

MARICOPA
COUNTY



2020

Eye To The Future



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PREFACE

Maricopa County recognizes that urban development will continue to change land use patterns. The major factor in development, especially in Maricopa County, has been significant population growth. In fact, the Arizona Department of Economic Security projects Maricopa County will have 4.5 million people by 2020. With that population growth it is inevitable that development will continue throughout Maricopa County. However, the question that needs to be asked is ... How will that development occur?

Maricopa County 2020 Eye to the Future, the Maricopa County Comprehensive Plan, provides a guide for decisions concerning growth and development, and considers strategies for addressing growth-related impacts. Among the many strategies is the creation of scenic corridors for unique locations in Maricopa County. The Castle Hot Springs Road area is one of these unique locations, and thus the State Route 74 Scenic Corridor Guidelines are established to help enhance this area's special characteristics.



PREFACE

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INTRODUCTION

The northwest valley is experiencing rapid growth and development. Table 1 shows past and future population growth in the communities surrounding the State Route 74 area.

Table 1: Population Changes

Community	1990 Population ¹	2000 Population ²	Projected 2030 Population ³	% Increase over 2000 Population
Peoria	50,675	108,364	253,400	134%
Buckeye	5,038	6,537	380,600	5,722%
Surprise	7,122	30,848	395,500	1,182%
Wickenburg	4,515	5,082	16,000	214%
Maricopa County	2,122,101	3,072,149	6,140,000	100%

The population increases expected in this region will impact area residents. Consequently, Maricopa County launched the study of a proposed scenic corridor for the State Route 74 area. The scenic corridor designation will help accommodate this growth in a way that is consistent with community recommendations. The main factors that help promote State Route 74 as a scenic corridor include:

- ◆ Varying topography, mountains at the east end of the corridor and flat land at the west end
- ◆ Native Sonoran Desert landscaping, including Saguaro Cactus
- ◆ Prominent washes, including Trilby Wash, Morgan City Wash, Iona Wash, Big Spring Wash and smaller washes that converge into Padelford Wash, which provide important wildlife and vegetation habitats
- ◆ Lake Pleasant Regional Park, one of the major recreation areas in Maricopa County
- ◆ Unique views and characteristics that attract residents in search of a distinct quality of life

The State Route 74 area is a unique place to live, provides many recreational opportunities, and is considered a place of regional significance. These guidelines have been developed to guide and enhance planning of this corridor as development occurs. This scenic corridor study is an update to the existing Highway 74 Scenic

¹ United States Census Bureau, 1990 Census

² United States Census Bureau, 2000 Census

³ Maricopa Association of Governments, Interim Projections, June 2003



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Corridor found in the Maricopa County Zoning Ordinance. However, it is important to note that this update will not be part of the Zoning Ordinance and the design guidelines contained within this document will be policies, not regulations. The regulations in the Zoning Ordinance will still apply.

Scenic Corridor Overview

Scenic corridors are used by cities and counties throughout Arizona and the United States as a way to highlight unique aspects of an area or region. There are four existing scenic corridors in Maricopa County, including Carefree Highway, Wickenburg Highway (Grand Avenue), Interstate 17, and State Route 74. Scenic corridors, including the State Route 74 Scenic Corridor, recognize that people live in these unique areas for their high quality of life, and are intended to highlight, promote, and preserve an area's scenic and environmental characteristics, and help reflect the character of the communities in which they are located. Although "scenic" is a subjective term, for this plan it means an inherent characteristic—existing and apparent—in the current landscape.

Based on principles outlined in the Maricopa County Comprehensive Plan, scenic corridors emphasize public involvement and reflect the comments, ideas, and recommendations of the public. Therefore, they give current and future residents of an area an opportunity to voice their opinions about how future urban growth will impact their lives, and to identify a vision, ideas, and concepts about their region. Through design guidelines, scenic corridors also provide development criteria that address several issues regarding how future development can help maintain the corridor's unique character and the residents' quality of life.

In Maricopa County, scenic corridors have neither deterred nor promoted growth. These guidelines assume that the historic pattern of urban growth and development will continue in Maricopa County. The State Route 74 Scenic Corridor is consistent with other scenic corridors in Maricopa County that were established ahead of urban growth and development. For instance, growth within the Wickenburg Highway Scenic Corridor has increased significantly, most notably with large master planned communities. Approved and pending master planned communities in this area will add an estimated 100,000 new residents, although additional urban development will likely increase this estimate significantly. Therefore, these guidelines are intended to help integrate urban growth into the community, to minimize impacts to personal property and quality of life, and to reflect residents' and stakeholders' recommendations.

Study Limitations

While scenic corridors can give residents a greater say in the development of their region, it is important to identify their limitations. Most importantly, the design



guidelines are policies, not regulations, meaning they are guides for public and private decision makers about how urban development should occur along State Route 74. These guidelines ONLY apply to NEW residential master planned communities, subdivisions, commercial, and industrial development. There are other limitations as well, which are briefly discussed on the next page.

This study DOES NOT:

- ◆ Prevent the sale or transfer of land— land can be bought and sold at the discretion of the responsible parties
- ◆ Prevent development of land— land can be developed in accordance with the Maricopa County Planning and Zoning policies and regulations
- ◆ Apply to existing homes, buildings, structures, etc.— only new residential master planned communities, subdivisions, commercial, and industrial development will be subject to the design guidelines
- ◆ Apply to residential development outside of recorded subdivisions— lot split property is exempt from these guidelines
- ◆ Designate historic land or buildings— designation of historic roadways is typically a federal process
- ◆ Identify future land uses— land uses are identified in county area plans. This project is a scenic corridor study and only provides design guidelines for the types of new development identified earlier.



