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## PLAN ELEMENTS

### GOALS, OBJECTIVES, AND POLICIES

The Comprehensive Plan goals, objectives, and policies evolved from existing county goals, goals of municipalities within Maricopa County, and lengthy discussions at public meetings, focus groups and partnering meetings. The formulation of a realistic and implementable area plan for the New River planning area is based on a set of comprehensive goals, objectives, and policies. These objectives and policies are intended to augment the Comprehensive Plan and reflect citizen concerns in the New River planning area. This Area Plan should be read and used in conjunction with *Eye to the Future 2020, the Maricopa County Comprehensive Plan*. The Area Plan elements are presented in four subject areas:

- ◆ Land Use
- ◆ Transportation
- ◆ Environmental
- ◆ Economic Development

The following are generalized definitions that should be referred to as a guide when reading this chapter of the New River Area Plan.

A **goal** is a concise statement describing a condition to be achieved. It does not suggest specific actions, but describes a desired outcome.

An **objective** is an achievable step toward the goal. Progress towards an objective can be measured and is generally time dependant.

A **policy** is a specific statement to guide decision-making. It is derived from the goals and objectives of the plan.

The goals and policies are the action component of the Plan. The remaining portion of the text is for background, information, definition of terms, and clarification of policies. Any person processing plans with the county who is required to show consistency with the Plan, needs only show consistency with the goals and policies.



### LAND USE

#### GOALS, OBJECTIVES AND POLICIES

The following goals, objectives, and policies have been developed to accomplish specific policies of the land use component of the ***New River Area Plan***.

The goal of the land use element is to:

*Promote efficient land development that is compatible with adjacent land uses, is well integrated with the transportation system, and is sensitive to the natural environment.*

Within this goal, the following objectives and policies apply:

#### **New River Objective L.1**

**a. Create orderly, efficient, and functional development patterns.**

**b. Create high quality residential, commercial, and industrial land developments that are compatible with adjacent land uses.**

- Policy L1.1 Residential development at one (1) unit per acre or greater intensities are to be directed toward urbanizing portions of the County.
- Policy L1.2 Residential development shall be discouraged at suburban or greater intensities (exceeding one dwelling unit per acre) unless part of a planned community, therefore preserving the existing rural character of the New River planning area.
- Policy L1.3 Encourage land developers to cooperate with residents and homeowner's associations during any development review process for construction near the property holdings of those residents and homeowner's associations.
- Policy L1.4 Encourage the location of rural density residential development (less than one dwelling unit per acre) in areas where infrastructure to support higher density housing is lacking, and where natural environmental conditions suggest low intensity development.
- Policy L1.5 In addition to normal site plan review, development proposals along major streets and adjacent to existing and approved land uses, will be reviewed to determine compatibility with those uses
- Policy L1.6 Mobile home development shall be discouraged at suburban or greater intensities in the New River planning area.
- Policy L1.7 Travel trailer and recreational vehicle developments shall be discouraged in the New River planning area to further maintain and promote the existing rural lifestyle.



- Policy L1.8 Discourage the location of commercial or industrial developments in locations specified for development with rural density land uses
- Policy L1.9 Discourage the development of industrial and mining activities within the New River planning area in the furtherance of maintaining the existing rural lifestyle.
- Policy L1.10 Encourage low profile signage and discourage off-site advertising signs.

**New River Objective L.2**

**Provide for a functional, efficient and cost effective system of utilities, facilities and services to serve county population and employment centers.**

- Policy L2.1 Permit residential developments that exceed one dwelling unit per acre only if they have community water and sanitary sewer systems provided.
- Policy L2.2 Where possible and appropriate, in the design and construction of new development, preserve natural drainage ways, and more specifically New River, Deadman’s Wash, the Agua Fria River, Cave Creek, and Skunk Creek as linear open space corridors.
- Policy L2.3 Encourage the inclusion of private open space and recreational opportunities to meet the needs of occupants in large and/or high-density residential developments.
- Policy L2.4 Support public agency coordination to provide a balanced system of recreational opportunities in the County.
- Policy L2.5 Continue to establish and maintain a system of park and recreational facilities to serve the residents of the County.

