conditions in Phoenix have changed over time, some declining and some improving as the City itself has changed and grown. Through the years the City has worked to enhance and preserve its existing neighborhoods and to develop new ones through numerous city programs, ordinances, plans and policies. The application of historic district overlays, special district plans, redevelopment plans, the Property Maintenance Ordinance, and the use of programs such as Neighborhood Fight Back and Adopt-a-Park are just a few of the many ways in which Phoenix has assisted its neighborhoods.

Despite these efforts, the forces of urban growth and change have threatened many of Phoenix's neighborhoods. Such factors as intrusion by incompatible development, street widening, freeway construction, a highly mobile population, deteriorating housing, excessive cut-through traffic, and increased drug and crime problems have severely impacted many of Phoenix's neighborhoods.

If these impacted neighborhoods are to survive and remain desirable places to live, then action must be taken to mitigate these impacts. In addition, to maintain a healthy residential base overall, Phoenix must develop coordinated policies for continuing to work towards maintaining and enhancing neighborhoods city-wide. The neighborhood goals and policies included in this General Plan element are intended to provide a policy framework for working towards the maintenance and enhancement of Phoenix's neighborhoods.

APPLICATION OF POLICIES

The policies in this element should be considered within the context of the entire General Plan. Where these policies are at odds with other policies contained in the General Plan or other City adopted area or specific plans, decision-makers will need to decide which policy is more applicable to the specific situation being considered.

These policies should be applied directly to new residential areas being developed, beginning with the subdivision design and layout of the area, and incorporating support services and amenities which are essential to neighborhood stability from the start.

In Phoenix's existing residential areas these policies should be used as a starting point from which to assess each neighborhood's relative strengths and weaknesses and begin to develop specific strategies and actions to address problems and work toward enhancing each neighborhood. Specific strategies and actions will vary by neighborhood based on the existing conditions in the area, what is desired by the neighborhood(s) and what is in keeping with the goals and character of the urban village in which the neighborhood is located. The appropriate Village Planning Committee(s) and any affected neighborhood groups or individuals registered with the City should have an opportunity to review and comment on neighborhood improvement strategies proposed by the City for their area before they are implemented.

GOALS AND POLICIES

The following neighborhood goals and policies do not define a physical space that will provide an ideal or satisfactory neighborhood. Rather, they provide a framework for providing the design, support services, amenities, and facilities necessary to preserve and enhance Phoenix's neighborhoods whatever their boundaries.

GOAL

1. THE CITY'S EXISTING NEIGHBORHOODS SHOULD BE PRESERVED AND ENHANCED.

Policies:

- Residential properties and neighborhoods should be considered viable for continued residential use and should not be assembled for non-residential development unless it is determined to be appropriate by application of the Residential Conversion Policy.
- The City, in conjunction with neighborhood residents, the Village Planning Committees, and the private sector, should take a proactive approach to preserving and enhancing its existing neighborhoods.

GOAL

2. LAND USE PATTERNS THAT FACILITATE AND MAINTAIN ORDERLY NEIGHBORHOOD AND COMMUNITY DEVELOPMENT SHOULD BE PROMOTED.

Policies:

- Non-residential land uses which do not serve the neighborhood and are not compatible in both scale and character with the surrounding residential area, should not be permitted adjacent to existing residential development or areas zoned for residential development, unless the proposed use is specifically supported by the General Plan or a City adopted area or specific plan.
- All new development or redevelopment should be sensitive to the scale and character of the surrounding neighborhoods and should incorporate adequate development standards to mitigate negative impact(s) on the residential properties.
- Infill development is encouraged on vacant lots and parcels in and adjacent to neighborhoods to provide appropriate and compatibly designed housing and services which are needed in the area.
- Group homes should not be concentrated in any one neighborhood or urban village. They should be dispersed throughout the city in locations where they are compatible with surrounding densities.
- Homeless shelters should not be concentrated in any one neighborhood or urban village.
- Neighborhood residents are encouraged to play an active role in the public review process at all levels of City government on issues affecting their immediate area.
- Major streets in residential areas should be designed or redesigned (when reconstructed or altered) to buffer adjacent residential uses from their negative impacts.
- Heavy traffic generating land uses in residential areas should be located on or near arterial streets, to minimize traffic through lower density areas.

- Low and medium density housing should be developed so that it does not front directly on, or have direct access to arterial streets, unless large lot size, buffering techniques, and/or site design can adequately mitigate both negative traffic access impacts to the street and adverse noise impacts to the residents. On streets designated and developed as Roads of Regional Significance, additional buffering should be considered and if determined appropriate should be paid for by other than city funds (e.g. State or Federal sources). Existing low and medium density housing located on arterial streets should remain in residential use, unless it is determined by application of the Residential Conversion Policy that the property is no longer viable for residential use.
- High density housing developments should be designed to minimize traffic conflicts with adjacent streets and to assure that residents of the development are buffered from the noise of adjacent streets.
- Residential lots being developed adjacent to arterial streets should be designed with special features (extra width, depth, back up treatment or buffering) to mitigate the impacts of the arterial street.
- Residential lots being developed abutting existing non-residential uses should be designed with special impact mitigating features (extra width, depth or buffering) depending upon the intensity of the non-residential use.
- Corner lots being developed in single-family residential subdivisions should be larger than the typical lot to compensate for design disadvantages.
- Existing and planned affordable housing units should be retained and new units encouraged throughout the City.
- A diverse range of housing styles affordable to all income levels is encouraged throughout each village.
- Appropriately scaled residential development should be encouraged in village cores.
- Elementary schools should be located in a residential area on or near a collector street to handle traffic demands.
- Neighborhood retail should be compatible in scale and character and oriented towards the residential areas that it serves in terms of both design and pedestrian linkages. It should be located such that it does not negatively impact the adjacent residential areas in terms of traffic, noise or other factors.
- Natural washes and canals should be integrated into the design of adjacent neighborhoods as each area develops.

GOAL

3. THE MAINTENANCE AND UPKEEP OF ALL PROPERTIES AND THE PREVENTION AND/OR ELIMINATION OF ENVIRONMENTALLY HAZARDOUS OR SLUM AND BLIGHT CONDITIONS SHOULD BE PROMOTED.

Policies:

- All properties city-wide (rental and owner-occupied residential and non-residential structures and vacant lots) should comply with the Property Maintenance Ordinance and Environmental Safety Ordinance standards.
- The City should assist lower-income households in making property maintenance improvements.
- Neighborhoods should be free from intrusion from harmful levels of noise, odor, lights, exhaust fumes, toxic wastes, vibrations, and development generated heat and glare.

GOAL

4. ADEQUATE COMMUNITY AND NEIGHBORHOOD FACILITIES AND SERVICES SHOULD BE ASSURED.

Policies:

- Neighborhoods should be served by “close to home” parks, large enough and with sufficient security and equipment to meet the basic park and recreation needs of those living in the service area, based on the area demographics.
- Where feasible, park and school sites should be developed jointly to maximize the recreation space, community gathering space and open space available to area residents.
- Where canals pass through residential areas, their banks should be sensitively developed for recreational purposes and to provide alternative pedestrian, equestrian or bicycle access routes.
- Where full-scale parks are not feasible due to land constraints, innovative park and recreational options are encouraged to meet the recreational needs of residents.
- Elementary schools, when warranted by demographics in the area, should be located within reasonable and safe walking distance for school children.

- Where feasible, elementary schools should also serve as special purpose community activity centers for the surrounding residential areas. In particular, programs for the elderly and City sponsored activities, programs and services are encouraged at elementary schools to promote after-hours use by all area residents.
- Neighborhoods should be served by easily accessible neighborhood retail.
- Small, in-home day care facilities for children and the elderly, which do not detract from the residential character of the area, should be permitted in neighborhoods.
- Neighborhoods should have access to conveniently located public gathering places.
- Police, fire and paramedic facilities should be sited to provide efficient emergency service to neighborhood residents.
- Neighborhood based social services (senior centers, Head Start Programs, job training, counseling) appropriate to the area's needs should be provided in convenient facilities compatible in scale and character with the surrounding neighborhood.
- Neighborhoods should have adequate basic infrastructure appropriate to the area, including; storm sewers, sanitary sewers, paved streets, sidewalks or other means of safe pedestrian access, street lighting, water and electric and/or gas service connections.
- Public and private utilities, including high tension wires, are encouraged to be located underground to enhance the overall appearance of neighborhoods. If high tension wires can not be placed underground, they should not be placed along local neighborhood streets.
- Neighborhood residents should be served by regular public sanitation and maintenance services.
- Neighborhoods should be served by a branch library in their village.
- Neighborhood and community facilities should be accessible to the disabled.

GOAL

5. NEIGHBORHOOD CHARACTER AND IDENTITY SHOULD BE ENCOURAGED AND REINFORCED.

Policies:

- The City should encourage and help to strengthen neighborhoods by:
 - Utilizing neighborhood associations and individuals registered with the Neighborhood Notification Office as a means of disseminating and/or collecting information important to neighborhoods;
 - Providing technical assistance to neighborhood groups seeking to organize and/or resolve neighborhood problems;
 - Using defined neighborhoods, when feasible, as units of study and data collection and for service delivery;
 - Taking the initiative to promote neighborhood organization, pride and planning through selected programs and projects;
 - Recognizing neighborhood self-identification.
- Neighborhood character and/or identity should be encouraged and developed or enhanced through the use of creative and flexible design standards, architecture, streetscape themes, appropriate names, entrance markers, and/or improvement projects.
- The City, in approving changes and improvements in or near residential areas, and the development community in requesting changes, should be sensitive to the points of reference and focal points important to that area's identity and avoid altering or destroying them.
- Properties which serve as points of reference for neighborhoods or neighborhoods themselves, which have been surveyed and determined eligible, should be placed on the Phoenix Historic Property Register.
- New construction in or adjacent to historic neighborhoods should be sensitive to the unique character of the area.

GOAL

6. NEIGHBORHOODS SHOULD BE PROVIDED WITH SAFE AND EFFICIENT CIRCULATION SYSTEMS.

Policies:

- Residential collector streets should facilitate efficient circulation within the neighborhood while discouraging cut-through traffic.
- Residential collector streets should not accommodate more than one lane of vehicular traffic in each direction (plus a turn lane if necessary).

- The design and operation of arterial streets bounding residential areas should incorporate features which discourage traffic from cutting through adjacent neighborhoods, and which facilitate the ease and safety of pedestrian travel along and across them.
- Safe and well-maintained sidewalks or other means of safe pedestrian access should be provided, as appropriate, throughout residential areas and to the services and facilities that serve residential areas.
- Public bike paths and/or equestrian trails should be provided in residential areas in accordance with approved bikeway and equestrian trail plans.
- Street and highway improvements should support and not detract from pedestrian and bicycle activities within and adjacent to neighborhoods.
- Neighborhood residents should be served by public transit routes on all major streets to link them with employment, shopping and services.
- Neighborhood sidewalks should be accessible to the disabled.
- Neighborhood circulation systems should allow for adequate emergency vehicle access.
- Existing alleys in residential areas should be safe, well-maintained and not used regularly as streets for vehicular traffic.
- In neighborhoods near business areas where street parking is a problem the City should work with residents to resolve parking problems.

RESIDENTIAL CONVERSION POLICY

In evaluating a request to rezone existing developed residential land or vacant land within a residential neighborhood, which is largely surrounded by residential uses, to a non-residential use, the Planning Commission and City Council should consider whether the criteria listed below are satisfied. These criteria should not be construed to be the only relevant factors in deciding whether non-residential conversion should be allowed.