INTRODUCTION

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BACKGROUND AND PROCESS

Adopted in 1997, Maricopa County 2020 Eye to the Future, the Maricopa County Comprehensive Plan, connects the importance of land use planning with available infrastructure and services. The State of Arizona requires preparation of a Comprehensive Plan in order to “conserve the natural resources of the county, to ensure efficient expenditure of public funds, and to promote the health, safety, convenience, and general welfare of the public” (A.R.S. §11-806). Maricopa County 2020 Eye to the Future seeks to create strong and vibrant communities within Maricopa County by encouraging orderly development while creating a healthy environment, a vibrant economy, and an efficient transportation system. The planning process for the Comprehensive Plan was structured to emphasize public involvement and reflect the comments, ideas, and recommendations of the public.

Included as part of the Comprehensive Plan, the Maricopa County Transportation System Plan (TSP) evaluates regional impacts of the transportation system and defines a comprehensive county transportation system with supporting plans, policies, and programs. The TSP identifies State Route 74 with a scenic and recreational overlay.⁴ The scenic and recreational overlay acknowledges the need to minimize impacts to, or preserve, characteristics of the road’s environment, or it recognizes a road’s importance as access to recreational facilities.⁵ Scenic and recreational overlays recognize the special importance of roads for purposes other than mobility.

The Comprehensive Plan also identifies land uses for unincorporated areas of the county. Because the county is so large, Maricopa County utilizes Area Plans that are developed and approved by the county and provide direction on land use decisions and policies for specific areas based upon community involvement and recommendations. Area plans give decision makers an understanding of how the residents of an area wish to see development occur and where they believe different types of development are appropriate.

The White Tank/Grand Avenue Area Plan, adopted in 2000, is the applicable Area Plan for this area of the county over the next ten to fifteen years, and is the result of a large scale public participation plan which included input and recommendations from property owners and other stakeholders. The future land use plan identifies the area covered by the State Route 74 Scenic Corridor for low density rural residential and proposed and dedicated open space in recognition of the area’s scenic beauty, but also recognizes that private land owners and the State Land Department have the right to develop their respective lands.⁶ New growth will be accommodated in

⁴ Maricopa County 2020 Eye to the Future, Transportation System Plan, Figure 8, pg. 30

⁵ Maricopa County 2020 Eye to the Future, Transportation System Plan, pg. 24

⁶ White Tanks/Grand Avenue Area Plan, pg. 20



BACKGROUND AND PROCESS

a manner that is consistent with the plan's policies for protecting public health and safety, and for coordinating with available urban infrastructure and services. The plan's implementation program identifies long and short-term measures that can help implement the citizen driven goals, objectives, and policies. One of the implementation measures identified is the updating of existing scenic corridors, such as State Route 74.⁷

Public Participation

To guide the process of formulating the State Route 74 Scenic Corridor guidelines, the Maricopa County Planning and Development Department identified several stakeholder groups, each of which provided unique perspectives on how these guidelines should be structured, what they should include, and what they should achieve. A group of public and private stakeholders was invited to comment on the draft guidelines and provide their unique insight on issues in this area that affect their organizations. Organizations invited to participate include the following groups listed on the next page:

- ◆ US Bureau of Land Management
- ◆ Arizona State Land Department
- ◆ Arizona State Historic Preservation Office
- ◆ Arizona Attorney General's Office
- ◆ Arizona Game and Fish Department
- ◆ Arizona Department of Transportation
- ◆ Arizona Department of Commerce
- ◆ Maricopa Association of Governments
- ◆ Flood Control District of Maricopa County
- ◆ Maricopa County Sheriff's Office
- ◆ Maricopa County Environmental Services Department
- ◆ Maricopa County Department of Emergency Management
- ◆ Maricopa County Parks and Recreation Department
- ◆ Maricopa County Department of Transportation
- ◆ Luke Air Force Base
- ◆ Home Builders Association of Central Arizona
- ◆ Morrystown Elementary School District
- ◆ Peoria Unified School District
- ◆ City of Peoria Planning Division
- ◆ City of Peoria Engineering Division
- ◆ Circle City/Morrystown Volunteer Fire Department
- ◆ Castle Hot Springs Community Area Association
- ◆ Whispering Sands
- ◆ Various property owners

⁷ White Tanks/Grand Avenue Area Plan, Table 18 – Action Plan, pg. 73



Another group of stakeholders included property owners and residents of the study area. To solicit their input, recommendations, and ideas, Maricopa County hosted two public meetings. An initial public meeting was held April 28, 2005 at the Morristown Elementary School to introduce the study to residents. Invitations announcing the meeting dates, times, and locations were sent to over 100 property owners in the study area, and meeting notices were published in the Wickenburg Sun newspaper. At this meeting, staff provided information on the study's purpose and what it will achieve, anticipated future urban growth along State Route 74 and the surrounding area, and the impact that other county scenic corridors have had on urban growth. Presentations were provided by county staff, and attendees were given questionnaires to solicit additional input.

A second public meeting with property owners and residents was held on February 15, 2006. Prior to this meeting, property owners and residents were sent a copy of Draft 1 of the State Route 74 Scenic Corridor Guidelines and given the opportunity to respond with comments. At the meeting, county staff presented proposed policies, and attendees were given the opportunity to ask questions and give recommendations. Attendees were also given questionnaires to provide any additional comments.

