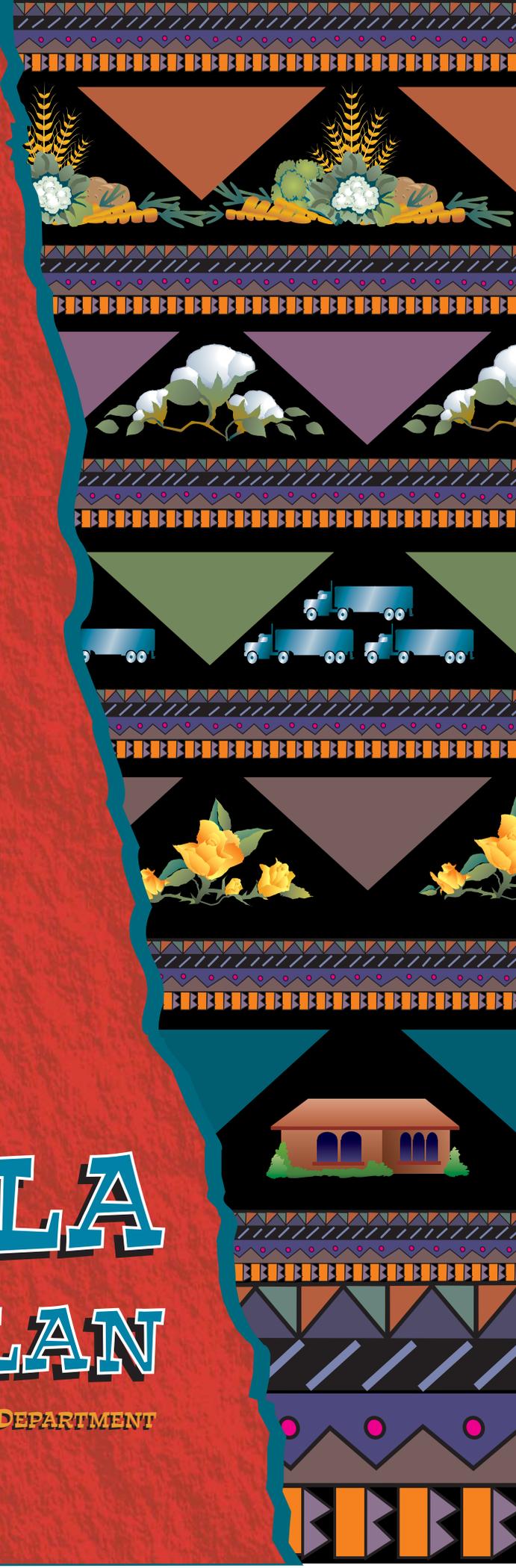


ESTRELLA VILLAGE PLAN

PREPARED BY THE CITY OF PHOENIX PLANNING DEPARTMENT





ESTRELLA VILLAGE PLAN

PRODUCED BY
THE CITY OF PHOENIX, ARIZONA

ADOPTED BY THE CITY COUNCIL
MARCH, 1999

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Estrella Village agricultural land and views of Estrella Mountains.

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RESOLUTION NO. 19250

**A RESOLUTION ADOPTING THE ESTRELLA VILLAGE
PLAN; AND DECLARING AN EMERGENCY.**

WHEREAS, there was a need to review and update the General Plan for Phoenix for that area located between the Interstate 10 Freeway and Salt River, from the Interstate 17 Freeway and 19th Avenue to 107th Avenue; and

WHEREAS, considerable participation occurred with citizens and property owners and others with an interest in the area at many community meetings and hearings, as well as personal conversations; and

WHEREAS, the Estrella Village Plan is responsive to community input and provides a vision for the Estrella Village and goals, objectives and strategies that address unique characteristics and needs for the Village; and

WHEREAS, the Estrella Village Planning Committee and the Phoenix Planning commission reviewed the Estrella Village Plan and recommended its approval; and

WHEREAS, through action taken on March 10, 1999, the Phoenix City Council approved the Estrella Village Plan.

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

SECTION 1. That the Estrella Village Plan, annexed hereto and made a part hereof, is hereby adopted.

SECTION 2. 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 here exempted from the referendum clause of said Charter.

PASSED by the Council of the City of Phoenix this 21st day of April, 1999.


Acting Mayor

ATTEST:


Acting
City Clerk

APPROVED AS TO FORM:


Acting
City Attorney

REVIEWED BY:


City Manager



INTRODUCTION

An update of the General Plan for the Estrella Village is not only appropriate, but timely. The current General Plan Map for the Estrella Village was adopted in 1988. Though many of the land use designations, goals, policies and objectives of that Plan are still valid, there have since been significant changes in the area. These include several General Plan amendments, changes in market conditions, and the creation of the Estrella Village and village planning committee. An analysis of the existing General Plan, particularly the high density residential areas, has determined that some of the land use designations are unrealistic. These have significant implications relative to the transportation and air quality models produced by MAG, as well as in the review of development proposals and projecting the public capital infrastructure needs of the community.

The Estrella Village presents a unique opportunity for land use planning. It has an ample supply of undeveloped land, large parcels, natural and scenic amenities, and excellent transportation access. The Village also poses unique challenges given the isolation of its existing residential neighborhoods, the extensive industrial activity that has developed over the years and certain other land uses that impose development constraints. The Estrella Village Plan will provide guidance in locating land uses, and direct standards of development that will shape the Village's character and identity. The Plan, however, should not be considered to be fixed or complete. As development and redevelopment occur, the relationships among land use activities will change, as will the evolving character of the Village and the goals of its residents. As such, the planning process is an ongoing effort through which the policies and goals of the community will become more clearly focused as the Plan is implemented and re-evaluated.

ESTRELLA VILLAGE IN THE METROPOLITAN AREA

The Estrella Village encompasses approximately 41 square miles bounded by Interstate 10 on the north, the Black Canyon (I-17) Freeway and 19th Avenue on the east, the Salt River on the south, and 75th, 83rd and 107th Avenues on the west. Approximately seven and one-half (7 1/2) square miles, or one-fifth of the area, is outside the corporate limits of Phoenix and subject to the rules and regulations of Maricopa County. These "County islands" are, however, within the planning jurisdiction area of the City of Phoenix.

The Village comprises about nine (9) percent of the City's corporate area. Approximately 45,000 people live in Estrella and 38,000 people are employed in the Village. This represents less than four (4) percent of the City's population and seven (7) percent of its jobs. Approximately 62 percent of the Estrella Village is undeveloped, either vacant or with agricultural uses.

Compared to the City as a whole, in 1990, the existing population of Estrella was younger, more Hispanic and had a higher percentage of households with children and headed by a single female or male parent. Average household incomes and educational achievement were below the City averages. Most households resided in single-family homes, with a higher percentage also living in mobile homes than in the City as a whole. Almost half of the homes were owner-occupied and overcrowding was three times the City average, which reflected a larger (3.3) household size in the Village.



Dairy operations in Estrella Village

The Estrella Village is located in the south-central portion of the Phoenix Metropolitan Region. (See Map 1). It is close to Downtown Phoenix, the region's center for sports, cultural, governmental and business activities. Sky Harbor International Airport is also nearby, providing transit and cargo services, as well as serving as a catalyst for other employment activity. Regional access to the Village is provided by Interstate 10, Interstate 17, and the future South Mountain and Outer Loop Freeways. In addition, the Union Pacific Railroad bisects the northern portion of the Village.

INFLUENCES OF ADJACENT CITIES

The Estrella Village is affected by what occurs outside, but adjacent to its boundaries. It borders the **City of Tolleson** along 75th Avenue, between Van Buren Street and Buckeye Road, and along 83rd Avenue, between Interstate 10 and Van Buren Street. The Tolleson General Plan designates the areas on the west sides of 75th and 83rd Avenues for industrial and commercial land uses. The area along the north side of Buckeye Road is designated for industrial development. Tolleson has become a hub for warehouse and distribution facilities.

The **City of Avondale** borders the Village along 107th Avenue, between Buckeye Road and Southern Avenue. The area along 107th Avenue, between Buckeye and Broadway Roads, is designated for medium intensity development, allowing both commercial and residential development (2-5 du/ac). The low intensity area, located between Broadway Road and Southern Avenues, allows residential densities in the range of 0-2 dwelling units per acre. This density is in response to the floodplain area created by the convergence of the Gila, Salt and Agua Fria Rivers. A "revitalized communities" designation shown at the southwest corner of 107th Avenue and Buckeye Road is an area eligible for infrastructure improvements using Community Development Block Grants (CDBG) funds.