- There is a substantial need in the immediate future to use the land for a non-residential purpose which cannot be accommodated in an existing non-residential zone.
- The area is not viable for continued residential use because of deterioration, land use or traffic conflicts, or other factors.
- Parking, traffic and other impacts of the proposed development will not adversely impact adjacent and nearby residential uses.
- The proposed use change is compatible with and helps to implement the General Plan, Village Plans or neighborhood plans.

IMPLEMENTATION PROGRAM

A well developed implementation program is critical to the success of this Element because it provides the steps and actions which must be taken to achieve the goals and policies identified. An interdepartmental implementation program for this Element has been developed through the cooperative efforts of over a dozen City departments.



Public Buildings

The City of Phoenix is dedicated to providing City facilities that serve the community's administrative, maintenance, public health and safety, cultural and educational needs. Public buildings belong to the people, and therefore should be readily accessible to the people; carry an identity appropriate to government; offer maximum level of service; and be cost effective. Administrative buildings should be centralized for making broad-based decisions. Governmental facilities such as multi-generation centers and libraries should be dispersed throughout the community to better serve the citizens.

SCHOOLS

GOAL

1. A FULL RANGE OF EDUCATIONAL FACILITIES (INCLUDING COLLEGES AND UNIVERSITIES) SHOULD BE LOCATED WITHIN PHOENIX TO SERVE THE CITY'S SOCIAL, CULTURAL, VOCATIONAL AND RECREATIONAL NEEDS, AS WELL AS EDUCATIONAL REQUIREMENTS.

Our society highly values education; therefore, schools play a vital role in the City. Most school buildings in Phoenix not only serve the community's educational needs, but also function as public playgrounds, election polling places, and public hearing auditoriums.

Currently, the City is served by twenty-three elementary school districts and seven high school districts. Grand Canyon College and Rio Salado Community College system are located within the City of Phoenix.

Villages including Deer Valley, Maryvale and Paradise Valley are experiencing a growth of school-age children and need future school sites. Some of the present school sites do not have adequate facilities for the students served. North Mountain and South Mountain are both meeting their present and near future needs. However, Alhambra, Camelback East and Central City face a different problem. The population of school-age children in these Villages is declining. These school districts and villages must address the issue of school closures. The school districts prefer to sell or long term lease these vacant buildings and land for the highest and best use, while the villages might prefer using the closed school sites for community centers and parks. At present, several of these closed schools remain unsold and unused.

Arizona State University will be opening a "west side" campus within five years. It will be a mixed-use project providing retail, housing, and educational opportunities. A community college is also proposed for the Paradise Valley Village.

Policies:

- Plan school sites that are sufficient in size for all school activities.
- Plan school sites that permit safe, direct access of attending students and that are relatively free from heavy traffic, excessive noise, and incompatible land uses.
- Encourage schools through location and design to establish a community identity.
- Plan for school closures and future uses for the vacant buildings including possible purchase or access to the existing recreational facilities.
- Bring existing building deficiencies up to standards.
- Continue a cooperative program between the school districts and the City in planning and developing future schools (i.e. sharing census data).
- Encourage developers to work closely with school districts and governmental planning agencies so that sites can be reserved and acquired in accordance with State law in the most appropriate locations.
- Encourage the use of school facilities for other than educational purposes, especially for the Villages having a deficiency in community facilities.
- Encourage development of school sites adjacent to parks.
- Support the development of the Arizona State University West Side Campus and the Paradise Valley Community College.
- Establish a standard framework to determine the need for schools based on factors such as existing and proposed land uses, number and type of housing units projected, and current enrollment and capacity at existing schools. Based upon this framework, develop standards that reflect the unique conditions in each school district.

Recommendation:

- Establish a task force consisting of school personnel, City staff, developers, and citizens to study the problem of school closures.

LIBRARIES

GOAL

2. LIBRARY FACILITIES SHOULD BE APPROPRIATELY PROVIDED TO ALLOW THE PUBLIC ACCESS TO INFORMATIONAL, EDUCATIONAL, AND LEISURE TIME MATERIAL AND MEDIA RESOURCES.

Phoenix is served by a central library and nine branch libraries, as well as a bookmobile system for the developing areas and shut-in service for disabled persons. While all of the nine villages are served in some manner by the library system, only eight villages have a library facility. Six of the eight villages contain libraries in their core or secondary core.

Deer Valley Village has no library. With a present population of 77,775 and projected year 2000 population of 105,000, it has been targeted for a facility situated in the core by 1989.

Encanto Village includes the Central Library at McDowell Road and Central Avenue. The only public library to have a full range of governmental publications, technical material, and periodicals is the Central Library. It also offers such other specialized services as central administration, acquisitions and book repair, the main reference and research collections, special collections and special programs and exhibits. Although the library is not in the core, it serves the village needs well and provides, along with the Heard Museum and Phoenix Little Theatre, a unique cultural image for both Encanto and Phoenix.

The needs of the Central City Village are also adequately met by the Central Library and a branch library in the village's southern portion.

Both North Mountain and Paradise Valley have libraries that are more heavily used than other branches. Since these branch libraries are far from the Central Library and are in intensifying cores, they should be considered for reclassification. A new master plan on libraries will address this issue.

Maryvale Village has a library only in its secondary core. As growth continues in the western portion of the village and the primary core intensifies, a branch library should be considered. The libraries in the cores of Alhambra, Camelback East, and South Mountain should continue to be improved and expanded to meet the needs of the Villages.

Policies:

- Encourage cultural and educational programs at all libraries, but in particular the Central Library.
- Assess library sites regularly to determine whether off-street parking and pedestrian accessibility needs are being met.
- Increase the bookmobile and shut-in programs to reach people unable to use branch facilities.
- Encourage developers to dedicate land in core areas for future library facilities.

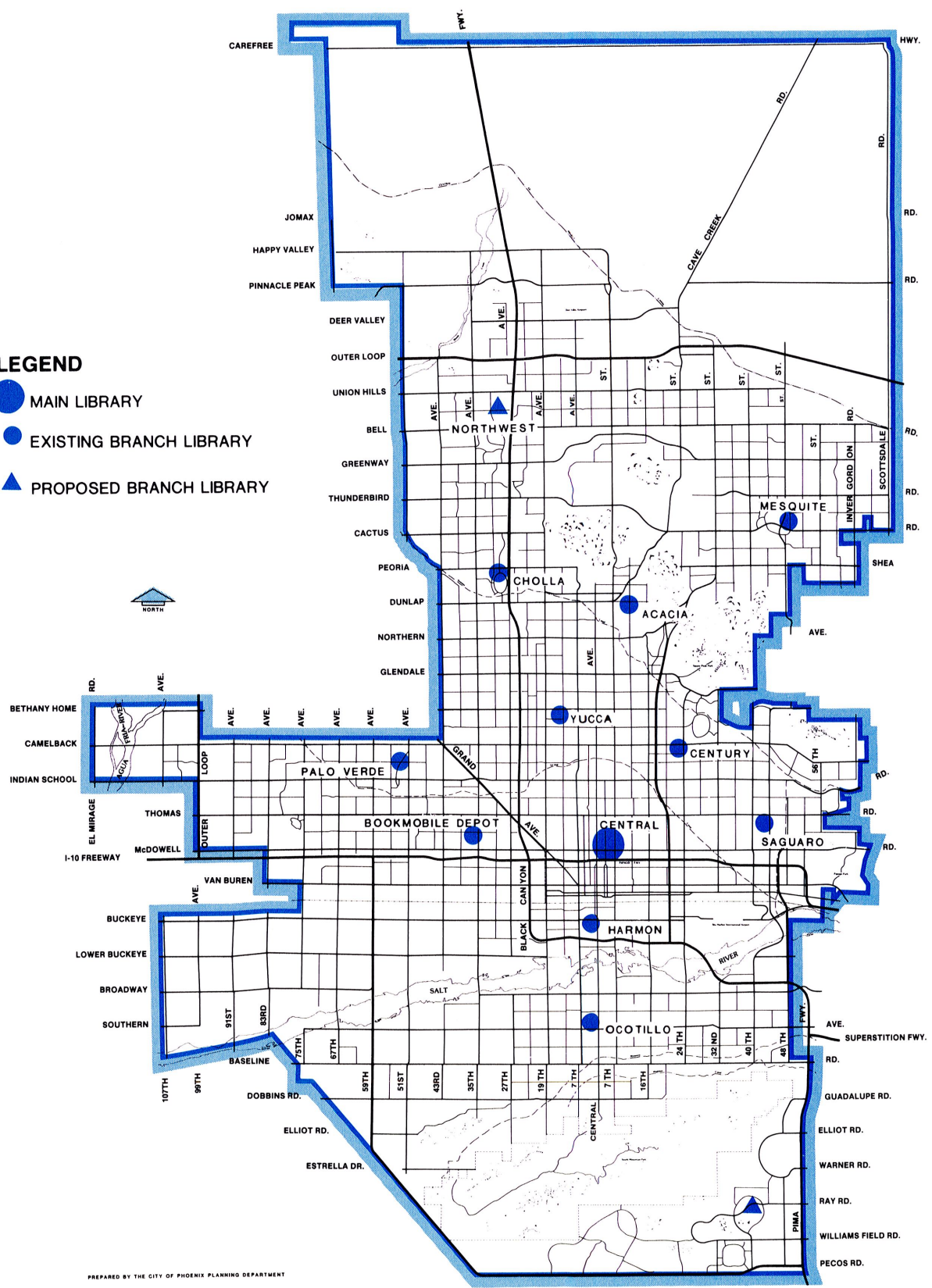
Recommendations:

- * Construct a branch library in Deer Valley.
- * Monitor the growth of western Maryvale and construct a library when needed.
- * Study the need for a branch library in Planning Area "B".
- * Consider a program to rent building area in shopping centers for temporary library facilities where new libraries are being planned and built.
- * Relocate the Central Library to a site adjacent to the north side of the Central Deck Park and east of Central Avenue.

LIBRARIES

LEGEND

- MAIN LIBRARY
- EXISTING BRANCH LIBRARY
- ▲ PROPOSED BRANCH LIBRARY



PREPARED BY THE CITY OF PHOENIX PLANNING DEPARTMENT

Gila River Indian Reservation

FIRE

GOAL

3. A FIRE STATION SHOULD BE LOCATED IN THE CENTER OF A THREE TO FOUR MINUTE RESPONSE AREA WITH PARAMEDIC COMPANIES LOCATED TO RESPOND TO A MEDICAL EMERGENCY IN FIVE MINUTES.

Phoenix has 38 fire stations. Support facilities include a Resource Management Facility and a Training Academy. The 1984-1989 Capital Improvement Program has allocated \$9.2 million to construct three new stations, and three replacement stations, to purchase land for future sites including a regional training academy, and to purchase a variety of equipment.

One area being closely studied for fire station sites is Phoenix's southeast region. Recent developments such as Ahwatukee and The Pointe at South Mountain have placed new demands on the Fire Department, and demand should increase further over the next 15 years.

Another area being studied by the Fire Department is the Central Corridor. Due to the increase in high-rise development and infill activity, stations in the Central City will need to be expanded to add additional companies. In addition, the type of fire service demand and mix of units will change as larger buildings with higher population are developed.

For every four to five fire stations, a district manager's office is being incorporated into a fire station. These offices will handle more public traffic, contain an "8-5" administrative staff, and promote local delivery of fire prevention programs and services. It is the goal of these stations to decentralize some services such as issuing fire permits to the public. Locating in or near a village core is optimum.

The Fire Department also provides paramedic services for the City. The paramedic companies are generally housed in the fire stations. Ultimately the Fire Department will have a paramedic team in each station that has an engine and ladder company and they will be part of the normal crew.