Study Boundary

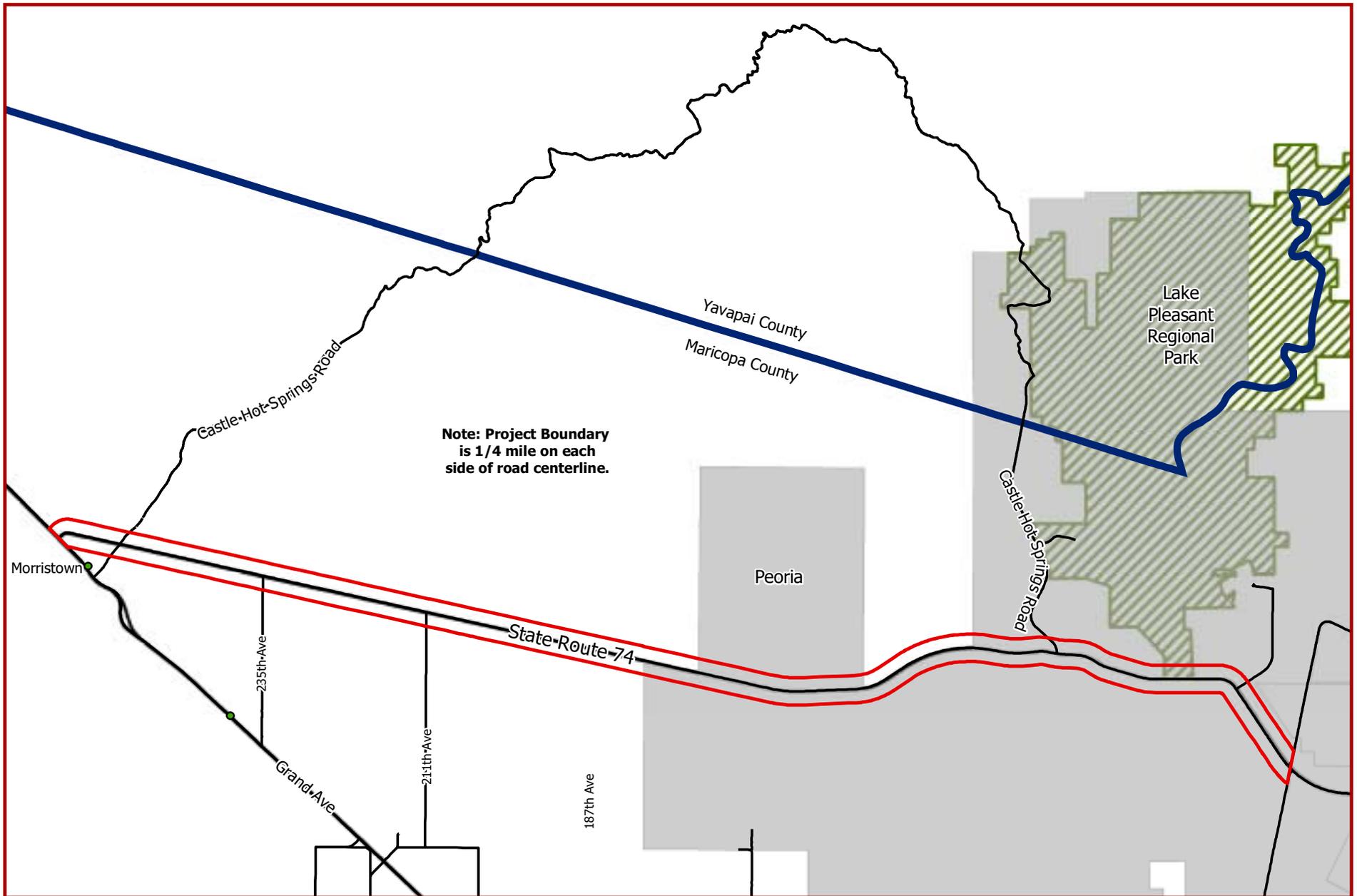
The boundaries of the State Route 74 Scenic Corridor extend $\frac{1}{4}$ -mile on each side of the centerline of State Route 74 in Maricopa County (Figure 1). In discussions with agencies, residents, and stakeholders, Maricopa County provided information on the widths of other scenic corridors in the County; for example, the Wickenburg Scenic Corridor extends 2 miles on each side of the highway, while the Carefree Highway extends a quarter-mile. Based on this analysis and discussions, it was determined that a quarter-mile boundary would be most appropriate, since this is the area where future growth will most impact State Route 74.

The scenic corridor is only applicable to unincorporated areas of Maricopa County. To help promote greater regional coordination and cooperation in this area, Maricopa County extended an invitation to the City of Peoria to participate in this effort. For those portions that have been incorporated, the City of Peoria previously established a specific area plan that guides development along the highway within their jurisdiction.

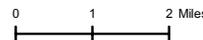


BACKGROUND AND PROCESS

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- Project Boundary
- Incorporated Areas
- Arterial Road
- County Park



Study Boundary

Figure 1



BACKGROUND AND PROCESS

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Existing Plans

There are other existing plans that guide development along State Route 74. For example, The Lake Pleasant Parkway Corridor Specific Area Plan was prepared in March 2000 and later adopted by the City of Peoria. Its boundaries include those portions of Peoria that are ¼-mile on either side of the centerline of State Route 74 from Lake Pleasant Rd. on the east to the City's western limits. Like the County's scenic corridor guidelines, it is intended to protect, preserve and enhance the existing natural environmental qualities of the corridor to the maximum extent possible, while providing for economic development opportunities. Although the policies outlined in Peoria's plan are not identical to those found later in these scenic corridor guidelines, the two documents are intended to compliment one another. The benefit is a consistent set of design guidelines that extend along the entire stretch of State Route 74.

Another plan impacting development along State Route 74 is the SR 74 Access Management Study Final Report, which was published by URS Corporation in November 2003 for the Arizona Department of Transportation (ADOT) in cooperation with other governmental agencies and stakeholders, including the Maricopa County Department of Transportation (MCDOT). The report seeks to implement access management principles that will control access to adjacent land uses; minimize the number of access points; minimize vehicle, pedestrian and bicycle conflicts; allow for safe lane changes and speed transitions; provide for the smooth transition of traffic from one roadway to another; and provide for uniform speeds on the highway. Maricopa Association of Governments' (MAG) Regional Transportation Plan (RTP) prepared in November 2003 designated State Route 74 as a corridor for right-of-way protection to support future widening of the roadway, but intentionally left open for discussion whether State Route 74 would ultimately be constructed as an expressway or freeway. State Route 74 is envisioned in ADOT's access management study as a fully access controlled freeway with access limited to future interchange locations. The study also identifies where ADOT is expecting future roadway connections to be located, including a freeway spur that would link State Route 74 with State Route 303L (Estrella Freeway) near Lake Pleasant Parkway. The location of these interchanges and access points, along with the other recommendations contained in the study, will influence the implementation of the scenic corridor guidelines.