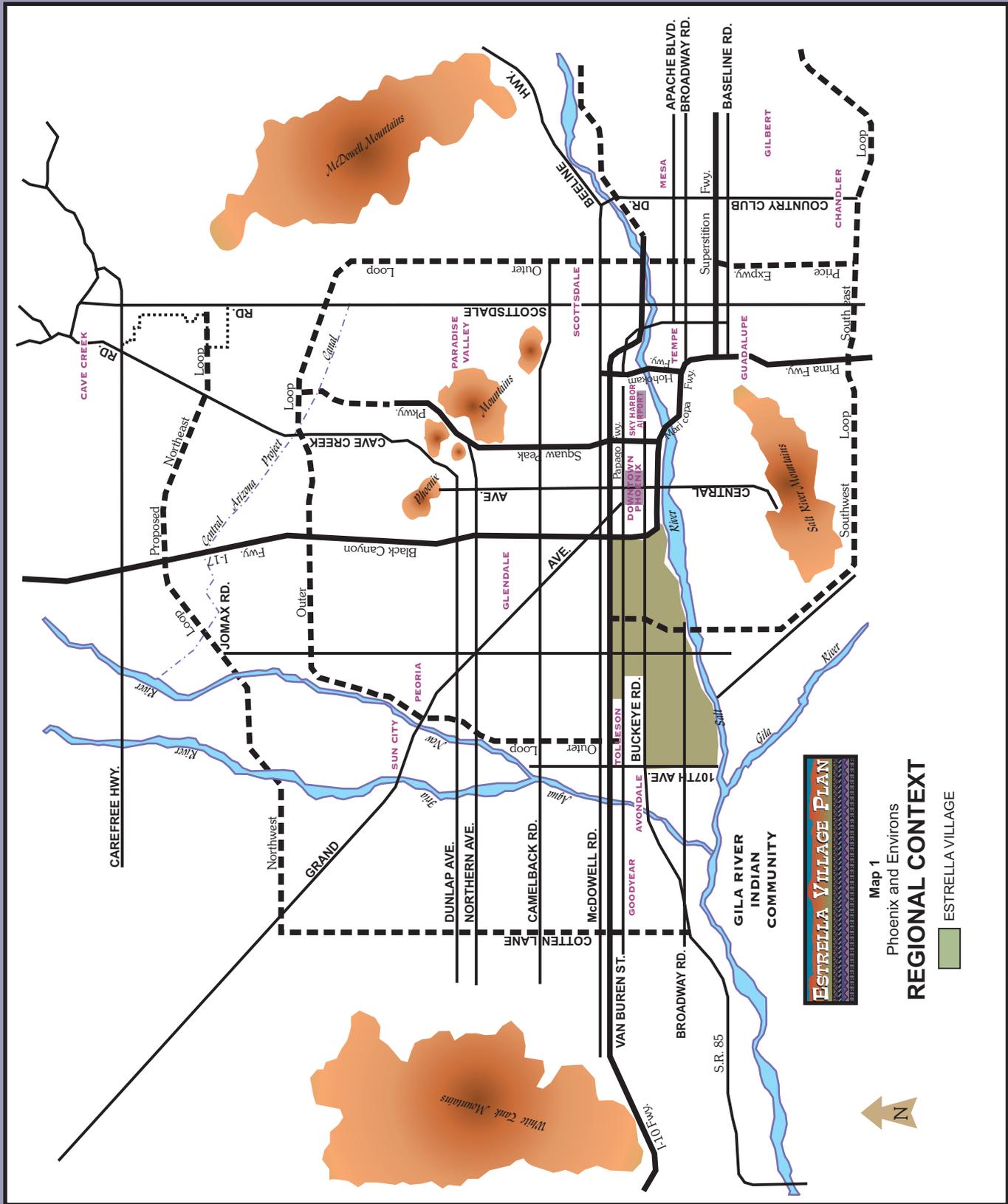
COMPARISON OF EXISTING LAND USE, ZONING AND GENERAL PLAN

Characteristics evident in the existing land use, zoning and the General Plan for the Estrella Village influence the direction and nature of development within the Village. Presented on Table 1 is a comparison by land use for each of these categories. Also shown is the percentage breakdown resulting from the proposed General Plan.

Table 1

PERCENTAGE OF LAND WITHIN THE ESTRELLA VILLAGE

| | Existing Land Use | Existing Zoning | Current General Plan | Proposed General Plan |
|----------------------------|-------------------|-----------------|----------------------|-----------------------|
| Single-family | | | | |
| 0-2 | 2 | 32 | 8 | 11 |
| 2-5 | 4 | 15 | 10 | 26 |
| Multifamily | | | | |
| 5-15 | 2 | 3 | 25 | 3 |
| 15+ | 1 | 2 | 5 | <0.5 |
| Commercial | 1 | 4 | 2 | 3 |
| Industrial | 21 | 44 | 34 | 40 |
| Public/Quasi-Public | 7 | n/a | 4 | 8 |
| Parks/Open Space | 0 | n/a | 12 | 9 |
| Vacant/Ag. | 62 | n/a | n/a | n/a |
| TOTAL | 100 | 100 | 100 | 100 |



Existing Land Use

The generalized existing land use within the Estrella Village is shown on Map 2. Approximately 62 percent of the Village is vacant or currently used for an agricultural purpose. The majority of the vacant land is located in and around industrial areas. The agricultural land, south of Buckeye Road and west of 59th Avenue, is anticipated to develop into residential communities. Of the developed land to date, the most significant categories of land use include industrial (21%) and public/quasi-public (7%). The latter category includes the Phoenix 91st Avenue Wastewater Treatment Plant and the City of Tolleson Wastewater Treatment Plant, the 27th Avenue Landfill and the Maricopa County complexes along Durango Street.



Preservation of residential areas



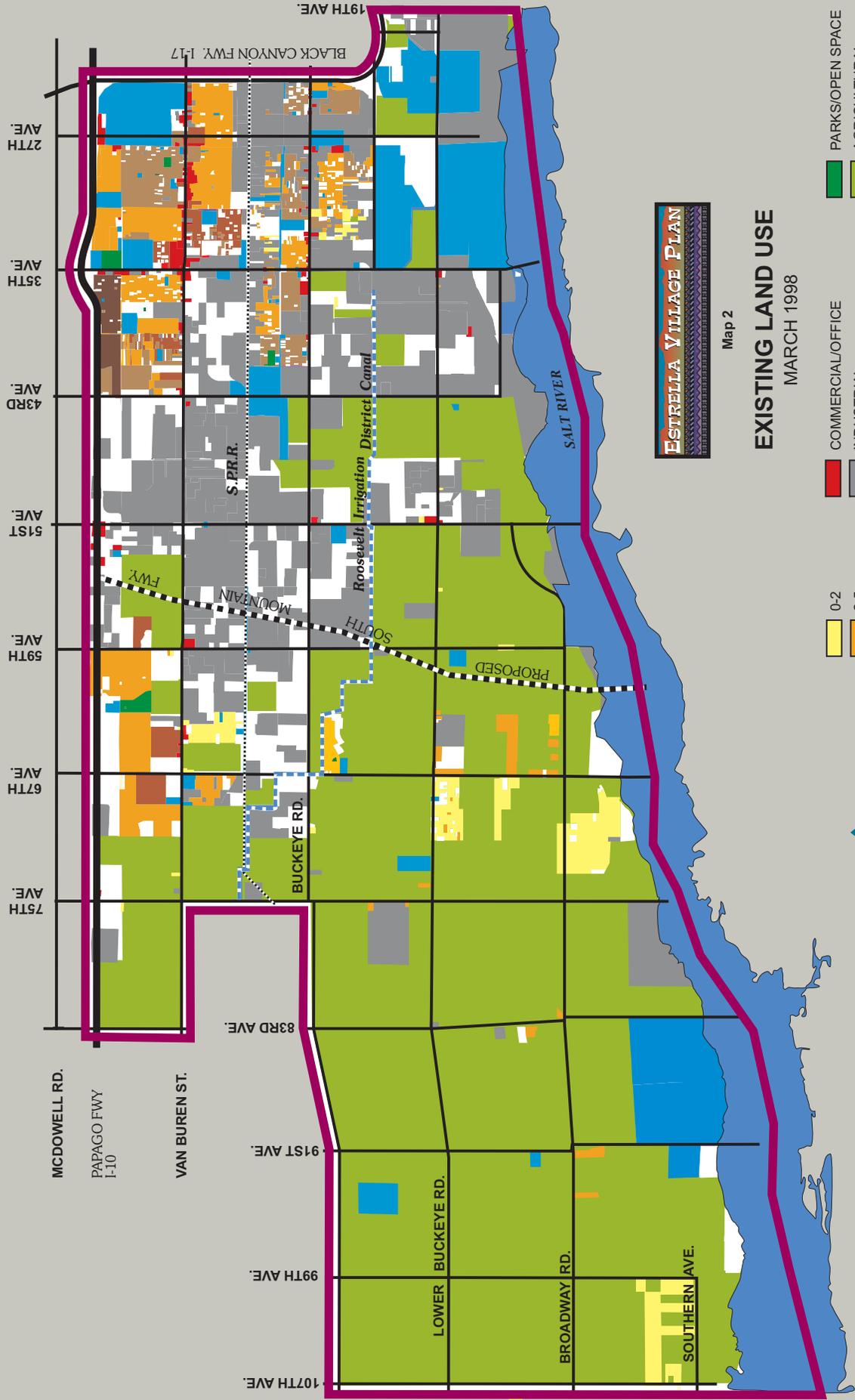
The largest concentration of existing single-family homes is in the older, eastern section of the Village between 19th and 43rd Avenues. This area has a high concentration of trailer parks. Some of the residential areas, particularly off Buckeye Road, are negatively affected by commercial and industrial intrusions. Isolated residential subdivisions are also found in the general vicinity of 67th Avenue and Van Buren Street and within rural acreage lot developments in the Village's south/central area.