Policies:

- Construct additional fire stations when present facilities cannot efficiently serve new growth or demand. Expand existing stations to add companies when needed.
- Encourage relocation of any existing administrative service stations in or near cores.
- Locate new stations providing administrative services in or near a core.
- Locate fire stations near a major intersection so vehicles can immediately respond in any direction.
- Select 1.5-acre sites unless a station contains administration services that require a two-acre site.

Recommendations:

- * Locate and construct a fire station for the southeast portion of Phoenix.
- * Review the changing complexity of the Central Corridor of Phoenix and project the future demand of the Fire Department in the Central Corridor.

POLICE

GOAL

4. ADEQUATE FACILITIES SHOULD BE PROVIDED TO MAINTAIN THE PRESENT LEVEL OF POLICE SERVICE.

Phoenix has one central police headquarters and six briefing stations. Support facilities include a training academy, a vehicle impound shelter, and an air patrol center.

The Capital Improvement Program for 1984-1989 provides for construction of a briefing station at 56th Street and Paradise Lane. In addition, new equipment and improvements to other stations are included under the improvement program. The City contracts with the County for jail needs.

With the residential growth west and southeast of Phoenix, briefing stations may be needed before the year 2000 in these areas. Consideration is being given to the police and fire departments sharing a station in southeast Phoenix (Area B). Advantages of a joint location would include lower costs for land and construction and better use of training rooms. The expansion of Sky Harbor Airport and the development of Sky Harbor Center may force the Sky Harbor briefing station to relocate.

A newly funded Police Annex to be situated near the central police station will include a multi-level parking garage, office space, and evidence storage space.

Policies:

- Provide a five to six acre site to serve a populations of 135,000 — 140,000.
- Locate police stations on major streets near residential areas.
- Provide in each police station facilities for patrol officers, detectives, traffic personnel, community relations officers and vehicles fleet.
- Construct additional briefing stations when present facilities cannot efficiently serve new growth or City expansion.

GOVERNMENTAL ADMINISTRATIVE AND MAINTENANCE FACILITIES

GOAL

5. SOCIAL SERVICES PROVIDED BY THE CITY SHOULD BE AVAILABLE TO ELIGIBLE RESIDENTS AT CONVENIENT LOCATIONS THROUGHOUT THE CITY.

Facilities providing social services must be situated throughout the City. At present, the City maintains three Human Resources Centers and two satellite centers, twelve Head Start Centers, and four Comprehensive Employment and Training Centers which deliver a wide variety of social services. The City of Phoenix has also implemented a program to construct multi-generation facilities. These buildings will facilitate the delivery of services to youths, adults, and senior citizens at a single site. A combination of recreation and social programs is to be offered. The multi-generation building utilizes capital costs and staff more efficiently. At present, these buildings are planned for location in regional and district parks. However, they should also be considered for development in village cores. These sites will also be used for town hall meetings and forums giving the community greater opportunity to interact with the City and its local government.

Policies:

- Locate social service delivery facilities within each of the village cores.
- Provide social service delivery in the same facilities providing other City services wherever practical.
- Co-locate city social service delivery with private social service delivery when city and private services complement one another.

Recommendations:

- * Expand the two satellite multi-purpose Human Resource Centers in the Maryvale and Sunnyslope areas into full service centers.
- * Proceed with design and construction of the planned multi-generation centers in the Paradise Valley area and in the west and northwest parts of Phoenix.
- * Evaluate need and set priorities for the location of social service delivery facilities in village cores.

GOAL

6. CONVENIENT, ACCESSIBLE GOVERNMENTAL ADMINISTRATIVE AND MAINTENANCE FACILITIES WITH ADEQUATE OFF-STREET PARKING SHOULD BE PROVIDED.

Phoenix, the capital of Arizona, houses four levels of government - City, County, State, and Federal. The original Governmental Mall Plan, adopted in 1969, established the goal of providing centralized administrative buildings for all levels of government in a linear corridor. In 1985 the Arizona Revised Statutes Section 34-225 created the Governmental Mall Commission to prepare an updated plan and approve development within the Mall area bounded by Fillmore, Central, Lincoln and I-17. The Commission's plan, adopted in June 1989, established land use, urban design and transportation objectives to be implemented within this area.

The recently expanded Downtown Civic Plaza serves as a focus for the entire City. It provides cultural and educational opportunities as well as functioning as a convention center. The Civic Plaza consists of a 2,557-seat Symphony Hall, 565,000 square feet of exhibit and meeting room facilities as well as a 3,000-seat ballroom.

The City has six maintenance equipment facilities which service the various equipment (such as sanitation trucks) owned by the City. Another facility is needed.

Policies:

- Maximize the use of governmental facilities at the most economical cost.
- Encourage civic and (village) community identities through building designs, locations and names.
- Locate centralized governmental administrative facilities within the Governmental Mall.
- Locate branch community, administrative, and maintenance facilities near the population they serve.
- Locate administrative, maintenance and community buildings near major thoroughfares, accessible to public transit, and supplied with adequate off-street parking.
- Support the update and implementation of the Governmental Mall Plan.

Recommendations:

- * Locate a new maintenance facility in the central portion of the city.

SEMI-PUBLIC BUILDINGS

GOAL

7. CITY SERVICES SHOULD BE COORDINATED WITH PROVIDERS OF SEMI-PUBLIC SERVICES TO COMPLEMENT RATHER THAN DUPLICATE THEIR EFFORTS.

Many buildings throughout Phoenix, though not owned by the City, exist to serve the public. Churches, hospitals, cultural centers, museums, and historical buildings, serve the community's religious, medical, cultural and historical needs.

Cultural development and historic preservation are of growing concern within the City. A text amendment to the Zoning Ordinance regarding historic preservation has been adopted. A Phoenix Arts Commission was formed to promote cultural development.

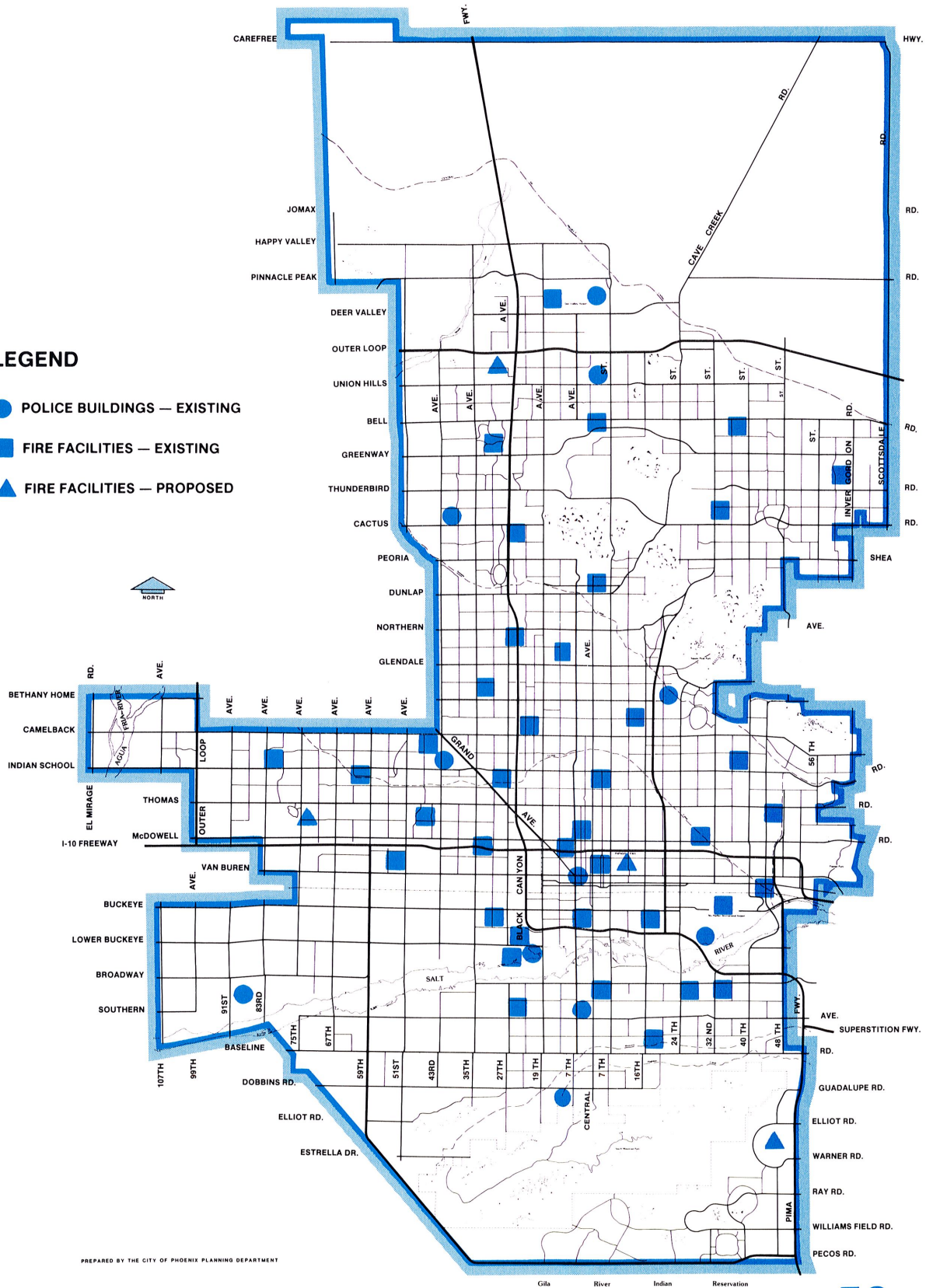
Policies:

- Ensure accessibility to semi-public buildings through sound transportation and site planning.
- Locate hospitals, churches, social service facilities, cultural centers, and museums based upon the projected needs within the City.
- Situate buildings in visible locations to create community identity.
- Encourage site plan standards and guidelines for churches and hospitals that address parking, accessibility, landscaping and open space.
- Encourage developers to work with churches, hospitals, and cultural organizations so that sites can be reserved and acquired in the most appropriate locations.

POLICE and FIRE BUILDINGS

LEGEND

- POLICE BUILDINGS — EXISTING
- FIRE FACILITIES — EXISTING
- ▲ FIRE FACILITIES — PROPOSED



PREPARED BY THE CITY OF PHOENIX PLANNING DEPARTMENT



Public Services



The Public Services and Facilities Element insures the maintenance, improvement, and adequate provision of public services.

Water, wastewater, refuse disposal, drainage and other utility services are the foundation of the lifestyle enjoyed by Phoenixians. To ensure the quality of life, existing facilities must be maintained and improved. In addition, the expansion of these public services and facilities is necessary for urban development and economic growth. A complete range of public utilities is available for the support of urban development. Each public utility and service continually analyzes the present demand and future needs for Phoenix. Electric power services are supplied by Salt River Project and Arizona Public Service. Gas facilities are maintained by Southwest Gas Corporation. Cable-communication utilities are operated through Mountain Bell, Times-Mirror Cable and American Cable. The four public services provided by the City of Phoenix are water, wastewater collection and treatment, residential refuse collection and disposal, and storm drainage.

One of the most important functions of the City is to assure that adequate public facilities are provided to meet the needs of all citizens and developed lands in the City. Rapid growth has created needs for infrastructure which are placing a great strain on City financial resources.

OVERALL GOAL

1. PUBLIC SERVICES AND FACILITIES SHOULD SERVE THE PRESENT POPULATION AND FUTURE GROWTH EFFICIENTLY AND RELIABLY.

Policies:

- Continue coordination between the planning and development of public service facilities and land use planning.
- Provide reliable public utility delivery to accommodate balanced residential, commercial, and industrial growth in all urban villages and other areas in the Phoenix Planning Area.
- Minimize capital and operating costs in providing public services and facilities through management techniques.
- Continue to explore technological advances in the delivery of utilities services.
- Support future bond issues to assist in the delivery of public services and construction of public facilities.
- Continue to study alternatives to the traditional approach to financing infrastructure needs in the peripheral areas.