Existing Zoning and Land Use

The scenic corridor includes mostly unincorporated areas along State Route 74, the majority of which is land administered by the Bureau of Land Management (BLM) and the Arizona State Land Department, but also includes some areas under



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private ownership (Figure 2). These unincorporated areas are located within either the Rural-190 or Rural-43 zoning districts, both of which allow residential uses, although limited to one dwelling unit per lot and minimum lot sizes of 190,000 sq. ft. (approximately 4.4 ac.) and one acre respectively, as well as some recreational and institutional uses. In the western section of the scenic corridor, Rural-43 zoning is found along approximately the first seven miles of State Route 74, with Rural-190 zoning along the remainder of the road until it reaches the city limits of Peoria. There is also a portion of the scenic corridor that remains unincorporated on the north side of State Route 74 between the Bullard Ave. and Dysart Rd. alignments, which is zoned Rural-190. The predominant land uses along the roadway include mostly vacant open space with some rural residential uses in the western part of the study area. Near the eastern portion of the scenic corridor, there are several large planned communities within the City of Peoria located near the Lake Pleasant Regional Park (Figure 3).

Ownership

A large portion of the land in the study area is under the jurisdiction of the U.S. Bureau of Land Management (Figure 2). The mission of the BLM is to sustain the health, diversity and productivity of the public lands for the use and enjoyment of present and future generations, and they are currently responsible for approximately 262 million acres of land in the western United States.⁸ The BLM has the option to dispose of public lands, and the Federal Land Policy and Management Act of 1976 identifies criteria used to distinguish land for disposal. Land identified for disposal typically falls into one of these categories:⁹

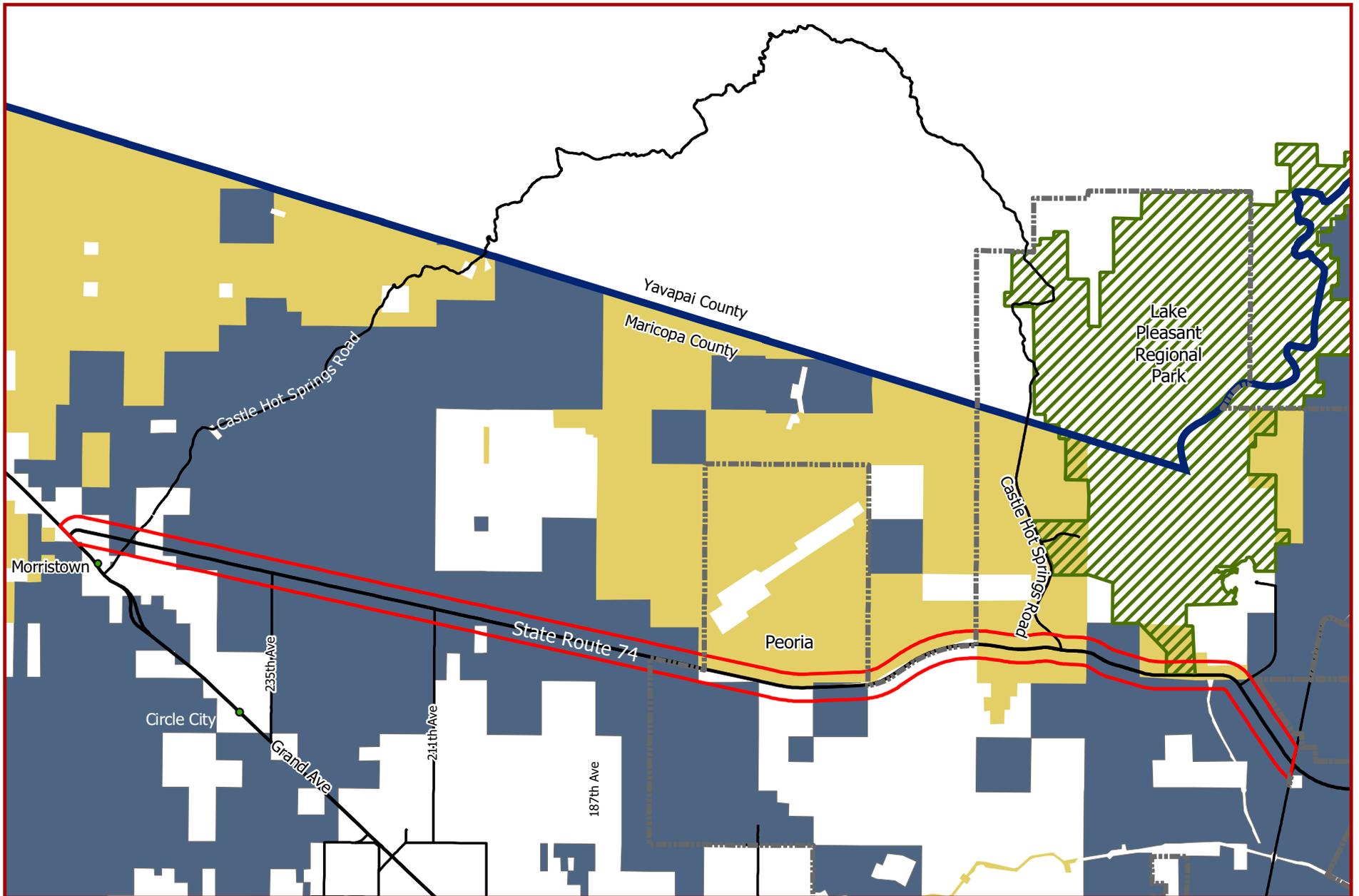
- ◆ Scattered and isolated tracts that are difficult or uneconomical to manage;
- ◆ Tracts acquired by the BLM for a specific purpose that are no longer needed for that purpose; or
- ◆ Land where disposal will serve important public objectives, such as community expansion and economic development.

Land acquisitions for Vistancia, Saddleback Heights, and Lake Pleasant Heights, residential developments in north Peoria, were part of a BLM land trade that added land to the Saguaro National Monument near Tucson. Currently there are several parcels of land west of the project boundary that BLM has identified for disposal.