There has been very little retail development in the area, other than strip commercial uses along Van Buren Street and Buckeye Road. Industrial development, particularly transportation, warehousing and distribution facilities, has grown at a faster rate than in the rest of the Phoenix metropolitan region. This development is generally located north of Lower Buckeye Road. Future distribution center development in the western part of the Estrella Village will continue due to proximity with both the Union Pacific Railroad line and Interstate 10. Older industrial development, some of it on relatively small parcels, is located east of 51st Avenue.

Most of the undeveloped land, located west of 51st Avenue and south of Buckeye Road, is currently used for agricultural purposes. This is the area currently experiencing residential development interest.

Existing Zoning

Existing generalized zoning within the Estrella Village is shown on Map 3. The "R" districts allow for a range of multi-family density development. "R1" districts permit only single-family development. The R1-6 and R-3 districts provide the zoning found in the existing residential neighborhoods, most of which are found north of Buckeye Road. S-1 zoning is an agricultural district which, along with much of the RE-43 and RE-35 large lot residential zoned areas, is anticipated to be rezoned to allow higher density residential or other uses in accord with the General Plan.



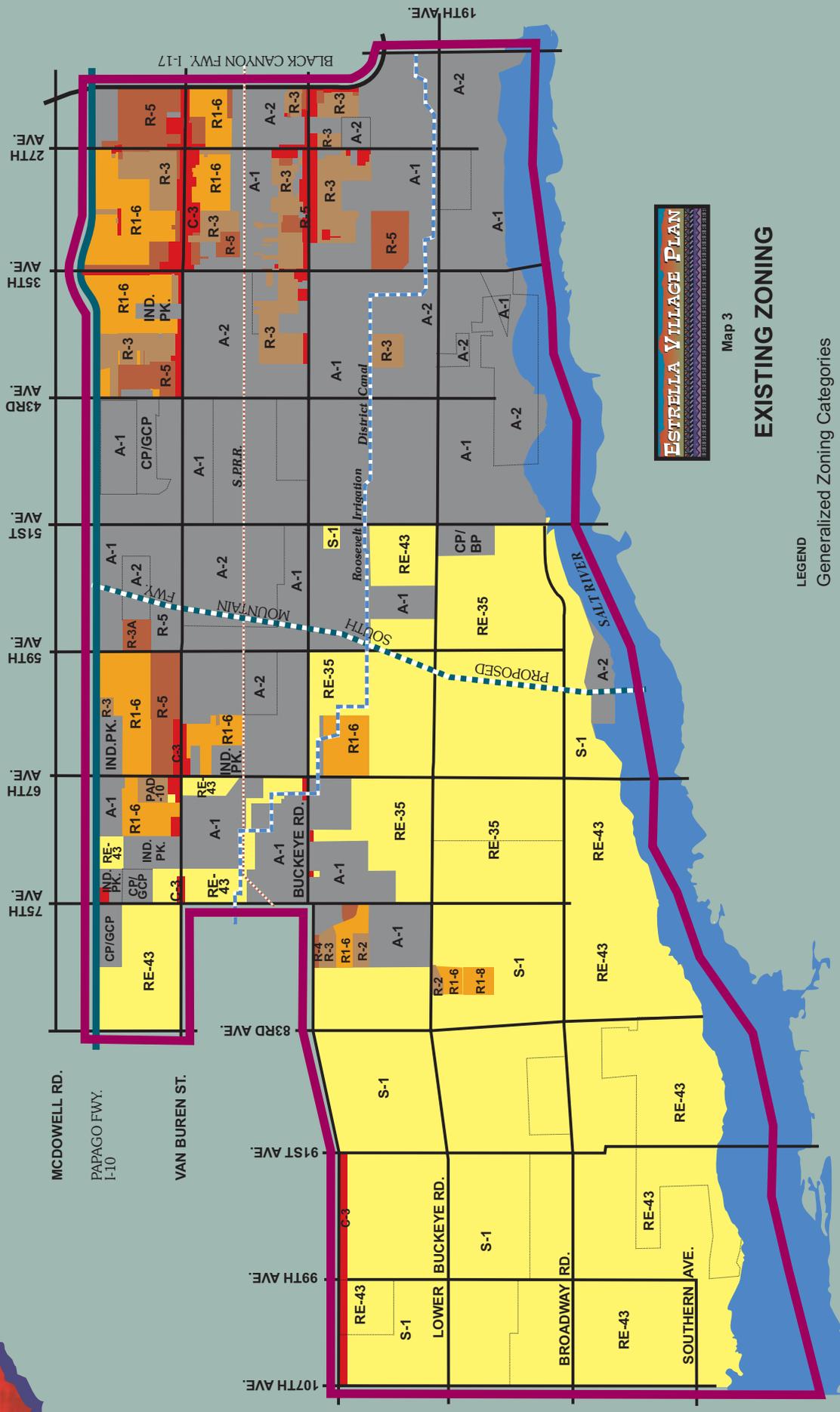
ESTRELLA VILLAGE PLAN

Map 2

EXISTING LAND USE
MARCH 1998

- 0-2
- 2-5
- 5-15
- 15+
- COMMERCIAL/OFFICE
- INDUSTRIAL
- PUBLIC/INSTITUTIONAL
- TRANSPORTATION
- FLOODWAY
- PARKS/OPEN SPACE
- AGRICULTURAL
- VACANT
- VILLAGE BOUNDARY





Map 3

EXISTING ZONING

LEGEND

Generalized Zoning Categories

- 0-2 DU/AC
- 2-5 DU/AC
- 5-15 DU/AC
- 15+ DU/AC
- INDUSTRIAL
- COMMERCIAL
- VILLAGE BOUNDARY

| 0-2 | 2-5 | 5-15 | 15+ | COMMERCIAL | INDUSTRIAL |
|-------|--------|--------|------|------------|------------|
| S-1 | R1-8 | R-2 | R-3A | C-2 | IND. PK. |
| RE-43 | R1-6 | R-3 | R-4 | C-3 | CP/GCP |
| RE-35 | PAD-10 | PAD-10 | R-5 | P-1 | A-1 |
| | | | | | A-2 |



Over the last year, rezoning activity has resulted in the approval of more than 600 acres of new zoning for single-family residential development under the R-2, R1-6, R1-8, and R1-10 districts. These approvals, along with pending applications, are located in the southwestern portion of the Village, south of Buckeye Road and west of 59th Avenue.

The C-2 district provides for a variety of retail services and activities that generally support surrounding neighborhoods. The C-3 commercial district allows for intensive commercial uses, including outdoor storage. Both commercial districts are found in strip commercial developments along portions of Van Buren Street and Buckeye Road. There are no commercial centers in the Village, unlike the large acreage, multi-tenant shopping centers located throughout the City.