WATER

GOAL

2. A RELIABLE SUPPLY OF GOOD QUALITY WATER SHOULD BE PROVIDED AT REASONABLE COST TO MEET THE PRESENT AND FUTURE NEEDS OF THE PHOENIX WATER SERVICE AREA, WHILE COMPLYING WITH THE ARIZONA GROUNDWATER MANAGEMENT ACT.

The Phoenix water system services 488 square miles. Water supplies include groundwater from 84 wells and surface water from the Salt and Verde Rivers and from the Colorado River through the Central Arizona Project. The City currently operates and maintains 4,958 miles of water mains ranging in size from less than 2-1/2 inches in diameter to 108 inches in diameter. The four older water treatment plants are Verde, Deer Valley, Squaw Peak and Val Vista. The new Union Hills Treatment Plant is the first to treat Central Arizona Project (CAP) water.

Policies:

- Balance social, economic, and environmental impacts of controlling water demand and expanding supplies.
- Continue coordination between the planning and development of water facilities and land use planning.
- Develop sufficient sources of supply to provide for projected normal rates of water use at all times. This includes times when surface water supplies are less than normal for up to 10 years.

- Maintain total dissolved solids in water delivered to customers at less than 1,000 milligrams per liter and meet or exceed all mandatory State and Federal drinking water standards.
- Protect against deterioration of groundwater quality.
- Take cost-effective actions to enhance poor quality groundwater.
- Design and maintain the water treatment and distribution system to ensure meeting demand requirements under reasonable foreseeable circumstances.

WASTEWATER COLLECTION AND DISPOSAL

GOAL

3. ADEQUATE AND RELIABLE COLLECTION AND TREATMENT OF WASTEWATER SHOULD BE PROVIDED, PRODUCING REUSABLE EFFLUENT AND OTHER RESOURCES AT A REASONABLE COST.

The City of Phoenix is served by two wastewater treatment plants — the 23rd Avenue plant and the 91st Avenue plant. In 1967, Phoenix, Mesa, Scottsdale, Tempe, Glendale, and Youngtown combined efforts to provide wastewater collection and treatment facilities for the majority of the Salt River Valley. This cooperative agreement helped form the Sub-Regional Operating Groups (SROG) whose main objective is to coordinate water quality management for the area tributary to the 91st Avenue plant. The six cities jointly own that plant with Phoenix designated as the lead agency.

A 24 mile multi-city interceptor sewer, known as the Salt River Outfall, was built to carry the combined wastewater of the SROG cities. In 1984, the 20 mile Southern Avenue Interceptor was constructed to provide capacity relief to the Salt River Outfall.

As of 1984, 3,548 miles of sewer lines transport wastewater from a service area of 460 square miles. These sewers serve 303,556 separate service connections. With the population of Phoenix projected to grow, design plans for enlarging the 91st Avenue plant are being formulated. In addition, coordination planning between City departments is ongoing to regulate expansion of the sewer network. Treatment technology research is also vital.

Policies:

- Continue coordination between the planning and development of wastewater facilities and land use planning.
- Provide sufficient treatment plants and collection lines to ensure an adequate system of wastewater collection and treatment.
- Encourage continued association in the SROG to assure coordinated management and service.
- Continue to use treatment technology of wastewater and the Phoenix industrial pretreatment program to provide a safe, healthy environment for Phoenixians and other users of the Salt River.
- Minimize capital and operating costs in provision of wastewater service through management techniques.

SOLID WASTE DISPOSAL

GOAL

4. THE MOST ECONOMICAL, SAFE AND FEASIBLE MEANS OF SOLID WASTE DISPOSAL FOR THE PHOENIX POPULATION SHOULD BE UTILIZED.

Two landfills are currently active. The 27th Avenue Landfill serves the central and southern area and accepts 70 percent of the annual tonnage. It is expected to reach capacity in 1987. The Skunk Creek Landfill serves the north area and accepts the remaining 30 percent tonnage. It is expected to reach capacity around the year 2002.

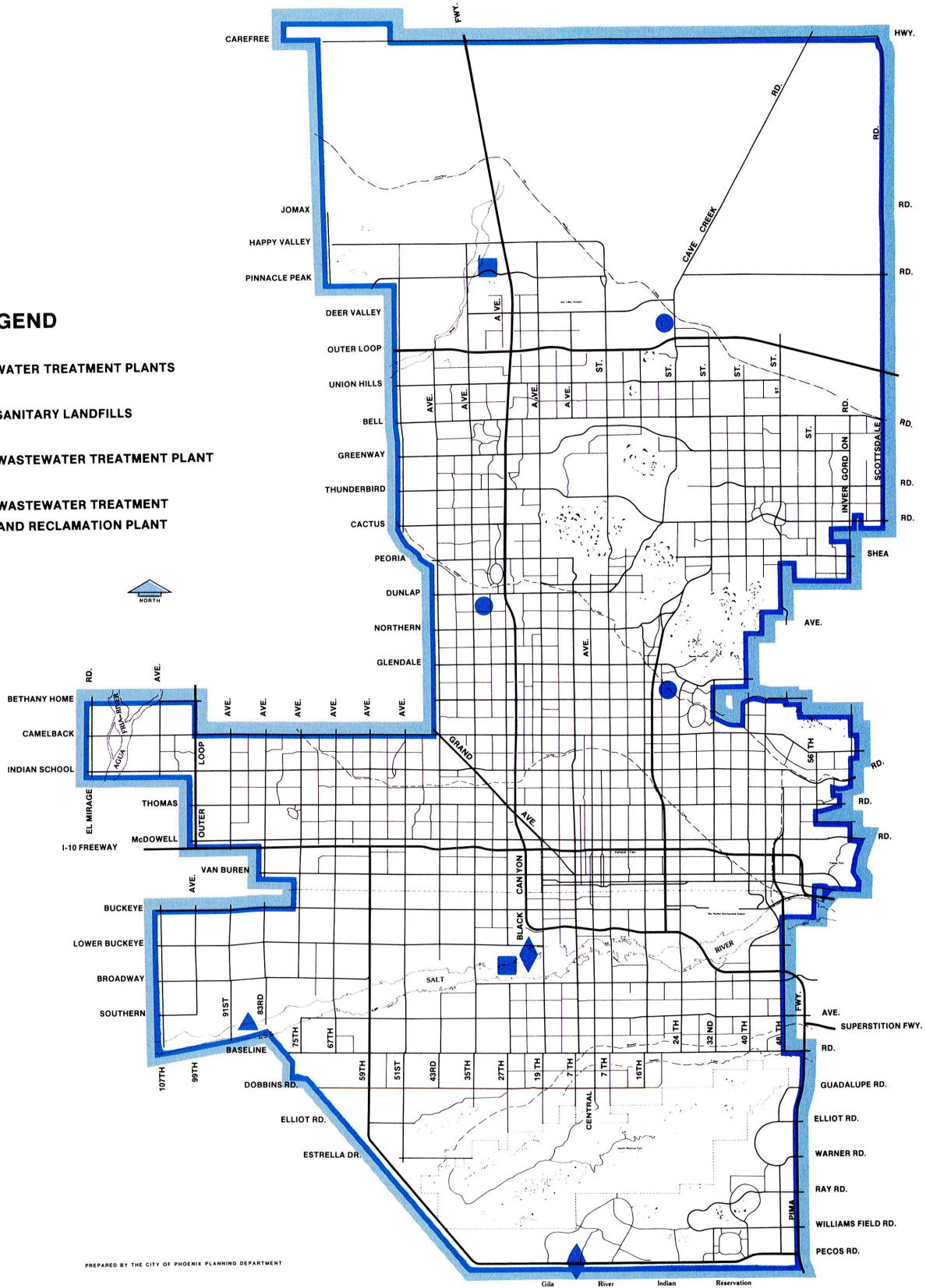
With the anticipated closure of the 27th Avenue Landfill, funds have been earmarked to purchase a new landfill site. Its proposed location is in Maricopa County's western quadrant.

Because of the vast land area in Phoenix, two transfer stations are proposed for efficient hauling. These stations will be of particular value for a regional landfill site.

PUBLIC FACILITIES

LEGEND

- WATER TREATMENT PLANTS
- SANITARY LANDFILLS
- ▲ WASTEWATER TREATMENT PLANT
- ◆ WASTEWATER TREATMENT AND RECLAMATION PLANT



PREPARED BY THE CITY OF PHOENIX PLANNING DEPARTMENT

Revised June 1994

Phoenix has been successful in obtaining and operating low cost sanitary landfills. However, as costs increase, alternative solutions should be studied. The conversion of municipal refuse to usable energy may become one such solution. The City should actively study appropriate future land uses for closed landfills.

Policies:

- Establish large regional landfills that will be environmentally sound and efficient to operate.
- Encourage the concept of large regional landfills.
- Promote techniques such as transfer stations that provide for cost-effective solid waste disposal.
- Encourage the study of alternative solutions to solid waste disposal.

Recommendations:

- * Continue the search for potential landfill sites to meet the growth in demand.
- * Continue analysis of the economic feasibility of converting refuse to energy.
- * Study appropriate uses of closed landfills.
- * Evaluate the potential for methane gas recovery.

STORM DRAINAGE

GOAL

5. THE THREAT OF FLOODING WITHIN THE CITY OF PHOENIX SHOULD BE MINIMIZED.

At one time the only means of disposing of storm waters was by surface flow in the streets, natural washes, and the irrigation system of the Salt River Valley User's Association. The urbanization of Phoenix increased the concentration of storm water and decreased the land available for natural dissipation. These factors led to the need for an adequate storm drain system.

Since 1957, when the Storm Drain Program began, Phoenix has built 174 miles of main trunk storm sewers, and annexed 306 square miles. Growth has occurred much faster than funding for adequate drainage facilities. The result has been that large areas in Paradise Valley and Deer Valley lack storm sewers and storm waters mostly flow in the streets. Often the street gutters and drainage ditches have no outlet to a natural stream and the water carried by them is impounded on developed property, causing damage. However, many additional storm sewers (especially in major streets) have been added and continuing effort is being exerted to improve local drainage problems.

The City of Phoenix contracted with the Arizona Department of Transportation (ADOT) to 1) increase the size of the diversion channel ADOT is constructing on the north side of I-10 coming into Phoenix from the west. This will then accept storm waters from City drainage facilities, and 2) increase the capacity of the drainage tunnels for the Inner-Loop to accept City drainage with the City paying \$7,000,000 for this increased benefit.

The Capital Improvement Program has granted \$83.7 million for necessary improvements to the City storm sewer program and detention basin and drainage channel program. This funding is a beginning to control flooding. However, it is essential to cooperate with the Federal and County agencies in proposing flood control methods and major regional drains and continue to construct storm sewers. Also, it is necessary that those who develop significant areas retain storm water and provide easements to properly manage runoff.

Policies:

- Keep storm sewers apart from both the sanitary sewer system and active irrigation ditches.
- Provide underground facilities in areas where the natural topography has been disturbed.
- Support the Flood Control District of Maricopa County and the Corps of Engineers in their efforts to implement flood control projects such as the Arizona Canal Diversion Channel as approved by Council.
- Encourage completion of Plan 6 to provide Phoenix residents along the Salt River much needed flood protection.