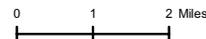
The Arizona State Land Department is also a large land administrator in the project area (Figure 2). State Trust Land is sold as a way for the Trust to raise money for beneficiaries. There is currently just over 9.2 million acres of Trust land in Arizona. There are 14 beneficiaries of the State Trust Land, including Common Schools (K-

⁸ United States Bureau of Land Management. <http://www.blm.gov/nhp/facts/index.htm>, 2005.

⁹ United States Bureau of Land Management. <http://www.blm.gov/nhp/faqs/faqs2.htm#6b>, 2005.



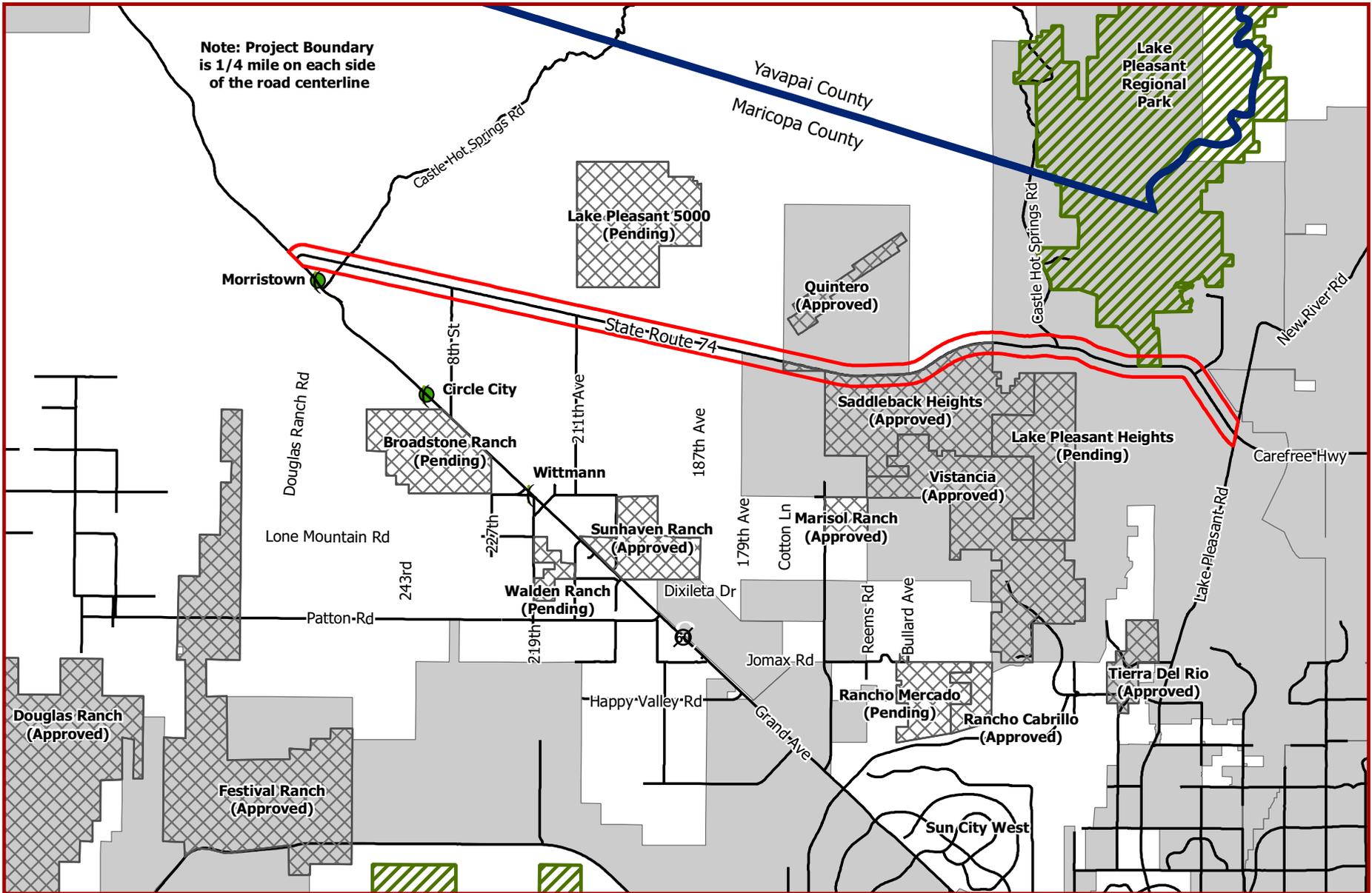
- ▭ Project Boundary
- ▭ BLM
- Incorporated Areas
- ▭ State Trust Land
- Arterial Road
- Private Land
- County Park



Land Ownership
Figure 2



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- Project Boundary
- Master Planned Communities
- Arterial Road
- Incorporated Areas
- County Park



Major Residential Developments

Figure 3



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12), holding 87% of the Trust Land, various school and university grants, hospital grants, penitentiary grants, and county bond grants. All sales of State Trust land must be in accordance with the State's mandate to ensure the highest and best use of the land in order to maximize revenues to the beneficiaries. Therefore, lands intended for residential uses are typically sold and lands intended for commercial uses are typically leased. In Fiscal Year 2002-2003, the department had 17 land sale auctions with a total selling price of over \$127 million.¹⁰ For example, Camino a Lago, a residential development in the City of Peoria, was built on former State Trust Land. Much of the Trust land in Maricopa County is in the northern portion of the county.

Vegetation and Wildlife¹¹

The plant communities adjacent to the Castle Hot Springs corridor are associated with the Arizona Upland of the Sonoran Desert. Vegetation most often appears as scrubland or low woodland leguminous trees, such as the Foothill Palo Verde. Ironwood, mesquites, and Cat-claw Acacia also can be found in abundance, as well as many varied cacti, including Cane Cholla, Staghorn Cholla, Teddy Bear Cholla, Saguaro, Senita, Fishhook Pinchusion, and Fish-hook Barrel Cactus. Shrubs include Creosote Bush, Whitehorn Acacia, Ocotillo, Jojoba, Desert Hackberry, and Fairy Feather Duster.