The industrial zoning districts, A-1, A-2, Industrial Park and Commerce Park, are the most prominent and allow for a wide range of industrial activity. The older A-1 and A-2 districts are generally located east of 51st Avenue and along the railroad line corridor between Buckeye Road and Van Buren Street. Many of the properties in this area are relatively small, and many are used for intensive outdoor activities and storage. The newer Industrial Park and Commerce Park districts, which have more stringent development standards, are generally located adjacent to the Interstate 10 corridor. When compared



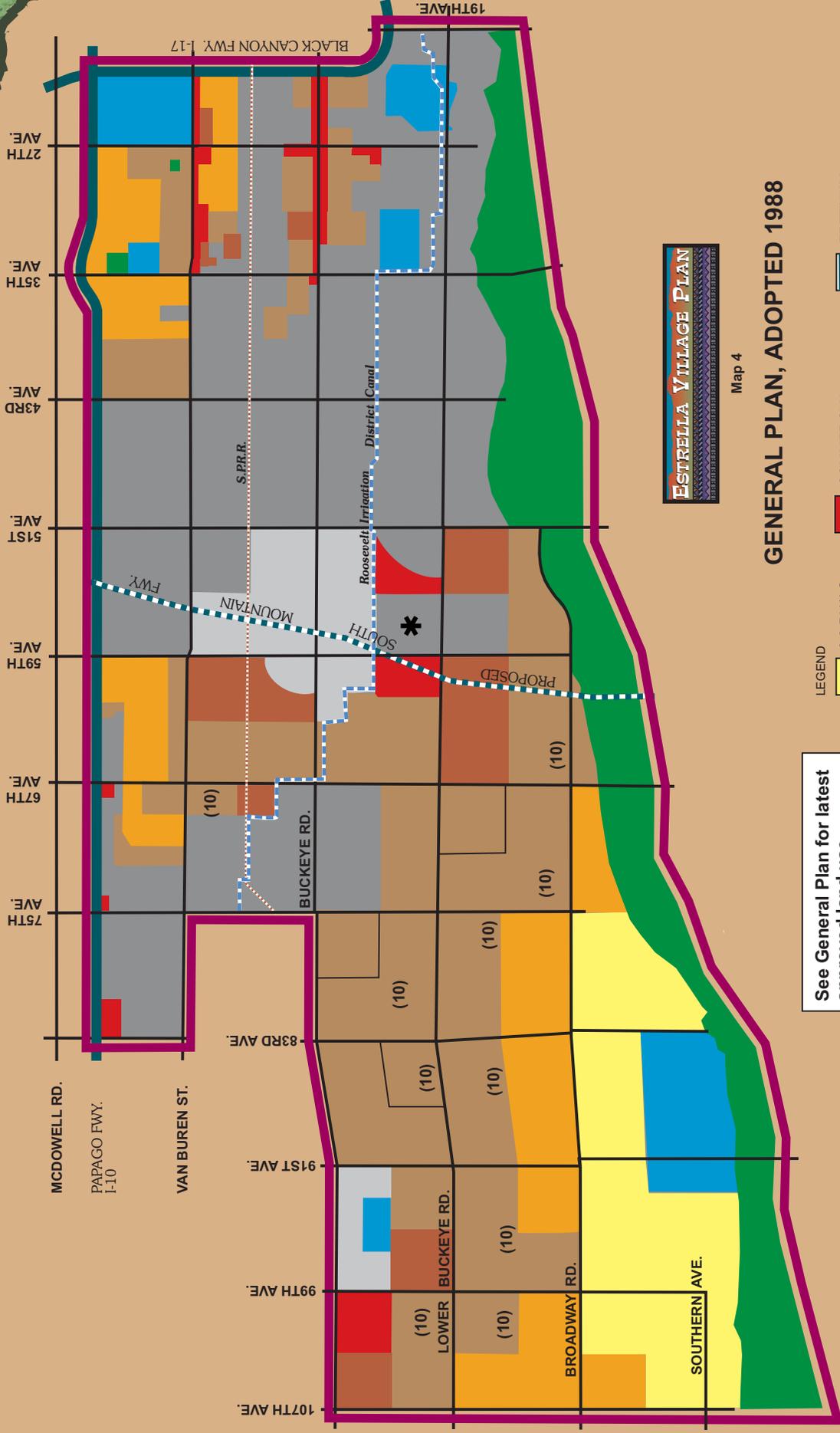
Range of Employment Opportunities and Commerce Park Design Standards

to the existing land use, it is noted that approximately 6,300 acres of industrial zoned land is currently vacant. Annual absorption rates of 40 to 60 acres per year over the last six years in the area indicate there is well over a 100 year supply of vacant, industrial zoned land.

Existing General Plan

Current General Plan land use designations are shown on Map 4. As depicted, the existing single-family neighborhoods, located east of 43rd Avenue and near 67th Avenue and Van Buren Street, are designated as residential with 2-5 dwelling units per acre. However, a large percentage (30%) of land within the Village, particularly in the undeveloped areas, is designated for moderate (5-15 dwelling units per acre) and high density (15+ dwelling units per acre) residential development. This is not representative of the current residential market and predominance of single-family housing City-wide. The wide range of residential densities allowed may cause uncertainty as to the nature and mix of residential development that might occur in these areas.

As might be expected, given the existing industrial zoning within the Village, industrial (34%) is the single largest land use designated by the General Plan. However, due to the large amount of land along the Salt River being designated for parks/open space, some of the land zoned for industrial use is unaccounted. No neighborhood-serving commercial centers are shown on the current General Plan. Those commercial properties that are designated are poorly located to meet retail needs of residents. Public/quasi-public land uses are primarily the waste water treatment plants and landfills, but also include the cemetery located at the intersection of Interstate 10 and Interstate 17.



Map 4

GENERAL PLAN, ADOPTED 1988

- LEGEND**
- 0-2 DU/AC
 - 2-5 DU/AC
 - 5-15 DU/AC
 - 15+ DU/AC
 - COMMERCIAL
 - INDUSTRIAL
 - COMMERCE PARK
 - PUBLIC/QUASI-PUBLIC
 - PARKS/OPEN SPACE
 - * PRIMARY CORE/MIXED USE
 - VILLAGE BOUNDARY
 - FREEWAY

See General Plan for latest approved land use.



CITY OF PHOENIX PLANNING DEPARTMENT
DECEMBER 1998

ESTRELLA VILLAGE PLAN

The Estrella Village consists of older, isolated residential neighborhoods, extensive industrial activities and holdings, and agricultural lands. Rezoning requests seeking single-family residential subdivisions have recently highlighted the Village's potential for growth and development. These existing conditions and development interests point to the need for updating the General Plan for the Village. The following vision statement, goals, objectives and strategies, and proposed land use map (see page 15) make up the Estrella Village Plan. The vision statement describes what the Village is to become. Accomplishing the identified goals and objectives, through specific courses of action or strategies, is necessary in order to achieve this vision. The Plan provides guidance for community residents, developers, City officials and staff in the review of development applications and public capital expenditures.

Village Vision

Estrella Village will have a variety of types and prices of homes located in well designed, sustainable neighborhoods. These homes will be protected from potentially conflicting land uses so that neighborhoods form consistent, larger patterns of compatible development. Illegal land uses have been removed from older neighborhoods and property maintenance has improved.

New homes and businesses occupy formerly vacant and marginally developed land in an orderly and predictable pattern. Neighborhood oriented stores and services support the new homes while schools and parks provide well used facilities for the new residents. There is a greater range of technical and professional jobs to expand employment opportunities, with less emphasis on warehouse development. The Village's core provides a village identity and serves as a focal point for cultural and governmental activities including a library, transit center, community center and college as well as a broad mix of community serving stores and offices. The core is easily reached by the freeway and Lower Buckeye Road. Major streets leading into the core and elsewhere exhibit strong urban design themes, and multi-use trails connect residents to many areas of the village.

The vision exemplifies the five Village goals summarized below:

1. Orderly growth
2. Identifiable Village core
3. Strong residential neighborhoods
4. Variety of homes and jobs
5. Consistent streetscapes and trail linkages

Goals, Objectives and Strategies

The goals and objectives of the General Plan for Phoenix will provide overall City-wide guidance on development issues. The following Village Plan goals, objectives and strategies address more specifically unique Village characteristics and needs.

Goal 1

Growth - Growth will occur in an orderly manner that takes advantage of existing public infrastructure and facilities.