- Cooperate with neighboring cities to solve mutual drainage problems.
- Encourage projects such as the Cave Creek Wash Plan with natural desert wash vegetation accommodating recreational activities while serving as a floodway.
- Support future bond issues for flood control and construction of drainage facilities.
- Cooperate with the Parks, Recreation, and Library Department to plan for joint use of space for recreation and storm water detention purposes.

OTHER PUBLIC UTILITY COMPANIES

GOAL

6. A SYSTEM BETWEEN THE CITY OF PHOENIX AND PUBLIC UTILITY COMPANIES THAT MAINTAINS AND EXPANDS ALL PUBLIC UTILITIES IN A COORDINATED, ORGANIZED MANNER SHOULD BE ENCOURAGED.

To assure sound development, adequate electric, gas, and communication services must be provided. A strong employment base and continuing economic growth are directly affected by an adequate infrastructure.

The Phoenix Planning Area receives electric services from Arizona Public Service and Salt River Project. Gas facilities are managed by Southwest Gas Corporation. Telephone services are provided by Mountain Bell and Cable Communications are provided by American Cable and Times-Mirror Cable. (NOTE: American Cable and Times-Mirror Cable are not technically public utilities, however, their services are in high demand). Each of these utility companies is researching methods to meet present demands and future needs.

The City of Phoenix, through the Subdivision Ordinance, is encouraging the placement of new utilities underground. However, whenever economically feasible in redevelopment areas, placement of existing utilities underground should also be encouraged. In addition, the City of Phoenix Engineering Department has a Utilities Coordinating section which works closely with the public utility companies in issuing permits for utility line development in public rights-of-way and easements. Advance planning for facility and space needs of utilities is highly desirable because of the cost of relocation of utilities installed in streets and other public rights-of-way.

Policies:

- Encourage underground placement of public utilities whenever economically feasible.
- Assist the public utility companies by providing information such as census data and future site location for Planned Community Districts.
- Consult utility companies early so that they may give appropriate consideration to locating major facilities nearby, when planning for heavy industrial complexes, large subdivisions, and other large utilities users.
- Manage the public right-of-way, taking into account benefits derived from its use.



Conservation



The Conservation Element addresses the management of the City's natural resources.

Phoenicians cannot be satisfied with an ordinary natural resources conservation effort. The natural desert environment of Phoenix, while offering a unique opportunity, is fragile and requires special emphasis on proper management. Many of our natural resources, if damaged or destroyed through over-use or negligence, will be lost forever. The City must assure good environmental practices by appropriate direct and indirect regulation.

Of fundamental importance is the protection and conservation of our water, energy and air. The obligation rests not only with government through incentives and regulations, but with the private sector through its planning and operations. Phoenix must have clean air, an adequate and safe water supply, economically priced energy sources, and protection from natural wash flooding if we are to continue attracting new residents, employers and tourists.

GOAL

1. NATURAL RESOURCES SHOULD BE CONSERVED.

Policies:

- Recommend land use actions that promote more efficient use of the transportation system.
- Employ further conservation measures to reduce per capita water and energy consumption.
- Utilize site planning and building design to assure that energy and water conservation measures, appropriate to our desert climate, are being used.
- Promote to attain and maintain air quality standards.
- Continue support of flood protection by controlling local storm watershed runoff.
- Educating Phoenix residents on the techniques of conserving water and energy, and offer incentives for prudent use of all natural resources.
- Protect native wildlife and vegetation.

WATER

GOAL

2. WATER CONSERVATION SHOULD BE USED AS A MEANS TO BALANCE LONG-TERM WATER SUPPLY AND DEMAND AND TO COMPLY WITH THE ARIZONA GROUNDWATER MANAGEMENT ACT.

For many years, the City of Phoenix has provided its citizens with adequate quantities of good quality water. However, as population increases, and the Arizona Groundwater Management Act is implemented, it will be more difficult to provide sufficient water. It is essential that the City evaluate all aspects of water demand and available supplies, and maintain a plan for meeting future needs.

The **Phoenix Water Resources Plan - 1987** is the first step for assuring adequate future water resources. It provides historical perspective, analyzes the present situation and recommends future actions. Included in the plan are supply and demand projections for the next 50 years, proposals for augmenting supplies and programs to reduce demands. Because of the difficulty of accurately projecting the future and the impact of significant water conservation, as well as new source work currently underway, the Plan will be updated biennially.

The **Phoenix Water Conservation Plan — 1986** delineates existing and proposed water demand management programs intended to reduce projected water demand by 20 percent.

Policies:

- Select new water conservation measures as alternatives to development of new supplies when the measures result in beneficial reductions in water use.
- Continue education, water price rate-modifications and leak detection and repair programs.
- Improve the efficiency of water use through retrofit of existing inefficient uses, use of arid region plants, and requirements for use of best available water conservation technology.

ENERGY

GOAL

3. EFFICIENT ENERGY USE SHOULD BE ENCOURAGED THROUGH LAND USE PLANNING AND CONSERVATION MEASURES.

Land development and the arrangement of various uses have a direct effect on energy consumption. The urban village concept promotes energy conservation by providing living, working and shopping opportunities within each village. One potential saving is from the reduction of private automobile use as trip lengths are reduced and mass transportation becomes more feasible.

Emphasis on "urban infill" (the development of skipped-over parcels within the urban fabric) results in further density and integration of various land uses.

At the development project level, more specific design principles and site design techniques, recognizing the microclimate, can be incorporated into the plan. Building and street orientation can reduce energy demands for heating and cooling. Vegetation and landscaping as well as building design and topography are other important factors to be considered on a project-by-project basis.

Policies:

- Emphasize infill and higher-density urban development that provides living, working and shopping opportunities to reduce energy consumption.
- Follow energy-conservation measures and standards to maximize efficiency of energy utilization in site plan and building design.
- Provide incentives for use of renewable energy sources including geothermal heat, recycling of waste products and efficient solar energy systems.
- Promote public education, stressing the responsibilities of each person to conserve energy resources.

AIR

GOAL

4. HEALTHFUL AND AESTHETICALLY PLEASING AIR QUALITY IS THE RIGHT OF EVERY PHOENIX RESIDENT.

The Maricopa County Urbanized Area, which includes the City of Phoenix, currently fails to meet federal health-based air quality standards for carbon monoxide, ozone and particulate pollution. Tailpipe emissions are responsible for almost 90% of carbon monoxide pollution. Tailpipe emissions and vehicle refueling account for over one-half of the area's hydrocarbon emissions, the principal cause of ozone pollution. Driving on both paved and unpaved roads accounts for about three-quarters of particulate pollution. Construction activities also contribute to particulate pollution. Vehicles and stationary sources also produce toxic pollutants which are potentially hazardous, largely unregulated, and about which relatively little is known. Although presently unregulated, introduced species of plants produce airborne pollens that can trigger asthma, allergic reactions, and other health problems.

Air pollution and traffic congestion are major concerns of many Valley residents because these conditions not only cause health related problems, but also detract from the desirable quality of life. Visibly poor air quality inhibits the City's economic development by making living and working here less healthful and less attractive. These conditions also invite stringent federal sanctions.

Because air pollution does not respect political boundaries, all communities in the Valley along with the State of Arizona and Maricopa County share in the responsibility to improve air quality. The Maricopa Association of Governments has developed air pollution control plans. The City has adopted these plans and has committed to a variety of activities to reduce pollution levels.

Policies:

- Aggressively carry out responsibilities to implement air pollution reduction strategies contained in the Maricopa Association of Governments Plans.
- Reduce single-occupant commuting by Municipal workers.
- Explore new methods to accelerate paving of unpaved roads and stabilization of unpaved alleys.

- Aggressively enforce existing requirements to control particulate emissions from construction sites and parking lots.
- Use cleaner burning fuels in the City fleet and continuously develop and implement ways to reduce emissions from Municipal facilities.
- Explore ways to reduce pollens associated with introduced species.
- Support the development of programs to control toxic emissions from stationary sources.

RECLAMATION OF LAND AND FLOOD CONTROL

GOAL

5. ADEQUATE STORM DRAINAGE FACILITIES AND FLOOD PROTECTION MEASURES SHOULD BE PROVIDED FOR PHOENIX CITIZENS AND THEIR PROPERTY.

Although not resulting in loss of life, periodic flooding in Phoenix has taken a heavy toll in damage to private property and public facilities. Flooding may be caused by heavy local thunderstorms, and by high river flows resulting from water releases by Salt River Project from upstream dams.

Several agencies are developing area-wide projects that will provide an acceptable level of protection. These include: the Flood Control District of Maricopa County; U.S. Bureau of Reclamation; U.S. Army Corps of Engineers; and the City of Phoenix. The Flood Control District is the local agency responsible for flood control. The storm drain program is the responsibility of the City of Phoenix.

The flood control program includes four dams and a flood channel along the Arizona Canal. The dams include Dreamy Draw, Cave Buttes, Adobe, and New River. Also, the Central Arizona Project includes detention dikes and other flood control features to provide additional protection. Other measures of flood control include detention basins and drainage channels being completed by joint efforts of the Flood Control District and the City of Phoenix.

The Storm Drain Program in the City was practically nonexistent prior to 1957. Between 1957 and 1984, 174 miles of major trunk storm sewers were constructed. It is anticipated that the recently approved bond program will add an additional 60 miles over the next five years. (See the Public Services element for further detail).

Regulatory measures are now in effect for protection against flooding. A Grading and Drainage Ordinance regulates indiscriminate filling and diverting of natural washes in addition to insuring adequate drainage for new construction. Floodplain Management is a regulation to discourage unwise use of floodplains, thereby reducing the level and severity of future floods. This program makes Phoenix residents eligible for federally subsidized flood insurance. The City of Phoenix has also adopted a Floodplain Ordinance that identifies a floodway encroachment line, a selected floodway, and a floodway fringe area. This City ordinance calls for all construction activity within these identified areas to be reviewed and approved by the City Engineer.

Policies:

- Support the Flood Control District of Maricopa County and the Corp of Engineers in their efforts to implement flood control projects for Phoenix.
- Support the Rio Salado, Cave Creek Wash, Indian Bend Wash and Agua Fria Wash projects as joint flood control/recreation projects.
- Maintain an active and progressive program of storm drain, detention basin and drainage channel construction.
- Design new development to provide protection from potential impacts of flooding during the "one percent" or "100-year" flood.
- Preserve designated floodway areas for non-urban uses or develop with flood compatible uses such as those of the Indian Bend Wash, the proposed Rio Salado Project, and the flood channel along the Arizona Canal.

WILDLIFE AND VEGETATION

GOAL

6. THE LIFESTYLE OF THE CITIZENS OF PHOENIX SHOULD BE ENRICHED BY ENHANCING AND MAINTAINING WILDLIFE AND VEGETATION RESOURCES IN THE COMMUNITY.

Although urbanization has destroyed much of the City's wildlife habitat, certain areas have been left relatively undisturbed. The continued existence of wildlife or unique botanic communities is a source of interest and pleasure to many citizens. To destroy the habitat upon which these organisms are dependent, degrades the environment of which man is a part.

The environment in desert regions is very susceptible to urbanization. Therefore, if we are to attain the goal, the awareness of the public and private sectors must be expanded to preserve these resources for future generations.

A report reviewing plant and wildlife types in Phoenix, adverse impacts of urbanization and corrective measures is available from the Phoenix Planning Department.

Policies:

- Determine appropriate measures for preventing destruction of ecologically important areas.
- Encourage more group plantings rather than separate, widely spaced plantings and the use of more berry producing vegetation in parks and wildlife areas.