The sloping plains and mountainous areas of the Arizona Upland support a diverse group of mammals such as the Desert Mule Deer, Javelina, California Leaf-nosed Bat, California Myotis, Black-tailed Jackrabbit, Desert Cottontail, Arizona Pocket Mouse, Cactus Mouse, White-throated Wood Rat, Gray Fox, and the Harris Antelope Squirrel. Fairly close proximity to water sources such as Lake Pleasant, the Hassayampa River, and numerous springs and stock tanks supports abundant birdlife, including the Harris Hawk, White-winged Dove, Inca Dove, Elf Owl, Wied's Crested Flycatcher, Curve-billed Thrasher, and the Cactus Wren. Lizards and snakes, such as the Regal Horned Lizard, Western Whiptail, Gila Monster, Arizona Glossy Snake, Arizona Coral Snake, and Tiger Rattlesnake, also are found in the Arizona Upland of the Sonoran Desert.

Historic and Visual Resources

The State Route 74 Scenic Corridor study area includes many natural features. Washes include Trilby Wash, Morgan City Wash, Iona Wash, Big Spring Wash and smaller washes that converge into Padelford Wash, which provide important wildlife and vegetation habitats. Mountainous areas near the western part of the study area include the Shirttail Hills, Hieroglyphic Mountains, and Black Mountains. Peaks in these mountain chains include Baldy Mountain, Cholla Mountain, Saddleback

¹⁰ Arizona State Land Department, Annual Report 2002-2003

¹¹ Brown, David E. (ed.). (1994) Biotic Communities of the Southwestern United States and Northwestern Mexico. Salt Lake City, UT: University of Utah Press.



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Mountain, and Pike's Peak. Located along Castle Hot Springs Road in Yavapai County is the Castle Hot Springs Resort. Between 1895 and 1940 the resort was the winter playground for many wealthy and famous people due to its beautiful location and hot springs. The resort is now closed to the public due to a devastating fire in 1976. The Castle Hot Springs Resort was added to the National Register of Historic Places in 1991. Although not located within the scenic corridor, it affects traffic patterns, because State Route 74 is the only major road that connects to both ends of Castle Hot Springs Road.

Parks and Trails

The Lake Pleasant Regional Park, located northeast of the study boundary, is a major recreational destination within the county. Lake Pleasant is over 10,000 acres in size and offers activities such as camping, boating, fishing, swimming, hiking, picnicking, and wildlife viewing. Proximity to this major recreational location increases traffic on State Route 74, particularly in the eastern portion of the scenic corridor located within the City of Peoria. Approved by the Board of Supervisor's in 2004, the Maricopa Trail is a collection of trails, paths, paths along canals and natural corridors under the jurisdiction and control of many agencies throughout the Phoenix metropolitan area. The State Route 74 Scenic Corridor contains land designated for a portion of the Maricopa Trail system along Trilby Wash. Although not located within the scenic corridor, the 9,300 acre Hells' Canyon Wilderness is nearby. It straddles the Yavapai County and Maricopa County line and is administered by the BLM.

Future Growth

Future growth along State Route 74 and in the immediate area is expected to be significant. Projections identify that the Town of Buckeye will have over 380,000 residents by 2030,¹² over a 5,700% increase from their year 2000 population of 6,537.¹³ The City of Peoria is expected to increase from a year 2000 population of 108,364¹⁴ to over 253,000 in 2030.¹⁵ The City of Surprise is expecting a 1182% increase in population over their year 2000 population, for a 2030 population of almost 396,000.¹⁶ Wickenburg is expecting a 214% population growth over the next 25 years.¹⁷

In unincorporated Maricopa County there are four large approved or pending master planned communities in the area (Figure 3). Located north of the US 60 near Wittmann, is Sunhaven Ranch. Approved by the Board of Supervisors in 2003,

¹² Maricopa Association of Governments, Interim Projections, June 2003

¹³ United States Census Bureau, Census 2000

¹⁴ United States Census Bureau, Census 2000

¹⁵ Maricopa Association of Governments, Interim Projections, June 2003

¹⁶ Maricopa Association of Governments, Interim Projections, June 2003

¹⁷ Maricopa Association of Governments, Interim Projections, June 2003



this project includes various residential densities, commercial, and industrial land uses. This development will add over 9,000 homes on just over 2,100 acres. If approved, Walden Ranch, located south of the US 60 near Wittman, will add 5,600 residents to the area on just over 500 acres. Marisol Ranch, located at 155th Avenue and Dove Valley, was approved in 2003 and will add over 1,880 dwelling units to the area on 634 acres. Broadstone Ranch (previously known as Copper Mountain Ranch), located on US 60 just south of Circle City, is 2,926 acres and, if approved, will add approximately 10,000 dwelling units, adding over 27,000 new residents to the area. Combined, these projects alone will add almost 25,000 residential units and approximately 60,000 people to the area. Further growth and development is expected in the future.

The Board of Supervisors also approved a plan amendment to the White Tank/Grand Avenue Area plan in December 2004 that will allow greater residential density on land north of the State Route 74. This case was in direct relation to a privately held parcel of land, almost 5,000 acres, near 211th Avenue and State Route 74. Since approval of the plan amendment, developers have applied for a master planned community on this parcel, named Lake Pleasant 5000. This development proposes 9,800 dwelling units and approximately 22,500 residents.

The City of Peoria has four major residential developments near the planning area (Figure 3). Saddleback Heights, located south of State Route 74 between Cotton Lane and Litchfield Road, is situated on approximately 6,000 acres and is expected to have nearly 6,200 dwelling units. Lake Pleasant Heights, east of Saddleback Heights, is 3,267 acres and will have approximately 5,400 dwelling units. Quintero, located in between the two ends of the study area, has 283 dwelling units on over 800 acres of land. Vistancia North, located south of Saddleback Heights, is 3,118 acres and over 9,356 dwelling units.

The northern portion of the Town of Buckeye, southwest of the planning area, is comprised of the Festival Ranch development. In total, Festival Ranch encompasses over 10,000 acres. One portion of the development in Festival Ranch is called Sun City Festival. This development will be similar to other age restricted communities in Maricopa County. Sun City Festival will have over 13,000 dwelling units on 3,700 acres. It is unknown at this point how the rest of Festival Ranch will be developed.