Objectives

- A. Master Planned Communities with Trails
Master planned development of large parcels will promote the integration of street and open space/trail design, and provide a more direct relationship with transit, park and school facilities and commercial services.
- B. Elementary Schools and Neighborhood Parks as a Focal Point/Center
Elementary schools should be located within the center of a residential square mile in order to be accessible and to serve surrounding residential neighborhoods.
- C. Capital Improvement Program
There will be a phased capital improvement program prepared to support the land use plan.
- D. Retail Services
Zoning for neighborhood retail centers should generally be limited to the going home side or northwest corner of an intersection, except where it is shown a more appropriate corner exists.
- E. Infill Development
Infill development should be consistent with and strengthen the predominant land use character or objectives for the area.

Strategies

- A. Park Sites
Reserve minimum 10 acre neighborhood park sites within areas designated by the Estrella Village Plan. Reservations are for a one year period following the recording of a subdivision plat on the property.
- B. School Sites
Reserve minimum 10 acre elementary school sites within areas designated by the Estrella Village Plan. Reservations are for a one year period following the recording of a subdivision plat on the property.
- C. Industrial Development
Develop new industrial areas under the Commerce Park districts and their development standards.
- D. Capital Improvement Program Funding
Utilize impact fees and bond money to assure public capital improvements are made when needed.
- E. Sanitary Sewer, Water and Streets
Review public infrastructure needs through the City's capital improvement program and schedule construction to support growth as envisioned by the Estrella Village Plan.

- F. Retail Centers
Grant zoning for commercial centers only when there is a user for the site. Put a time limit on approvals.
- G. Rio Salado
Develop a working partnership with property owners within and along the Rio Salado and develop strategies that support Rio Salado oriented development.

Goal 2

Village Core - The Village will have a core that provides village-wide public and private services and facilities, and serves as a unifying, identifiable place.

Objectives

- A. Village Center
Unique business and community-wide activities such as a medical center/hospital, branch library, transit center, community college, an office center and district park will be located within or adjacent to the core.
- B. Village Character Gateway entry features and specific design standards should be implemented to build the image of the core.

Strategies

- A. Core Master Plan
With the participation of property owners within and adjoining the Village core, develop a core master plan to provide the desired mix of uses, to separate vehicular and pedestrian traffic and to achieve an integrated urban design.
- B. South Mountain Freeway
Encourage the depression of the South Mountain Freeway through the Village core and other mitigation measures that minimize the noise and visual impacts of the freeway.
- C. Loop Road
Provide a loop road system for access and visibility to community facilities, businesses and higher density residential uses.
- D. Pedestrian Friendly
Provide a pedestrian circulation system that links activity within the core to the outside community.
- E. Building Design
Encourage buildings within the core to be built to the street frontage rather than behind parking areas.
- F. Transit Center
Locate a park-n-ride lot for residential commuters to take express route public transportation.
- G. Library
Locate a branch library near the core transit center.
- H. Rename Lower Buckeye Road
Rename Lower Buckeye Road consistent with an image for the Village and to enhance the linkage between the core and adjacent residential corridor.

Goal 3

Protection of Residential Neighborhoods - Neighborhoods will be recognized and protected from development that is incompatible with neighborhood preservation.

Objectives

- A. New Residential Development
New residential development and neighborhood-oriented activities such as retail centers, schools and parks will be located near existing neighborhoods and other appropriate locations supported by the street circulation system and surrounding character.
- B. Protected Residential Neighborhoods
Density or land use transitions will be provided to minimize impacts from non-residential development.
- C. Strengthened Existing Residential Neighborhoods
Viable neighborhoods will be identified and enhanced through programs and actions that improve property maintenance, eliminate illegal uses, screen legal but incompatible land uses and encourage development of vacant or underutilized land.
- D. Residential Areas in Transition
Neighborhoods no longer viable for residential use will be converted to non-residential activity in a manner least disruptive to remaining residents.
- E. Existing Rural Neighborhoods
Areas with an existing rural lifestyle will be protected by encouraging rural uses or large lot residential transitions.
- F. Master Planned Developments
Large parcel (160 acres or more) residential developments are encouraged and should occur under planned community districts that promote the integration of street and open space, and provide for a variety of housing types and community services
- G. Retail Services
Neighborhood retail centers will be developed at major intersections where there is a concentration of residential neighborhoods to be served.
- H. Industrial Activity
Industrial development will be designed to route truck traffic away from and avoid conflicts with residential areas, and to minimize impacts created when loading docks are located in the vicinity of residential areas.
- I. Private Open Space
Common open space should be centrally located within subdivisions and developed to enhance neighborhood identity and a place for neighborhood attention and interaction to focus.

Strategies

- A. Development Review
Review non-residential development adjacent to neighborhoods for landscape setbacks, building height, driveway locations and other site design considerations to minimize impacts on residents
- B. Rural Streets
Allow "rural" local street standards within residential subdivisions in the 0-2 density range.

- C. Density Transition
Provide a transition of residential densities within the Residential 2-5 dwelling units per acre classification so that the higher end of the density range is located near the Buckeye Road employment corridor and the lower limits of the density range are adjacent to Residential 0-2 areas.
- D. Density Caps
Establish density caps within the Residential 2-5 area south of Lower Buckeye Road to clearly identify density limits of residential development and encourage large lot subdivisions.
- E. Parks and Schools
Locate neighborhood parks and elementary schools within walking distance of surrounding residential neighborhoods.
- F. Retail Services
Provide a neighborhood center of 10 to 15 acres, limited to one intersection corner, that have a variety of businesses on the site such as a grocery store, restaurant, and pharmacy.
- G. Residential Transition Areas
Consider rezoning requests to non-residential uses only when the sites are one half acre or more and are located at the perimeter of the residential area. The proposed uses should preclude outdoor activities.
- H. Targeted Transition Areas
Review the zoning and land use patterns in areas where such patterns are not consistent, and discuss with property owners possible changes to protect and preserve existing neighborhoods.
- I. Industrial Use Impacts on Residential Neighborhoods
Identify activities within the A-1 and A-2 zoning districts that are located within a quarter mile of a residential neighborhood. In consultation with industrial property owners, prepare an overlay zoning district that would allow for appropriate industrial uses.

Goal 4

Housing and Employment - There will be a wide variety of housing and employment opportunities.

Objectives

- A. Housing
Traditional market housing products will be encouraged along the Lower Buckeye Road corridor and adjacent to existing neighborhoods.
- B. Variety of housing densities and type
A diversity of housing products and lot sizes are to be designed throughout each residential subdivision.
- C. Industrial
Industrial development is to provide a variety of employment opportunities for a diverse labor market.

Strategies

- A. Development Review
Require that zoning requests include site plans and elevations demonstrating a mix of lot sizes throughout the subdivision and elevations offering a variety of product mix.
- B. Employment Mix
Require that commerce park development along Buckeye Road, west of 75th Avenue, encourage a minimum 50 percent office square footage.

Goal 5

Urban Design - Streetscape and trail systems shall be uniform and consistent to provide identity and linkage between neighborhoods and with activity centers.

Objectives

- A. Village Parkways
Parkway landscape standards should apply to all development along Lower Buckeye Road and 67th Avenue, setting a thematic statement for access, landscaping, signage, building setbacks and other features to create a positive image for the corridors. These streets provide the transportation routes through the community and access to the Village's residential corridors.
- B. Trails System
An area-wide system of bicycle paths, equestrian trails, and pedestrian trails should be provided to connect residential neighborhoods to parks, schools, commercial areas and employment centers.
- C. Open Space Areas
Private open space within subdivision retention areas or powerline corridors should be integrated into the neighborhood design and improved with active recreational amenities.
- D. Street Appearance
Existing commercial and industrial properties along major streets and adjoining residential neighborhoods should be well landscaped with open storage and activity screened from view.

Strategies

- A. Village Parkways
Apply parkway standards consistently to all development within designated corridors.
- B. Trails Plan
Prepare for adoption a trails plan that incorporates powerline corridors and links activity areas within the Village, to City and region-wide trail systems, such as the Sun Circle Trail and trail systems of the Estrella Regional Park, City of Avondale and future Rio Salado trails.
- C. Private Open Space
Require subdivision retention areas and powerline corridors to have street frontage accessibility and other pedestrian linkages to the neighborhood.
- D. Existing Major Streets
Identify and establish a priority of existing major streets to be improved through the City's Major Street Retrofit Program.
- E. Streetscape Improvements
Develop a strategy to assist property owners and businesses along major streets to improve the physical appearance of their property.