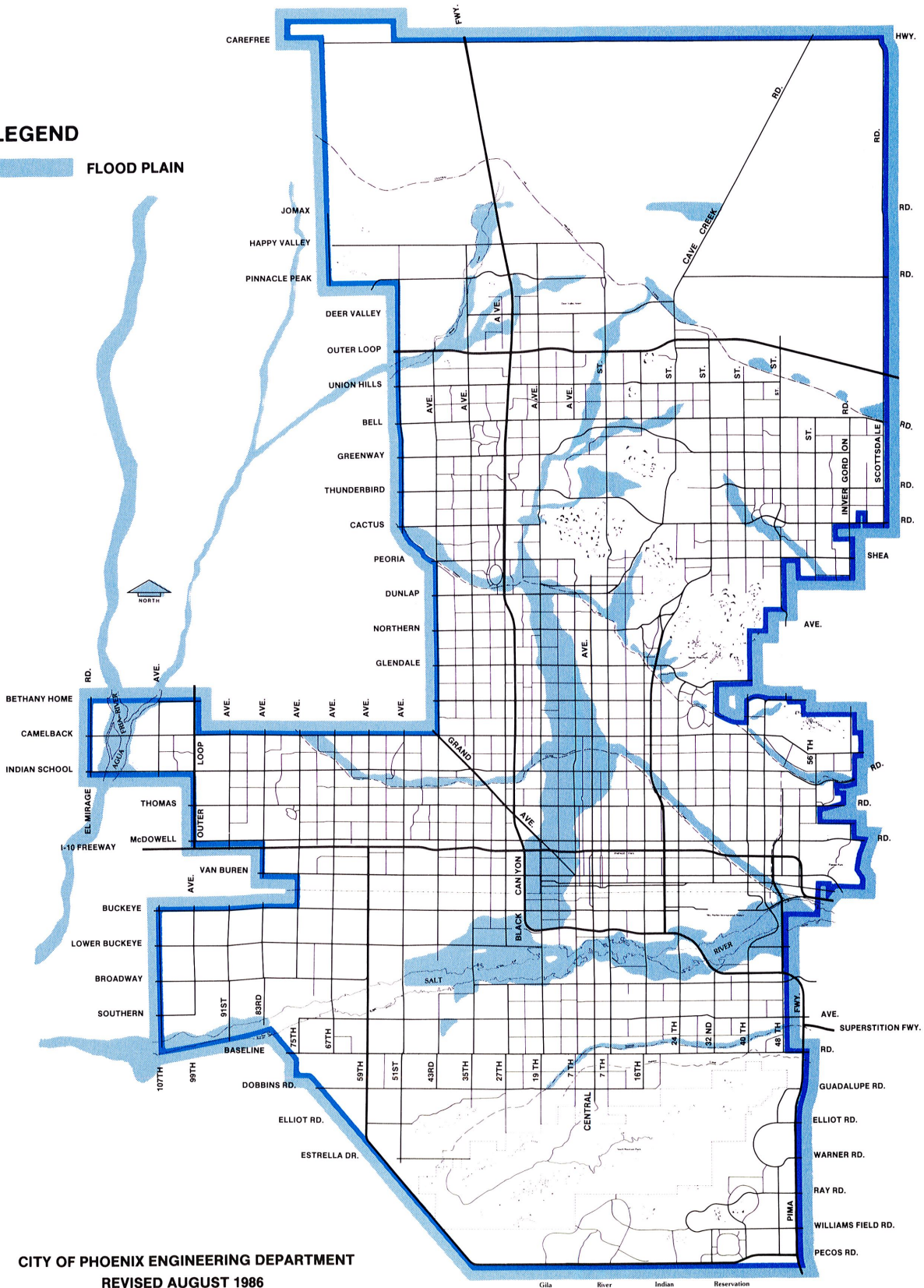
Recommendations:

- * Study each urban village to determine ecologically important areas and existing wildlife and vegetation characteristics.
- * Provide water drip locations, rainwater catch basins, elevated brush piles, and native vegetation in parks to support native wildlife species.
- * Establish a city advisory function to provide data and programs to citizens interested in developing micro-habitats on private property.
- * Establish a city educational program to provide information regarding locations, characteristics and survival requirements of animal life, and develop ways of engaging citizen involvement in programs leading to wildlife and vegetation conservation.

DESIGNATED FLOOD PLAINS IN PHOENIX

LEGEND

 FLOOD PLAIN



CITY OF PHOENIX ENGINEERING DEPARTMENT
REVISED AUGUST 1986

Revised July 1989 June 1994



Safety



The Safety Element provides guidelines for alleviating natural and man-made hazards. Natural hazards such as flooding can result in significant costs to the community, major property damage and potential loss of life. Equally dangerous are man-made hazards such as improper handling, use and disposal of industrial chemicals.

Since it is not possible to eliminate all such risks, the City and its residents must decide, based on personal, social and economic cost and benefits, the degree of acceptable risk. To a large extent, this has already been accomplished by such actions as the adoption of development standards for floodplains, adoption of street and highway standards, maintenance of police and fire departments and adoption of City regulations concerning many less obvious aspects of public safety. However, other concerns of great importance are just now being addressed. The chemical pollution of ground water and land subsidence have been recognized as hazards within Phoenix. The newly recognized hazards associated with high-tech industry reaffirm the need for continued reevaluation of existing policies and standards, and perhaps the adoption of new ones to deal with changing needs.

GOAL

1. THE COMMUNITY SHOULD BE PROTECTED FROM INJURY AND DAMAGE RESULTING FROM NATURAL AND MAN-MADE HAZARDOUS CONDITIONS, BOTH CATASTROPHIC AND INSIDIOUS.

Any aspect of the environment, man-made or natural, that impinges on public health and safety should concern the community. However, to some extent most of the following categories of hazard have been and continue to be addressed by private and public agencies at the federal, state or city levels. In cases such as fire prevention and control in Phoenix, City involvement is substantial; in other cases it is not.

Many interrelationships link various topics within the Safety Element and other elements of the Plan. Land subsidence directly relates to water resources; flooding relates to public facilities, hazardous materials disposal and ground water pollution; noise relates to air and ground transportation as well as manufacturing; and areas of high exposure to natural hazards are related to all factors of land use planning.

FLOOD HAZARD

This topic is discussed in the Conservation Element under "Reclamation and Flood Control."

SOILS AND GEOLOGIC HAZARD

GOAL

2. THE COMMUNITY SHOULD BE PROTECTED FROM RISK ASSOCIATED WITH SOIL FAILURE, EROSION AND GEOLOGIC INSTABILITY.

Hazards related to soil and geologic conditions in the Phoenix area include expansive soils (subject to shrink and swell behavior), land subsidence with associated earth fissures, erosion and landslides. Continued over-drafting of ground water will increase land subsidence. Expansion of the City into desert and hillside areas north of the Valley will increase the City's exposure to erosion and landslide hazards as those areas are developed.

Because of the unique problems inherent in the development of land in hilly or mountainous areas, special review processes and standards have been developed for inclusion in City ordinances. In addition to grading, drainage and floodway regulations that may apply to hilly areas, the City has adopted subdivision regulations and zoning ordinance provisions that deal specifically with hillside areas.

The unique situations and special considerations that confront development in hillside areas include, but are not limited to, rock fall hazards, landslides, stormwater runoff, limitations on vehicular access and increased difficulty in providing public services and utilities. In general, as slopes become steeper and land becomes more rough and broken, the potential hazard increases. Access becomes more difficult and development is more limited.

Soil types have been identified and mapped for a large portion of the Phoenix area by the U.S. Soil Conservation Service. As the City grows into areas beyond existing surveys, new areas should be surveyed and mapped. Recent studies of land subsidence and earth fissures, such as those conducted for the City in the Paradise Valley area, should continue and efforts should be made to identify areas subject to fissures prior to development.

Policies :

- Identify and map areas with soil and geologic hazards.
- Require development proposals to assess soils and geologic hazards such as shrink-swell potential, erosion, landslide and earth fissures from land subsidence.
- Take mitigation measures when locating public facilities in areas subject to soils or geologic hazards in order to avoid extraordinary maintenance or replacement cost.

FIRE HAZARDS

GOAL

3. THE COMMUNITY SHOULD BE PROTECTED FROM BOTH MAN-MADE AND NATURAL FIRES, WITH AN EMPHASIS ON FIRE PREVENTION AND AUTOMATIC SYSTEMS TO CONTROL STRUCTURAL FIRES.

The Phoenix area is subject to both urban and wildland fires. Fire is a unique hazard because it is both natural and man-made. International actions, accidents and acts of nature can all significantly affect the risk of fire.

In urban areas of the City, the most serious concern is fire in high-rise buildings, multi-family structures, and commercial and industrial buildings. Fires in single-family dwellings are more easily contained and are less likely to involve the combustion of toxic materials. Although smoke alarms are required in all residential structures, sprinkler systems are not required in all large, public or multi-family structures.

Brush fires are a hazard in rural desert and mountain areas as well as in weed covered lots within the urban area of the City. The proximity of people to weed covered City lots and the recreational use of desert areas increase the potential for man-made brush fires that can threaten private property and endanger lives.

Policies:

- Construct all new development, at a minimum, to the standards of the City of Phoenix Fire Code, Building Code and other regulations.
- Provide adequate access for emergency vehicles, particularly fire fighting equipment, as well as secure evacuation routes for inhabitants.
- Encourage automatic sprinkler systems in all buildings. Consider requiring such systems in all large, multi-story and multi-family buildings.
- Regulate the storage of flammable and explosive materials and strongly encourage the proper transportation of such materials.
- Continually review the changing demands of the Fire Department. As paramedic services and coping with hazardous materials assume a larger role, equipment and the location and size of facilities may need to change.

HAZARDOUS MATERIALS

GOAL

4. THE COMMUNITY SHOULD BE PROTECTED FROM THE RISK INHERENT IN THE USE, STORAGE AND HANDLING OF HAZARDOUS MATERIALS, RECOGNIZING THAT THE USE OF SUCH SUBSTANCES IS AN INTEGRAL PART OF OUR SOCIETY AND ECONOMY.

The term "hazardous materials" encompasses a large number of substances, including toxic metals, chemicals, and gases; flammable and/or explosive liquids, solids and gases; erosive materials; infectious substances; and radioactive materials. The transport, distribution, storage, use and disposal of materials is of extreme concern to the community. There is a potential for catastrophe as well as the slow and insidious pollution of our environment.

Policies:

- Cooperate with other government agencies in the development of standards for the proper storage, transportation and disposal of hazardous materials.
- Support State and Federal legislation that strengthens safety requirements for the transportation of hazardous materials.
- Prepare strategies and plans for evacuation of inhabitants and for handling emergencies involving hazardous materials.

NOISE HAZARD

GOAL

5. THE COMMUNITY SHOULD BE PROTECTED FROM THE ADVERSE IMPACTS OF EXCESSIVE NOISE.

Noise, as a hazard to public safety and well being, is a man-made component of the environment. Aircraft noise, noise from vehicles, manufacturing, commercial activities and public events are all components of the urban environment. Occasionally, individually generated noises will become momentarily dominant, but the existing background or ambient noise level in a community is the product of the cumulative effects of all sources large and small.

Policies:

- Establish noise level objectives for the community, including both interior and exterior noise quality levels.
- Establish a noise reduction program with acceptable noise levels.
- Encourage new development to include noise attenuation in the project design.
- Encourage the use of noise reduction and suppression techniques.
- Include appropriate noise attenuation techniques in the design of all new parkways, expressways and freeways.
- Encourage the use of quieter aircraft.
- Encourage safe and noise compatible land uses within airport noise zones as such uses may be described in the 1989 Part 150 Noise Compatibility Study For Sky Harbor International Airport within airport noise zones for Sky Harbor as on the attached maps.
- Permit noise-generating recreational vehicles such as dune buggies, ATVs, dirt bikes and ultra-light aircraft only in areas or at altitudes (ultra-light aircraft) where the resulting noise is no greater than ambient noise levels for adjacent land uses.