Figure 3 shows the locations of these master planned communities in relation to the State Route 74 Scenic Corridor. Future urban development is likely in the future throughout the region, including near State Route 74.



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DESIGN GUIDELINES

These guidelines are based on recommendations from area residents and stakeholders to help mitigate the future impacts that urban growth will have on the corridor area. As a result, residents, stakeholders, and Maricopa County helped identify guidelines for the following issues.

- ◆ Landscaping, including vegetation types and densities
- ◆ Natural habitats, such as washes and wildlife migration corridors
- ◆ Character/Identity, which varies along the roadway from east to west
- ◆ Building height, which impacts viewsheds
- ◆ Lighting, including streets, security and advertisements
- ◆ Signs, including residential monument signs and advertisements
- ◆ Perimeter fencing, for residential subdivisions, commercial, and industrial developments
- ◆ Miscellaneous, for other topics not discussed in other sections

These design guidelines are only applicable to new residential subdivisions, master planned communities, commercial development, and industrial development. These guidelines are policies, not regulations, and they do not supersede the Maricopa County Zoning Ordinance.

1. Landscape

Landscaping is considered an important part of scenic corridors, and the diversity of vegetation along State Route 74 is part of what makes this area unique. Landscaping can provide wildlife habitat, a sense of open space, and a buffer between incompatible land uses. Residents expressed an interest in using landscaping to help enhance future urban development, and to help it blend into the surrounding area. Therefore, new, applicable development is encouraged to adhere to the following guidelines for landscaping.

- 1.1 A plant survey and salvage plan should be submitted at the time of platting or precise plan submission.
- 1.2 New, applicable development should provide landscape plan(s) as part of development applications.
- 1.3 Existing native vegetation should be retained in place to the greatest extent possible, except to provide proper sight distance.



DESIGN GUIDELINES

- 1.4 Where native plants must be removed, encourage transplantation of salvaged plants on site, in accordance with the salvage plan.
- 1.5 Plant species and densities should be consistent with the surrounding landscape character of the specific location.
- 1.6 Encourage native landscaping to reduce the visibility of commercial and industrial structures and blend with the natural land cover.
- 1.7 Native granular soils should be maintained as a top dressing on all landscape areas to provide a consistent, desirable character.
- 1.8 Where appropriate, new landscaping should compliment existing indigenous vegetation through the use of xeriscape design principles and water conservation irrigation. Discourage use of invasive and non-native plant species except in identified recreation or park areas.
- 1.9 Landscaping materials should blend with the native vegetation in mature height and plant form at the time of planting.

2. Natural Habitats

Sensitive areas, such as washes and areas of known historic significance, which serve an important purpose, should be preserved to the greatest extent possible.

- 2.1 Washes should be kept in their natural state or re-vegetated if previously disturbed.
- 2.2 Prior to the issuance of zoning clearances, an archaeological survey should be conducted with exceptions granted by the State Historic Preservation Office.
- 2.3 Encourage developers and recreational users to adopt segments of the road for trash collection and educational programs.

3. Character/Identity

Residents and property owners expressed an interest in maintaining their quality of life, the natural beauty, and quiet charm of the area. New applicable development is encouraged to blend with these qualities.

- 3.1 Encourage the use of open space buffers along State Route 74 and between incompatible land uses to help mitigate impacts. Berms or landscaping can provide a buffer or transition.



- 3.2 Discourage new development on 15% or greater slopes.
- 3.3 Development styles within the corridor boundary should reflect a southwestern style, and the Sonoran desert region.
- 3.4 Buildings and other structures are encouraged to adapt to the terrain in placement and appearance to avoid excessive cuts and fills.

4. Building Height

Building height is an important consideration because it can impact views and the amount of natural light available to surrounding property. Development will be visible in the scenic corridor but should blend with the surrounding area to help preserve the views that support the area's character and quality of life. Building height is encouraged to meet the following guidelines.

- 4.1 For new residential development in subdivisions and master planned communities within 500 feet of the centerline of State Route 74, encourage building height to be limited to a single story and 20 feet in height, and limited to 30 feet in height from 500 feet to one-quarter mile of centerline.
- 4.2 For new applicable commercial development, encourage building height to be limited to 30 feet within 500 feet of the center line of State Route 74 and limited to 40 feet from 500 feet to one-quarter mile of the center line. Development should be limited to two stories. New commercial development adjacent to any rural or residential zoning district should be limited to 20 feet in height within 100 feet of the property line and provide a landscape buffer.
- 4.3 For new applicable industrial development, encourage building height to be limited to 30 feet within the State Route 74 Scenic Corridor. New industrial development adjacent to any rural or residential zoning district should be limited to 20 feet in height within 100 feet of the property line and provide a landscape buffer.

5. Lighting

Lighting is important for community safety and protection. For pedestrians, automobiles, commercial businesses, and homeowners, lighting provides real and perceived safety. The intent of these guidelines is to promote a safe community, yet limit the impacts that lighting has on surrounding properties. Therefore, applicable development will be encouraged to meet the following lighting guidelines. Applicable lighting will include parking lot lighting, security lighting, and any other lighting source, freestanding or affixed to walls if mounted higher than ten feet in



DESIGN GUIDELINES

new residential subdivisions, master planned communities, commercial, or industrial development.

- 5.1 Discourage the use of neon-type lighting, except for where appropriate for street lighting.
- 5.2 Street lighting should be limited to the minimum height necessary to help minimize glare and reflected light levels. New street lighting within the scenic corridor should be evaluated on a case-by-case basis.
- 5.3 To help minimize nighttime glare, encourage the use of muted or low level lighting. Street, security, and other prominent light sources should be directed downward.
- 5.4 Parking lot lighting and security lighting should not exceed 18 feet in height.