Proposed Land Use Map

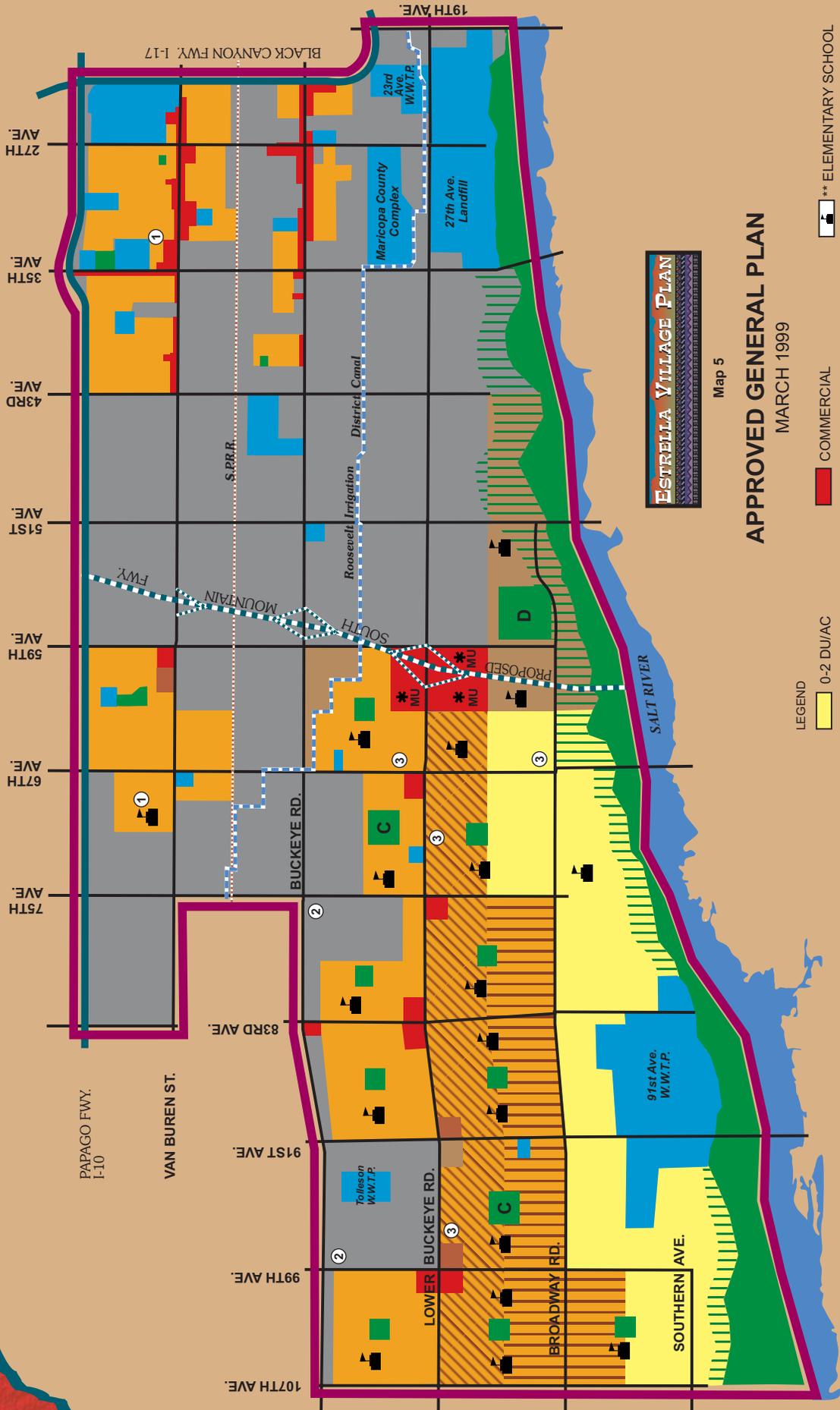
The proposed General Plan land use designations for the Estrella Village are presented on Map 5. The Plan provides for a mix and placement of land use activities that consider existing conditions, such as zoning and land use, as well as traffic patterns.

A **village core** is proposed at the intersection of the future South Mountain Freeway and Lower Buckeye Road. This location affords excellent accessibility not only to the entire Village, but also to the Laveen area developing to the south and the Ahwatukee Foothills Village south of South Mountain. The core provides a "gateway" element and anchor for the Lower Buckeye Road corridor development. It has a commercial mixed use designation which encourages a variety of uses that might not occur elsewhere in the Village. Located within or adjacent to the core, unique community-wide facilities, services and activities will be designed to help define the core identity, its development scale and pedestrian orientation. Such activities would include medical/health services, transit center, large community retail services, a high school, community college, library, district park, fire station, police station. Industrial development adjacent to the core should be labor intensive, in closed buildings and designed with a pedestrian streetscape.

A **variety of housing opportunities** is provided through new residential development that will occur south of Buckeye Road and west of 59th Avenue. Within this area, a gradient of housing types generally decreases in density from the adjoining employment centers. The large lot, 0-2 dwelling units per acre single-family designation, located within the southwestern portion of the Village, reflects the existing pattern of development and protects existing large lot (1½ to 2 acres) residential areas. Located along the Rio Salado and currently impacted by the 91st Avenue Waste Water Treatment Plant and dairy operations, the area provides an unique opportunity within the City to offer **acreage and large lot residential development**. As the Village's development buildout approaches, further review of the area's development potential would be appropriate.



Future subdivision along Lower Buckeye Road Corridor



Map 5
APPROVED GENERAL PLAN
 MARCH 1999

- LEGEND**
- 0-2 DU/AC
 - 2-5 DU/AC
 - CAP OF 2.5 DU/AC
 - CAP OF 3.5 DU/AC
 - 5-15 DU/AC
 - 15+ DU/AC
 - COMMERCIAL
 - INDUSTRIAL (ENCOURAGE UNDER CP DISTRICTS)
 - PUBLIC/QUASI-PUBLIC
 - **PARKS/OPEN SPACE
 - RIO SALADO AREA OF INFLUENCE
 - ** ELEMENTARY SCHOOL
 - VILLAGE BOUNDARY
 - CORE
 - MU MIXED USE
- 1 NEIGHBORHOOD STABILIZATION & PRESERVATION
 2 BUCKEYE ROAD EMPLOYMENT CORRIDOR
 3 LOWER BUCKEYE ROAD AND 6TH AVENUE PARKWAY LANDSCAPE STANDARDS
 C PROPOSED COMMUNITY PARK
 D PROPOSED DISTRICT PARK
- ** Future location of schools and parks to be determined within the area. Also need for two high schools by buildout.

CITY OF PHOENIX PLANNING DEPARTMENT

Traditional subdivision development is oriented along the Lower Buckeye Road and 67th Avenue corridors. The residential 2-5 dwelling units per acre density range used by the General Plan is intended to be flexible, yet result in a variety of project densities and differing product types. **Density caps of 3.5 and 2.5 dwelling units per acre** south of Lower Buckeye Road define the specific density transition and development expectations within those areas. Within the density cap areas actual densities for master plan development over 160 acres may vary, based on the land use mix and their internal as well as external relationships. Single-family, 2-5 dwelling units per acre, is also shown on those existing residential areas in the northeast portion of the Village where industrial and heavy commercial activities have, in some instances, discouraged residential maintenance and redevelopment. Home ownership is encouraged in these areas as a means to enhance neighborhood stability. Around 67th Avenue and Van Buren Street, adjoining vacant land that may be zoned for non-residential or multifamily development has also been included in this single-family designation to encourage such development. Additional residential development is needed to support existing neighborhood-oriented facilities, as well as future neighborhood services and retail activity. Residential development within and around the **Village core will provide a mix of single-family, patio homes, townhouses, and multifamily development** that fit with the more intensive core activities. Higher density apartment development will occur within the core and as a transitional land use to buffer single-family neighborhoods from intensive non-residential uses. Several apartment sites are designated, with the anticipation that additional locations may be considered through the rezoning process.

In addition to the mixed use village core, **neighborhood commercial locations** have been designated to provide the retail service needs of the community. The "going home" corner (typically the northwest corner of intersections in Estrella Village) is generally preferred for these commercial centers. This provides the greatest accessibility given the travel patterns anticipated in the Estrella Village. Another corner may be considered if it is demonstrated an alternative location better meets the needs of the community. Smaller commercial properties are not encouraged in the developing portion of the Village. These are typically not neighborhood oriented commercial uses and encourage other small strip commercial developments in the area.