**New River Objective L.3**

- a. Provide sufficient public services for intensity of land use.**
- b. Minimize conflicts between urban and rural land uses.**

- Policy L3.1 New urban land use development is to be in accordance with the New River Area Plan and respective land use categories.
- Policy L3.3 New urban zoning shall be within one mile of existing urban development.
- Policy L3.2 New urban development shall 1) supply evidence of adequate supply of potable water, and 2) provide for public wastewater treatment.
- Policy L3.4 New urban land use development shall identify sites for parks and schools. Developments outside the General Plan Development Area may be required to provide additional urban services that include police, fire, schools, parks and libraries as necessary.



- Policy L3.5 New urban development (residential and commercial) shall provide evidence of adequate fire protection prior to rezoning. The following standards apply:
- Four (4) minute response time
  - 500 gallons per minute pressure rating
  - Minimum two (2) engines able to respond
- Policy L3.6: New urban development shall have access to a four (4) lane improved arterial road (110 foot right-of-way).
- Policy L3.7 Maintain the rural nature of the northern New River area. New Development Master Plans north of the I-17/New River Road Interchange shall not increase the overall designated density.

## TRANSPORTATION

**Figure 5** illustrates existing freeways, arterial streets, minor paved and dirt roads and primitive roads. The major arterial streets include Carefree Highway, Seventh Street/**New River Road, I-17, and Lake Pleasant Road, New River Road.** The *Northeast Valley Area Transportation Study* recommended a number of roadway improvements and new alignments to be undertaken by the year 2015. These alignments will carry the majority of trips in and out of the area and seek to develop a system of north/south arterials to provide for traffic relief and alternative routes.

The County will continue its policy of requiring the standard 110-foot right-of-way for all section line (arterial) roadways unless, as part of a planned development, an equally efficient transportation system is adopted. In such a case, the County will require 110 feet of right-of-way or greater for the street or streets that were approved to substitute for the section line roads.

Collector and local level streets will make up the remainder of the vehicular transportation system, with collector streets being generally located on or near the half-section lines. An adequate collector system will be necessary to help relieve potential congestion on the arterial streets. If the land use densities established in the New River planning area are maintained, most streets, other than arterials, could be developed as local streets.

In addition to providing collector streets to relieve arterial street congestion, careful consideration should be given to access onto arterial streets. Arterial streets should be primarily intended to move traffic. A large number of access points along an arterial street, particularly in commercial areas, severely restrict traffic flow and traffic volumes. **Table 12** illustrates the general design principals of the Arterial-Collector-Local street system. Each street's intended function and the function's relationship to access control should be considered when reviewing development requests. **Table 13** provides recommended minimum driveway spacing to insure proper street function. The driveway spacing represents minimums, and additional spacing may be necessary under certain circumstances.



**TABLE 12 Functional Classification Definitions**

Category	Degree of Private	
	Primary Function	Access Control
Freeways	Traffic Mobility	Total Control
Arterial Streets	Traffic Mobility	Moderate
Collector Streets	Mobility/Accessibility	Moderate Transition
Local Streets	Accessibility	None

**TABLE 13 Minimum Driveway Spacing (Centerline to Centerline)**

Facility/Land Use	Minimum Spacing (Feet)
<i>Major Arterial</i>	
Commercial, High Density/Activity	200
Industrial/Office Park, Low to Moderate Activity	275
Arterial Commercial, High Density/Activity	150
Industrial/Office Park, Low to Moderate Activity	230
Multi-Family Residential, Low to Moderate Activity	150

**Source:** Adapted from *Guidelines for Control of Direct Access to Arterial Highways*, FHWA.

Serious consideration should be given to minimizing the increasing number of commercial intersections. Linear, or “strip” commercial development along arterial streets should be prohibited, unless extreme control over access is obtained (and design of the individual enterprises is compatible). Design standards for the Carefree Highway and I-17 scenic corridors restrict access to one point on an arterial (Appendix D). For arterial streets adjacent to residential development, reverse fronting lots should be provided so that direct access to arterial streets from individual driveways is eliminated.