6. Signs

To help maintain the character of State Route 74, new signs are encouraged to follow the guidelines below. These guidelines apply to freestanding signs and those attached to structures in new residential subdivisions, master planned communities, commercial, or industrial development. All new road, directional, and traffic signs will be allowed at the discretion of the Arizona Department of Transportation or Maricopa County Department of Transportation and should adhere to their standards.

- 6.1 Encourage the use of non-reflective surfaces for new commercial and monument signs, except for directional, regulatory, and other signs necessary for public safety.
- 6.2 New billboards are discouraged inside the State Route 74 Scenic Corridor. All signs, other than those intended for temporary purpose, should be compatible with the surrounding area.
- 6.3 Non-illuminated commercial signs (freestanding and wall mounted) should be no greater than twelve feet in height and no greater than 36 square feet.
- 6.4 Illuminated commercial signs should be no greater than ten feet in height and no greater than 24 square feet.



- 6.5 Commercial and industrial wall mounted signs: encourage no more than one sign per street frontage.
- 6.6 Signs elevated by a single pole are discouraged. Freestanding signs should be monument type and rural in character.
- 6.7 Signs should be consistent with the architectural treatment of the primary-use building and overall character of the site.
- 6.8 Monument signs are encouraged to have a landscaped area located adjacent to its base.

7. Fencing

Fencing can impede views and reduce the sense of open space. To limit these impacts, the following fencing guidelines should be followed for new residential subdivisions, master planned communities, commercial, and industrial developments, except where noted.

- 7.1 View fencing is encouraged for residential subdivisions. Fencing for industrial and commercial development is subject to the Maricopa County Zoning Ordinance.
- 7.2 Encourage fencing that does not interfere with public views.
- 7.3 Perimeter fences and walls should be constructed of materials that will compliment the surrounding scenic resources and, where feasible, be combined with unobstructing landscaping.
- 7.4 Straight, uninterrupted walls should not exceed 150 feet in length. Walls greater than 150 feet in length should be staggered or undulating.
- 7.5 Perimeter fences and walls should be limited to 6 feet in height as measured from grade. CMU (non-interlocking) finished with rounded edges, integral colored or painted adobe, and/or native stone work are preferred materials for walls.
- 7.6 Chain link fence is discouraged.

8. Miscellaneous

The following section addresses various design features, such as screening, utilities, accessory structure, color, and other issues not addressed elsewhere. Again, these



DESIGN GUIDELINES

are applicable to new residential subdivisions, master planned communities, commercial and industrial development.

- 8.1 Service entries along State Route 74 are discouraged.
- 8.2 Mechanical equipment should be ground mounted and fully screened. If roof mounted equipment is required it should be fully screened to the tallest piece of equipment. Screening should be integrated with building design and the surrounding area.
- 8.3 New utility lines should be located underground, except 69kv or greater electric transmission lines.
- 8.4 Retaining walls and other erosion control devices should be constructed of natural materials whenever possible and should, to the maximum extent possible, be designed and sited so as not to detract from the scenic quality of the area and not impede wildlife movement.
- 8.5 Screening should be architecturally compatible with primary structures and the surrounding area.
- 8.6 Trash containers, loading docks, transformers, and large mechanical and/or electrical equipment should be screened from view with materials and/or colors that are compatible with primary structures.
- 8.7 Building colors should be muted and compatible with the surrounding area to reduce visual contrast, heat gain, and reflective glare.
- 8.8 Accessory structures should match the style and appearance of the principal building.
- 8.9 Reflective glass is discouraged.
- 8.10 Vehicle entrances and exits to any new development should be limited to a single point, except if traffic studies demonstrate that additional access points are necessary. Encourage the use of shared driveways and parking for commercial development wherever possible.
- 8.11 At least twenty percent of the surface areas of commercial parking lots should be landscaped with native vegetation, not including perimeter landscaping. Landscaping should involve shading to help reduce heat absorption.



- 8.12 Parking lots should be designed in groupings no larger than 200 spaces. Larger lots should be divided by buildings, plazas, or significant landscaped areas oriented for pedestrian use.
- 8.13 Encourage wireless communication facilities, such as cell towers, to blend with the surrounding environment.
- 8.14 Trails and trail access should be preserved to encourage appropriate recreational uses.



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SUMMARY

It is likely that urban growth eventually will occur along State Route 74, which will present residents and stakeholders with important changes to their lifestyles. Mitigating the potential impacts of urban growth will continue to be a high priority for Maricopa County. Because these guidelines reflect the recommendations of residents and other stakeholders, they provide a unique opportunity for these residents and stakeholders to participate in the future growth and development of their area.



SUMMARY

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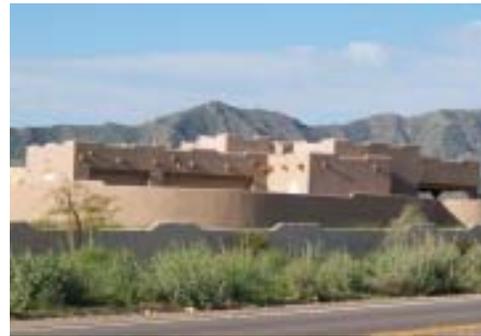
Images



1.5 Examples of plant species and density found along the corridor.



2.1 Example of a wash in the study area.



3.3 Example of southwestern style development.



5.3 Example of parking lot lighting directed downward.



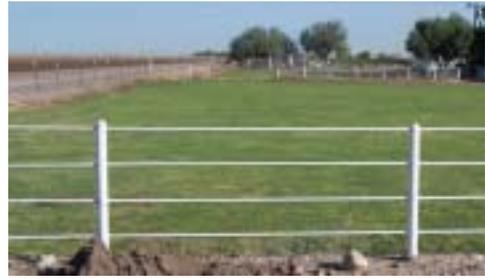
6.6 The use of signs elevated by a single pole is discouraged.



APPENDICES



6.8 An example of landscaping around the base of a monument sign.



7.1 Examples of residential view fences.



7.5 Example of preferred finish on perimeter fence.



8.6 An example of a trash container enclosure that is architecturally compatible with the primary structure.



8.10 Example of parking lot landscaping.