Almost the entire industrial designation within the Estrella Village is currently zoned for industrial use. Exceptions include the area west of 75th Avenue, between Interstate 10 and Van Buren Street, and the south side of Buckeye Road west of 75th Avenue. Both areas adjoin industrial designated areas in the City of Tolleson. Continuing the **employment corridor along Buckeye Road**, west of 75th Avenue, the industrial designation provides an additional buffer from the Tolleson Wastewater Treatment Plant which is located in the middle of this section. Even with the additional industrial designation along Buckeye Road, there is more existing zoned than planned industrial land. As a result, there are approximately 5,300 acres of undeveloped land available for industrial purposes. With absorption rates at 40 to 60 acres a year over the last several years, there is a 90 to 130 year supply of industrial land available.

Open space is categorized as park and recreation facilities, public lands, and buffer zones. Opportunities for **major linkages of open space exist within established right-of-way of canals and transmission lines.**

Phase III of the City's Rio Salado project extends from 19th to 107th Avenues. The timing and the nature of improvements within the river banks is not presently known. However, river improvements and the opportunity for recreational activities and habitat restoration will influence development decisions adjoining and near the river bank.

The bulk of public/quasi-public land uses in the Estrella Village is made up of various waste water treatment plants, City landfills, the County complexes and the APS service facility. These facilities, which accommodate regional needs, have land use impacts beyond their boundaries. While no property expansion of these activities is anticipated, extraordinary steps may be necessary for nearby development proposals to mitigate or forewarn potential residential purchasers of odor, truck traffic or other existing impacts. Other public/quasi-public uses include schools and churches that support the surrounding community.

PUBLIC FACILITIES AND SERVICES NEEDS

For planning purposes, standard factors have been developed and are used to estimate housing units, population and school students for General Plan analyses throughout the City. These factors, presented on Table 2, are applied to the proposed General Plan.

Table 2

| GENERAL PLAN LAND USE FACTORS | | | | |
|-------------------------------|---------------------|--------------------------|---------------------------------|-------------|
| Land Use | Dwelling Units/Acre | Population/Dwelling Unit | Students/Dwelling Unit Elem. | High School |
| 0-2 dwelling units per acre | 1.5 | 2.8 | .65 | .37 |
| 2-5 dwelling units per acre | 4.5 | 2.8 | .65 | .37 |
| 5-15 dwelling units per acre | 8.0 | 2.8/1.9* | .33 | .14 |
| 15+ dwelling units per acre | 22.0 | 1.9 | .12 | .07 |

* Assumes a single-family/multifamily split of 80/20 percent.

Table 3 applies the standard factors to project housing units, population and school students to the proposed General Plan land uses. Acreage devoted to existing and proposed school and park sites has been subtracted in order to obtain a better representation of land proposed for residential use. The resulting calculations are used to determine the need for various public facilities.

Table 3
ESTRELLA VILLAGE HOUSING, POPULATION AND STUDENT ESTIMATES

| Land Use | Acreage | Dwelling Units | Population | Students | |
|------------------------------|---------------|----------------|----------------|---------------|---------------|
| | | | | Elem. | High School |
| 0-2 dwelling units per acre | 2,911 | 4,366 | 12,225 | 2,838 | 1,615 |
| 2-5 dwelling units per acre | 6,728 | 25,723* | 72,024 | 16,720 | 9,518 |
| 5-15 dwelling units per acre | 821 | 6,568 | 17,208 | 2,167 | 920 |
| 15+ dwelling units per acre | 75** | 1,650 | 3,135 | 198 | 115 |
| TOTAL | 10,535 | 38,307 | 104,592 | 21,923 | 12,168 |

* Adjusted to reflect density cap areas south of Lower Buckeye Road.

** Assumes 30 acre multifamily development within the core area.

Applying the factors above, a one square mile area designated Residential 2-5 dwelling units per acre will have approximately 605 gross acres to be developed for single-family residences. This area would have 2,722 dwelling units and a population of 7,622. There would be 1,770 elementary and 1,007 high school students.

Schools

Assuming a capacity of 700 students, each square mile of new residential development in the 2 to 5 dwelling units per acre density range will need approximately two elementary schools to meet that area's need. School sites should be 12 to 15 acres in size and centrally located to their service area with access to a collector street. Reservation of sites may be made for a period of one year following recordation of a subdivision plat by the property owner. During this time, the school district would have to acquire ownership or the property could be developed. Accounting for the density caps south of Lower Buckeye Road at buildout, there is an estimated need for 21 more elementary schools and three additional high schools within the Village.

Parks

Neighborhood parks are planned to serve a population of 4,000 to 7,000 people within a radius of about one-half mile. They should be centrally located within walking distance of the population served, are typically 15-20 acres in size and are bordered by local or collector streets. Each square mile of 2 to 5 dwelling units per acre will need one neighborhood park to meet that area's need. Reservation of sites may be made for a period of one year following recordation of a subdivision plat by the property owner.

Community parks are designed to accommodate large volumes of vehicular traffic, serving a population of 20,000 to 50,000 people within a radius of about one and one-half (1 ½) miles. They are typically 40 acres or larger with active recreation improvements such as a swimming pool, recreational center, or community center. Ideal surrounding uses could include commercial or commerce park activity to buffer potential noise and light impacts. They serve the function of a neighborhood park for the immediate neighborhood. At buildout, the Estrella Village will need two community parks.

District parks have a drawing area of several communities and are 100 acres or larger in size, serving approximately 100,000 to 200,000 people. They provide both active and passive recreation for an entire region of the City and may include specialized activities, such as multi-use trails, lakes or golf course. At buildout, the Estrella Village will need one district park which should be located within or adjacent to the village core and link via trails to the Rio Salado area.

Recreational Trails

Biking and trail opportunities can provide internal linkages between residential areas and with activity centers such as the Village core, the Rio Salado and employment corridors. Once completed, the trails system will be easily accessible, convenient, and an integral part of other trails within the City of Phoenix, and link with region-wide systems such as the Sun Circle Trail. Proposed trails, generally located along arterial streets, irrigation canals or within powerline corridors, will be constructed with adjacent development and as funds become available. 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 without the permission of the property owner.

Libraries

Branch libraries provide services oriented to each community and often provide meeting rooms for community groups and local businesses. They are normally located in high traffic areas, often in conjunction with regional shopping centers. According to the Phoenix General Plan, library facilities should be appropriately provided to allow the public access to informational, educational, and leisure time material and media resources. City-wide, there is a current average of one branch library per 95, 570 population. At buildout, one branch library will meet the Village needs and should be located within the Village core.

Police Protection

Currently there is a City-wide service level of 2.01 officers per 1,000 people. At buildout, there will be a need for 255 officers to provide Village police protection. Briefing stations may be needed in the western portion of the City. Five to six acre sites are required to serve a population of 135,000 to 140,000. Police stations should be located on major streets near residential areas.

Fire Service

City-wide, fire stations average 3,000 responses a year. In 1997, there was a City-wide mean of one incident for every 10.4 residents and a four minute response time. At buildout, there will be a need for four fire stations to provide Village fire and emergency ambulance service. Fire stations should be located within a three to four minute response area, with paramedic companies located to respond to a medical emergency in five minutes. New stations should be located near a major intersection on a 1.5 to 2.0 acre site.

Retail Services

Neighborhood centers should be located at the intersection of major streets for easy accessibility from the surrounding residential areas. A typical grocery stores developer requires a population of 10,000 in order to build.

PUBLIC INFRASTRUCTURE NEEDS

Sanitary Sewer

The City of Phoenix sanitary sewer system serves the majority of the Village with 24-inch or larger sewer mains along the north/south major streets. Coverage of east-west sewer mains and laterals exists throughout the area east of 59th Avenue, north of Lower Buckeye Road. With the exception of a few north/south sewer main lines, there are no sewers west of 59th Avenue. The Estrella Village is considered well served with sewer mains. Septic systems, however, are still used in many of the older and rural neighborhoods.

Water

Portions of the Village have extensive water service available. These areas, generally located in the more developed sections east of 67th Avenue, have 12-inches or larger lines used to move water long distances for distribution to nearby development. Water lines smaller than 12-inches serve all the properties east of 51st Avenue and some scattered development areas to the west. The City is working on a water system master plan for the area. Some elements of the plan may be programmed into the City's CIP program as the need arises. It is otherwise anticipated the system will be completed by the development community as development occurs.

Streets

The Estrella Village will continue to have a well defined surface transportation network based on major arterial streets built on the City's mile-grid pattern. Although few of the streets have been built to their ultimate design configuration, the back bone of the system is in place. Interstates 10 and 17 provide through transportation services in the north and east portions of the Village respectively. The Loop 101/Aqua Fria Freeway is planned to connect with Interstate 10 from the north at approximately 99th Avenue. Loop 202/South Mountain Freeway will connect Interstate 10, between 51st and 59th Avenues, around South Mountain Park to Interstate 10 near Pecos Road. Elevated freeway crossings are anticipated for all the east/west arterial streets within the Village, except for Broadway Road. Full diamond interchanges are proposed for Buckeye and Lower Buckeye Roads, with a half diamond interchange on the south side of Van Buren Street. No interchange is proposed with Broadway Road.