AIRCRAFT AND AIRPORT SAFETY

GOAL

6. THE COMMUNITY SHOULD BE PROTECTED FROM THE HAZARDS OF AIRCRAFT ACCIDENTS.

Sky Harbor International Airport and the other municipal airports are a great asset to the City. Urban airports offer both convenience and economic benefits to the community. However, an urban location increases the potential hazard to both aircraft passengers and adjacent landowners.

Policies:

- Continue to protect the established airport height zones against encroachment by development.
- Continue to limit development within airport clear zones in accordance with Federal Aviation Administration rules and regulations.
- Future land uses within the Sky Harbor Center area will be compatible with the operation of Sky Harbor International Airport.
- Continually reevaluate the operational and development plans for all City-owned airports, as well as other airports within the Phoenix sphere of influence, to keep abreast of changing needs and demands, technological changes and land use considerations.
- Give careful consideration to land use relationships and compatibility when considering the approval of Helistop and Heliport locations within the City.

GROUND TRANSPORTATION SYSTEMS SAFETY

GOAL

7. THE SAFE AND EFFICIENT TRANSPORT OF PEOPLE AND MATERIALS AS WELL AS A SYSTEM THAT CAN MEET THE DEMANDS OF OTHER PUBLIC SAFETY AND HEALTH SERVICES SHOULD BE PLANNED. THIS SHOULD INCLUDE THE NEED FOR EMERGENCY EVACUATION.

A safe, efficient ground transportation system is essential to public safety. Street and highway design affects the safe operation of motor vehicles. The safe transport of hazardous materials, and efficient provision of fire and police protection, paramedic services, public utilities and refuse collection all depend on an adequate transportation system. As the only major ground transportation system in the Phoenix metropolitan area, streets and highways must allow for safe and efficient movement of people and materials by day and night in all weather conditions.

Bridges vulnerable to flooding are of special importance when considering evacuation routes. Natural or man-made disasters could necessitate the speedy evacuation of large portions of the City. Although the danger of large-scale natural disasters requiring evacuation, man-made disasters or nuclear attack is slight, plans need to be prepared and continually updated.

The Maricopa County Department of Civil Defense and Emergency Services has prepared the "Phoenix/Maricopa County Crisis Relocation Plan". It is based on the "State Nuclear Civil Protection Plan: Crisis Relocation Plan (Interim)" which has been approved and signed by the Governor. The state plan assigns "host" areas to which the threatened urban population would be evacuated. The county plan designates evacuation routes, destinations, and a schedule for departure for the residents of each postal ZIP code area in metropolitan Phoenix. If there were a threat of impending natural disaster or nuclear attack, the Governor would order the evacuation. The departure schedule and routes by ZIP code and other basic information would be published in the newspaper. Designated critical personnel needed to keep the cities functioning, governmental officials, police officers, firefighters, medical staffs, skeleton staffs for public utilities, and so on, would go with their families to nearby host areas within commuting distance of their work place. Civil Defense officials hope that the evacuation could be completed in two days. The county plan has not yet been adopted by the Board of Supervisors.

Policies:

- Continue to provide the safest and most convenient street and highway transportation system possible within the existing physical constraints.
- Continually reevaluate emergency and evacuation plans as they relate to the City's transportation system.
- Continually review the City's transportation system and evaluate new transportation systems for possible application within Phoenix.



Bicycling

The Bicycling Element sets forth goals, policies, and programs and includes maps showing the existing and proposed bicycle facilities.

Bicycling is popular throughout the United States, particularly in Arizona. Arizona's climate, topography, and scenic attractions make the state an excellent area for bicycling.

An earlier study of bicycling in Arizona, by Bivens and Associates, projected the number of bicycles in Maricopa County between 1975 and 2000. The study estimated that in 1985, approximately 265,700 households owned approximately 584,500 bicycles. Bicycle ownership is expected to nearly double by the year 2000, increasing to approximately 923,000 bicycles. Clearly, there is an increasing demand for bicycle facilities.

GOAL

1. INCREASE THE ACCESSIBILITY OF BICYCLISTS TO DESTINATION POINTS WITHIN THE CITY OF PHOENIX.

Policies:

- Provide a more accessible bicycle system which ties residential origin points with major destination points.
- Provide bicycle facilities which connect parks, neighborhoods, shopping centers, new city buildings and local businesses to the primary bicycle system.
- Encourage the coordination of bicycling with public transit.
- Remove physical barriers and hazards to bicycling from the streets and other bicycle facilities where feasible.

Recommendations:

- * Implement the Proposed Phoenix Bicycle System which was adopted by City Council in September 1987 (shown on Map B-2) according to the priorities and responsibilities for bicycle facilities outlined in the Phoenix Bikeway System Plan Update dated September 1987.
- * Take steps to improve and maintain existing street system where feasible to increase safety for bicyclists.
- * Take steps to accommodate bicycle transportation in planning and design standards and construction of new streets and freeways.
- * Institute a Bicycle Coordinator position within the City of Phoenix to manage interdepartmental responsibilities related to bicycle facility development and management.
- * Develop planning and design criteria for bicycle facilities in coordination with the Arizona Bicycle Task Force.
- * Include bicycle facilities along freeways and include appropriate freeway crossings in cooperation with the Arizona Department of Transportation (ADOT).
- * Assure private developer participation in the provision of bicycle facilities through the Development Services Department.
- * Study the feasibility of alternative funding sources.
- * Include adequate width for bicycle facilities in street and scenic drive cross-section standards.

GOAL

2. INCREASE BICYCLE RIDERSHIP WITHIN THE CITY OF PHOENIX.

Policies:

- Provide a compatible street system and remove barriers to bicycling.
- Provide information and maps for bicyclists.
- Encourage the provision of supplementary bicycle facilities such as bicycle parking, bike and ride facilities, and locker and shower facilities at major commuter destinations.

Recommendations:

- * Include bicycle facilities as an integral part of future developments in all areas throughout the City which connect to other existing and proposed bicycle facilities.
- * Prepare a bicycle suitability map for public distribution.
- * Expand the City's bicycling promotional programs.
- * Provide for bicycle parking at the private and government buildings.
- * Work with schools in providing bicycle facilities.

GOAL**3. IMPROVE BICYCLING SAFETY WITHIN THE CITY OF PHOENIX.****Policies:**

- Develop and implement a strong bicycle training and safety program targeted toward children, adults, senior citizens, and motorists.
- Provide standard signing and marking on appropriate bicycle facilities.
- Minimize bicycling conflicts with pedestrians and motorized vehicles.
- Provide regular maintenance and repair of bicycle facilities including street cleaning.

Recommendations:

- * Expand the current bicycle safety and education programs to include bicycle safety education for children, adults, senior citizens, and motorists.
- * Develop and conduct a public information media campaign to promote bicycling and bicycle safety.
- * Prepare a detailed set of bicycle facility planning and design criteria.
- * Remove physical barriers and hazards to bicycling including utility and traffic signal poles, street furniture, drainage grates, fire hydrants and mail boxes, from newly constructed or reconstructed streets and sidewalks.

DEFINITIONS**Bicycle:**

Every device propelled by human power upon which any person may ride, having two tandem wheels either of which is more than 16" in diameter or having three wheels in contact with the ground any of which is more than 16" in diameter (Arizona Revised Statutes 28-101).

Bicycle Facilities:

A general term denoting improvements and provisions made to accommodate or encourage bicycling including any path, lane, route, trail, special shoulder or other treatment provided "on-road" or "off-road" to transport a bicycle and rider. The term also applies to special bicycle maps, parking, ramps, or other engineering or environment treatments for bicyclists.

Bicycle Path: (Class I)

A path surface for exclusive use by bicyclists, physically separated from motorized vehicular traffic by an open space or barrier. A bicycle path may be located either within the highway right-of-way or within an independent right-of-way.

Bicycle Lane: (Class II)

A portion of a vehicular roadway which has been designated by striping, signing, or other traffic control devices for preferential or exclusive use by bicyclists.

Bicycle Route: (Class III)

A bicycle facility segment which is marked by the appropriate directional and information signs and/or pavement markings.

Bikeable Street:

Any vehicular roadway which is considered suitable for bicycling.

EXISTING CONDITIONS

The existing Phoenix bicycle system is shown on Map B-1. The system consists of bike routes, bike lanes, separate bike paths, and eight foot sidewalk paths. Separate paths are located predominately within recreational areas such as Papago Park, along the Arizona and Highline Canal, and within Cave Creek Wash. Signed on-street routes include Maryland Avenue. The City has six existing published routes (shown in Figure 1). Signed commuter routes exist on Third Avenue, Fifth Avenue, and Seventh Street. There are also approximately 25 miles of unsigned eight foot sidewalks constructed in private developments throughout the City.

PLANNED BICYCLE SYSTEM

Conditions within the City of Phoenix present both opportunities and constraints for developing a good bicycle system. Opportunities include the City's climate, topography, extensive canal system and washes. Development of new freeway corridors, new residential developments and other construction provide additional possibilities for new bikeways. These opportunities, however, are offset by significant constraints including limited funds, high traffic volumes and lack of continuity in streets other than major streets. Limited rights-of-way, pavement width, and street capacity further impede development of bicycle facilities.

The recommended system is designed to provide a more accessible bicycle system within the constraints of natural physical barriers, location of major streets and freeways, and high traffic areas. The intention of the system is to serve all types of bicyclists from the novice to the expert for all types of trips including commuter and recreational. The system connects neighborhoods with park areas, canals, downtown, and other employment centers. The complete system will allow bicyclists to travel on separate paths from the Central Arizona Project, through the Cave Creek Wash to the Arizona Canal, along the Canal to Papago Park. This proposed system makes full use of the canal system in the City of Phoenix and will provide an excellent opportunity for the City's residents.

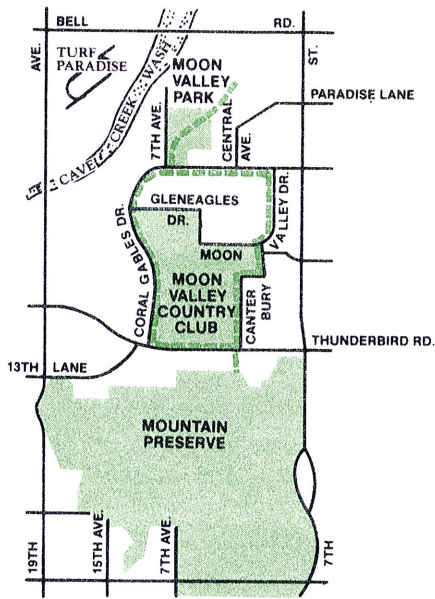
The ultimate system will provide the user with on-street connections between neighborhoods, parks, and other bicycle facilities. Commuters will be served not only by bikeable streets, but also by the routes along the major transportation corridors within the City. Just as the recreation routes make full use of transportation corridors, the commuter facilities make full use of the major transportation corridors.

The proposed Phoenix Bicycle System, which was adopted by the Phoenix City Council in September 1987, is shown on Map B-2. The system includes the existing, committed, and planned bicycle facilities. It should be noted that the proposed system indicates the minimum bicycle system to be developed. It does not preclude development of additional facilities which may be required by the Development Services Department or periodically added to update the system map. The proposed system consists of approximately 588 miles of bikeable streets, routes, lanes, and paths. The Phoenix Bikeway System Plan Update, September 1987, includes further details on the proposed bicycle system and on its implementation.