**GOALS AND POLICIES**

The following goals and policies were developed for the *Northeast Valley Area Transportation Study* and are included in the *New River Area Plan*. They fall into three broad categories: roadway planning, non-motorized travelways, and natural and cultural resource protection. Further development in the Northeast Valley’s transportation system shall adhere to these goals and policies. These goals were developed from review of



prior plans including the *New River Land Use Plan* (1992), and the *County Wide Comprehensive Plan Goals, Policies, and Standards* (1993). These were supplemented by public comments and a survey of area households conducted in 1995. The following outlines the specific goals and policies.

**Goal 1 –Roadway Planning:** *Provide for future transportation corridors and roadways that minimize vehicle operating costs, are aesthetically pleasing to both users and non-users, provide flexibility to accommodate future technology, minimize costs to construct and maintain, insure adequate capacity for expected traffic demands, and protect safety for users.*

- Policy T1.1 Measure costs and benefits of each proposed improvement.
- Policy T1.2 Encourage public/private partnerships in development of roadways.
- Policy T1.3 New developments of any size pay their own way and their share of regional traffic and transportation impacts.
- Policy T1.4 Minimize vehicle hours of travel, pollutants, and congested intersections.
- Policy T1.5 Delineate and protect dedication of right-of-way for roadways as per current policy, and for equestrian trails and bike lanes in undeveloped areas. Provide adequate cross sections for trails.
- Policy T1.6 Existing major roadways should maintain their present alignment, whether they are curvilinear or follow the existing grid system.
- Policy T1.7 Existing and planned roadways should have wide dust free shoulders rather than curbs, gutters and sidewalks.
- Policy T1.8 The configuration material and maintenance of existing and proposed minor and local roads reflect the local community or neighborhood preferences.
- Policy T1.9 Proposed roadways should be consistent with surrounding communities' and other jurisdictions Transportation Master Plans, the State Transportation Plan, and MAG's Northwest Valley Study.
- Policy T1.10 Maintain provisions for expansion of Carefree Highway to a 6-lane right-of-way.
- Policy T1.11 Develop criteria for scenic corridor status for Carefree Highway in conjunction with City of Phoenix.
- Policy T1.12 Connect Desert Hills Road to I- 17.
- Policy T1.13 Encourage ADOT to improve the 1-17/Honda Bow Road (Desert Hills) interchange.
- Policy T1.14 Work with ADOT to clearly identify the number, location and configuration of traffic interchanges servicing new developments in the I- 17 corridor.
- Policy T1.15 Work with ADOT to plan for the 1-17 corridor as an effective priority corridor of statewide significance as identified in the Arizona State Transportation Plan.



- Policy T1.16 Designate a relief route between Pioneer and Desert Hills Interchanges.
- Policy T1.17 Designate bridges over major washes or provide culverts under roadways that intersect major washes, or keep low water crossings, at the neighborhood's discretion.
- Policy T1.18 Encourage the extension of regional public transit services to new developments in this area per Valley Metro guidelines.
- Policy T1.19 Encourage bus turnouts, park and ride facilities, and other intermodal connectivity points accessible to all developments.
- Policy T1.20 Encourage school bus turnouts on arterials.
- Policy T1.21 Preserve nighttime rural character by minimizing lighting of roadways.

**Goal 2 – Non-Motorized Travelways:** *Provide public access that will reasonably accommodate non-motorized travel modes along roadways, including bike routes, equestrian trails and paths, and pedestrian walkways to open space within five miles of Northeast Valley residents' homes.*