The Village has five north/south major streets (27th, 35th, 43rd, 51st, and 59th Avenues) that are improved to a minimum of four lanes with curb and gutter. These road improvements extend approximately two (2) miles from the Interstate 10 to Buckeye Road. The improved east-west major streets are Van Buren Street from 27th to 43rd Avenues, Buckeye Road from 27th to 51st Avenues, and Lower Buckeye Road from 19th to 35th Avenues. The remaining major streets in the Estrella Village are predominately one paved lane in each direction.

Major streets improvements are anticipated to occur with the development of adjoining land. Except for 67th Avenue and Lower Buckeye Road, these street improvements will be in accord with the cross section standards of the Street Classification Map for Phoenix. Providing major street access into the developing residential portion of the Village, 67th Avenue and Lower Buckeye Road are to be developed as scenic roadways. These streets will have unique landscaping and other distinguishing features to be found primarily within the right-of-way and easements in the setback areas of adjacent property.

DESIGN OBJECTIVES AND GUIDELINES

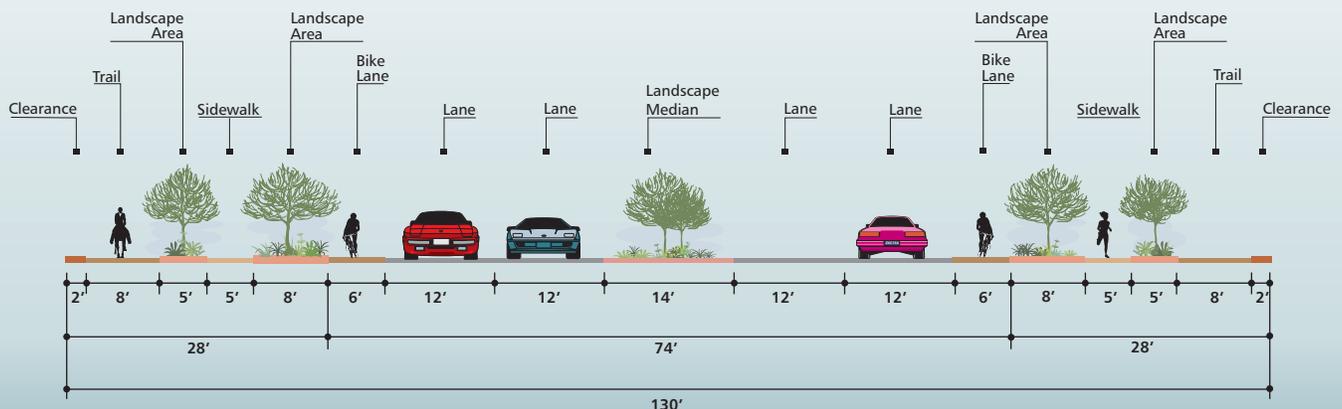
Scenic Roadway Street Standards

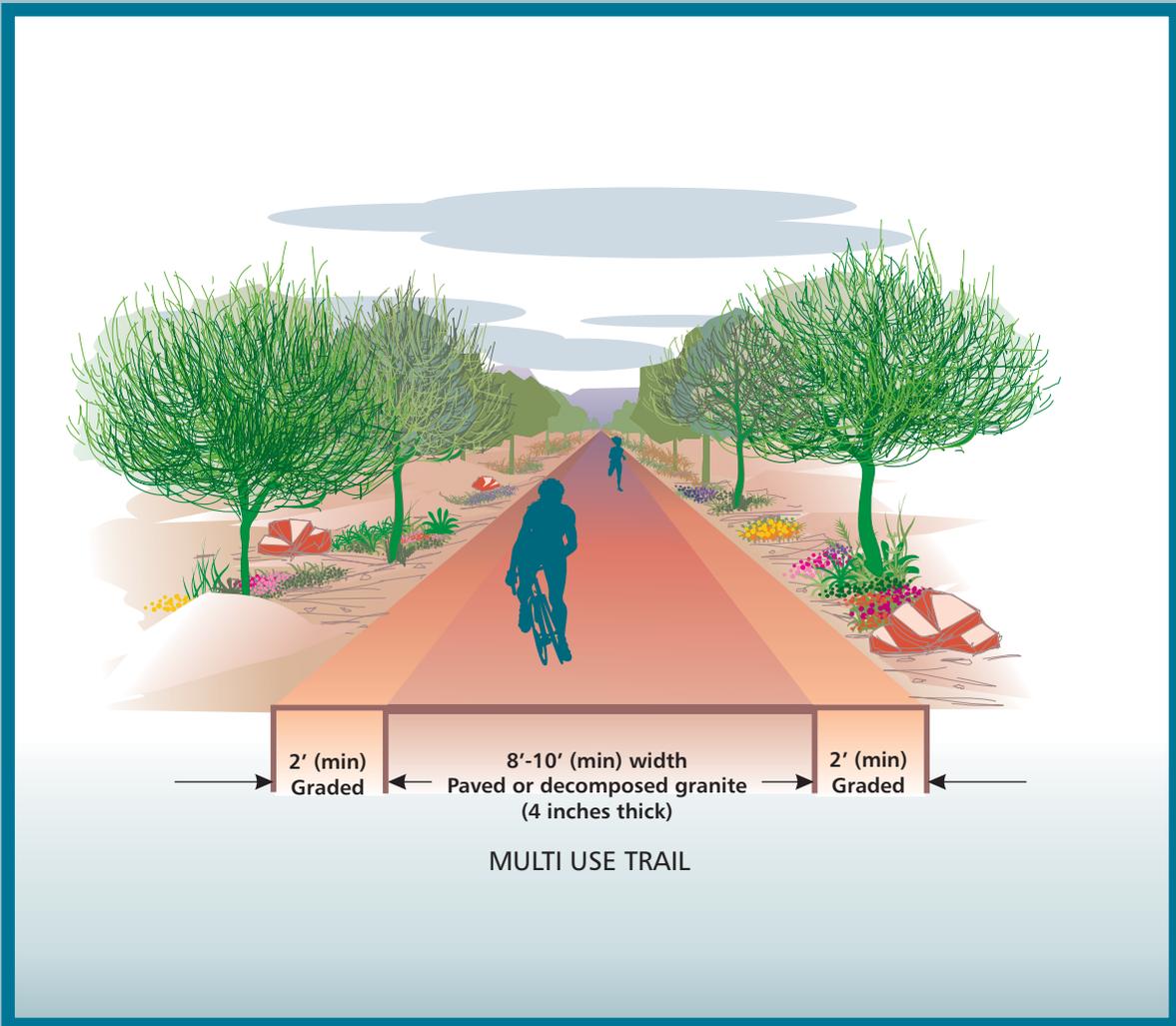
Lower Buckeye Road, from the future south mountain freeway west, is the corridor along which future residential communities will develop in the Village. Special treatment is to be given to this major arterial that will distinguish it from other roadways and enhance adjacent development. As with other major streets, the scenic roadway incorporates standards that separates pedestrian pathways and multi-use trails from the curb line. A 130-foot right-of-way provides for a landscape median along the street centerline and enhanced landscape treatment to adjoining developments. This standard is Cross Section B of the Adopted Street Classification map for the City of Phoenix.



Pecan trees at Lower Buckeye Road and 99th Avenue

LOWER BUCKEYE ROAD RESIDENTIAL PARKWAY Cross Section 59th Ave. To 107th Ave.





Recreational Trails Standards

Multi use trails provide an opportunity to meet the non-motorized recreational needs of the community, and to link activity centers within the community to a City or region-wide trails system. Whenever possible in the Estrella Village, multiuse trails are located in open space areas where drainage requirements or power line easements prohibit development. Arterial and collector streets are considered to meet specific trail needs. City of Phoenix Parks, Recreation and Library Department standards are used for all trail construction.

Village Core Development Standards

The Village Core is designated for mixed use and is to be developed under standards that set it apart from the rest of the Village. Further study and the involvement of area property owners is needed. The Core area study will identify the mix and location of land uses, collector street alignments within the Core, and policies and standards that address building design, signage, common open space, parking, landscaping, entry features and other elements that enhance the character of the area.