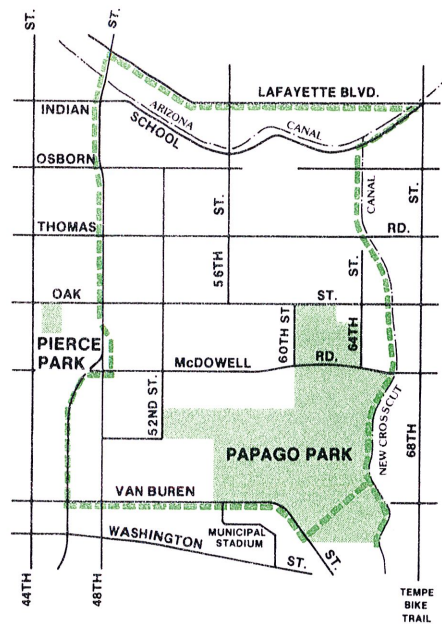
RECREATIONAL BIKEWAYS

Existing Bikeways:

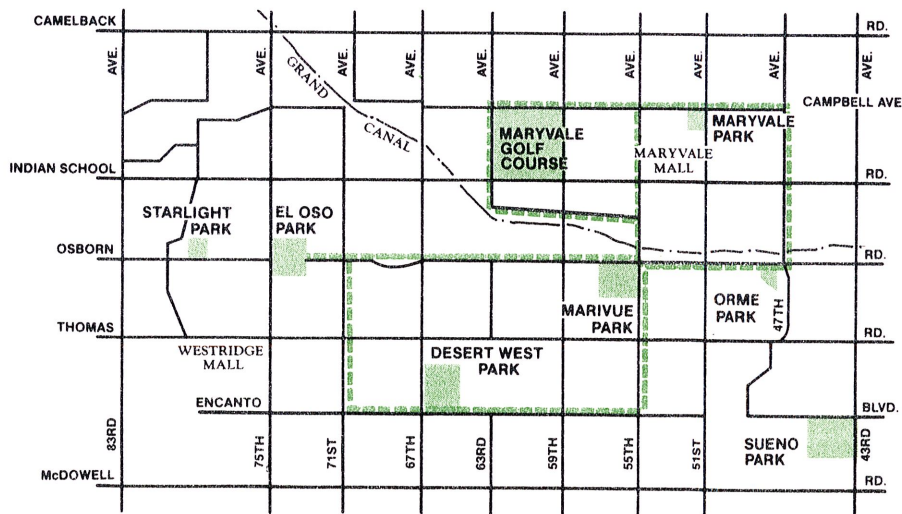
Phoenix has six developed recreational bikeways. These are shown on the following maps.



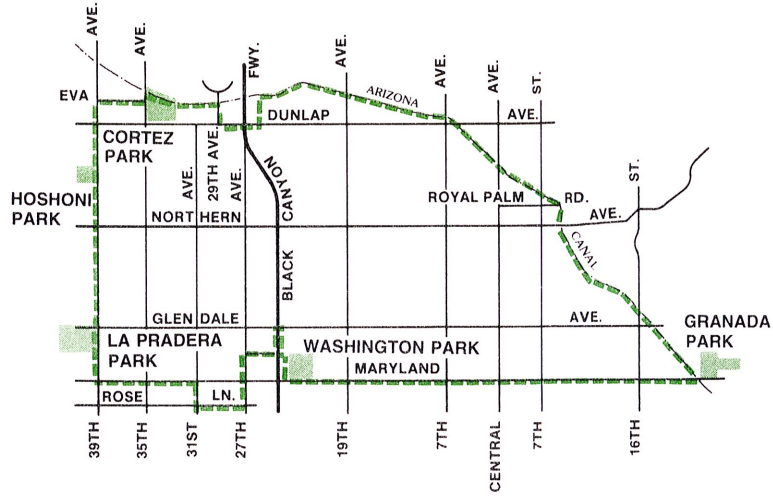
MOON VALLEY



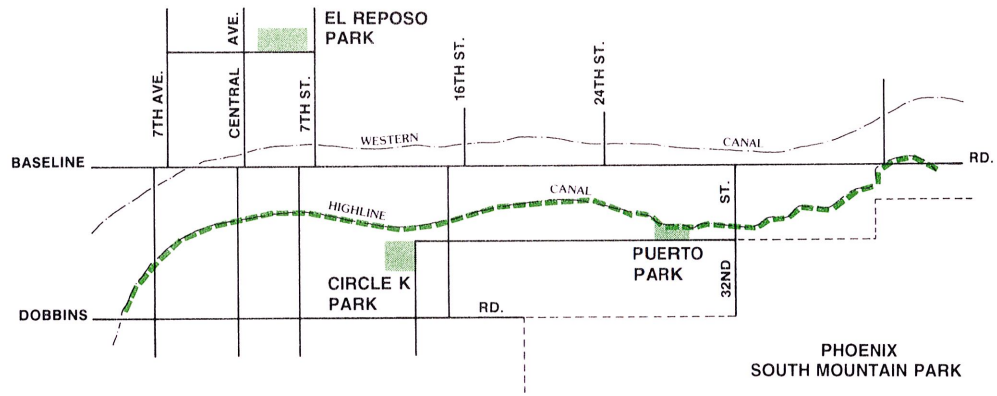
PAPAGO PARK LOOP



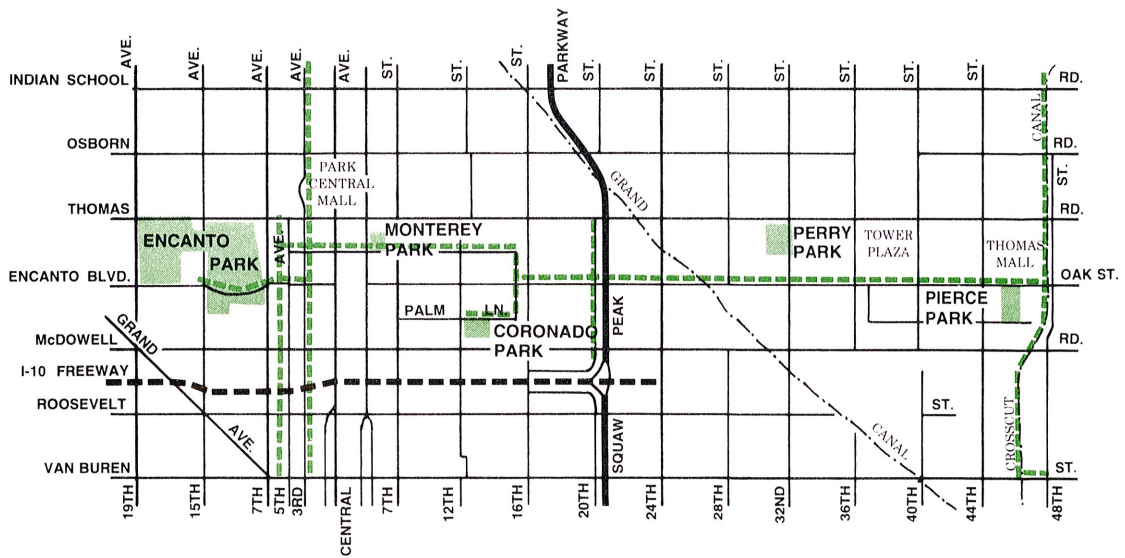
MARYVALE



ARIZONA CANAL LOOP



HIGHLINE TRAIL



CENTRAL CROSTOWN

Implementation

WAYS TO IMPLEMENT THE PLAN

State law requires the Planning Agency to take the following actions to implement the adopted General Plan:

- Recommend measures to effect the Plan.
- Report annually to the Council on the status of the plan and progress in implementing it.
- Promote public interest in and understanding of the General Plan.
- Consult and advise other officials, agencies, and organizations on implementing the Plan.

A variety of additional techniques could be developed to help implement the Plan. These include but are not limited to the following:

- Specific plans for village cores and other areas.
- Special neighborhood plans.
- Capital improvement programming.
- New zoning districts.
- Rezoning and downzoning.
- Joint public/private cooperation in planning and providing infrastructure.
- Density transfer.
- Incentives and new financing techniques.
- Redevelopment areas.
- Design review.

The City Manager is directed to develop and refine implementation tools and techniques and where appropriate to bring these to the City Council for approval.

In addition, the Planning Director is directed to monitor the need for Plan amendment and report quarterly to the Commission and Council on any aspects of the General Plan that should be considered for revision. At least once each year, the Planning Commission should schedule a public hearing to allow for community input on Plan refinements.

Once each year, the Planning Director and the Planning Commission should recommend refinements and adjustments to the General Plan to the City Council and, with input from Village Planning and other citizen committees, should complete a major evaluation and update of the Plan for submission to the Council every five-years.

RELATIONSHIP TO OTHER PLANS AND PROGRAMS

Specific Plans

Because the General Plan is intended to provide only general guidance for the City, Specific Plans, as defined in Title 9, Ch. 4, Art. 6, A.R.S. (Sec. 9-461), should be considered for the purpose of refining plan elements or to provide more direction for an area. Specific plans could be prepared for neighborhoods, transportation corridors, major open areas, large vacant areas, village cores or other areas in need of special study. Such specific plans should be consistent with the General Plan. In situations where an amendment to the General Plan is necessary, a specific plan may provide the basis for amendment.

Zoning

Zoning regulations are intended to protect existing land uses and assure that these uses are compatible with each other and with available public facilities and services, whereas the General Plan describes only the conceptual intent for future development of the City. The Plan is neither intended to change existing zoning regulations nor to require approval of all development projects that conform to the Plan in areas in which development is premature.

Rezoning to conform to the intended future land use pattern shown on the Land Use Map or in a specific plan should occur only when economic, physical, social and other conditions will allow the proposed land use to be developed:

- a. within the capacities of existing infrastructure and public facilities and services.
- b. in a compatible manner with surrounding land uses.
- c. to standards specified for and appropriate to the proposed land use.
- d. in a way that furthers or helps achieve the goals of the Plan.

The Planning Department should periodically review the Zoning Ordinance and recommend amendments which implement these principles.

Capital Improvements Program (CIP)

State Statutes require that the municipal planning agency review and report on the coordinated program of public works for the ensuing fiscal year as to conformity with the adopted General Plan. In addition, the Statutes provide that the agency must report on the conformity of all public real property acquisitions or dispositions, public construction or vacation of public streets with the General Plan. If proposed projects are not in accord with the Plan, the projects should be brought into conformity or the Plan amended. Acquisitions or abandonments for street widening or alignment projects of a minor nature are excluded from such review.

The Planning Department should periodically review the text of the Zoning Ordinance and recommend amendments which implement the Plan.

FUTURE ROLE OF VILLAGE PLANNING COMMITTEES

Village Planning Committees shall continue to participate in the general planning process. The committees shall consist of nine to fifteen members nominated and appointed by the City Council for two-year staggered terms. When this Plan is adopted, an effort will be made to include members of the village committees on the new committees. Committee members must live or work within the village boundaries. No member shall serve more than two two-year terms. A chairperson shall be elected annually by the committee membership and limited to two one-year terms.

A revised Village Planning Handbook including these guidelines, other procedural policies and Committee duties, will be submitted to the Planning Commission and City Council for review and approval.

Committee Duties

The Village Planning Committees shall assist the Planning Commission in the performance of its duties. Village Planning Committee activities should include:

- Identifying areas, or provisions of the General Plan text, which need refinement and updating.
- Identifying problems and needs related to implementation of the General Plan.
- Defining in greater detail the intended future function, density, and character of subareas of the village.
- Commenting on proposals for new zoning districts or land use districts.

September 10, 1985

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