- Policy T2.1 Delineate and protect dedication of bike lanes along major roadways, as per current Maricopa County policy.
- Policy T2.2 Delineate and protect dedication of equestrian trails along existing and planned major roadways.
- Policy T2.3 Encourage and participate in multi-jurisdictional coordination for equestrian trails.
- Policy T2.4 Encourage equestrian trails in private developments—review in development plans.
- Policy T2.5 Encourage and require bikeways and pedestrian walkways within school service area—review in development plans.
- Policy T2.6 Encourage equestrian routes along major roadways when safe, or create a separate system of paths.
- Policy T2.7 Link Lake Pleasant and Cave Creek Park with a non-motorized travelway system.
- Policy T2.8 Designate New River, Deadman's Wash, Agua Fria River, Cave Creek Wash, and Skunk Creek Wash as hiking and equestrian travelways systems. Endorse the MAG *Desert Spaces Plan*, which identifies washes as trails.
- Policy T2.9 Delineate and protect existing and planned horse trails along the Black Canyon trail, and the utility corridor connection from the existing trail head to Lake Pleasant.
- Policy T2.10 Protect Upper Sonoran Desert areas that serve as links between the Hieroglyphic Mountains and the New River Mountains.
- Policy T2.11 Designate and plan for recreational, commercial, and commuter pedestrian routes between communities.



**Goal 3 – Natural And Cultural Resource Protection:** *Encourage roadway and non-motorized travelways developments which are compatible with natural and cultural features and which minimize adverse environmental impacts.*

- Policy T3.1 Plan roadways or travelways outside of strict environmental influences areas.
- Policy T3.2 Mitigate major roadway construction in moderate environmental influences areas.
- Policy T3.3 Require a SHPO clearance letter for all roadway construction, as per current policy.
- Policy T3.4 Support and intensify preservation practices such as salvage, revegetation with native species, and seeding in the Palo Verde-Saguaro Community.
- Policy T3.5 Maintain four-wheel drive public access to Tonto National Forest via Table Mountain Road, Fig Springs Road, and Spur Cross Road.

### ENVIRONMENT

There are four general conditions within Maricopa County which deserve consideration of the application of environmental protection measures. These include floodplains and drainage ways, mountainsides where slopes exceed 15 percent, areas within the Palo Verde-Saguaro Community, and areas impacted by airport operations. Floodplains and drainage ways require protection or restrictive development standards to minimize destruction of property during periods of flooding. Areas with slopes greater than 15 percent should be subjected to minimal development due to the potentially destructive nature of cut and fill operations that are often necessary for providing property access and building pads.

There are no airports in the New River area to negatively impact the environment. Major drainage ways, with designated floodplains, such as Skunk Creek and the New River, have been designated as open space corridors. Where appropriate, other drainage ways may also be established as open space, but in any case, provisions for continued drainage should be maintained. Where possible, open space corridors are encouraged to function as walkways or bicycle and equestrian trails as well as drainage corridors.

The Palo Verde-Saguaro Community represents the stereotypical desert environment and the natural beauty associated with arid landscapes. Although development can be compatible with Palo Verde-Saguaro Communities, it must usually be maintained at relatively low densities (not greater than 2.0 du/acre), and sensitively designed so that the image of the Palo Verde-Saguaro Community is retained.

In many instances within Maricopa County the Palo Verde-Saguaro Community exists in or near areas of steep slopes. Therefore, development restraints that are intended for either steep slope or Palo Verde-Saguaro Communities will be mutually compatible.

Many of the areas of steep slopes within the New River area exist on publicly owned land. As the first step in the process of preserving the scenic natural environment of





Maricopa County, some lands in public ownership have been designated as open space. As such, the lands will either be retained as open space or, if there is pressure for development of certain lands, amendments to the land use plans must be made prior to approving development. The amendment process can then include preparation of a DMP that can be approved under terms that will assure environmentally sensitive design.

**GOALS, OBJECTIVES AND POLICIES**

Two environmental goals have been established through the comprehensive planning process for Maricopa County to specifically address the natural and human environment:

**Goal 1:** *Promote development that considers adverse environmental impacts on the natural and cultural environment, preserves highly valued open space, and remediates areas contaminated with hazardous materials.*

**Goal 2:** Improve air quality and reduce noise impacts.

With these goals the following objectives and polices apply to the New River planning area:

**New River Objective 1**

**Encourage developments that are compatible with significant natural environmental features and which do not lead to their destruction.**

- Policy E1.1 In order to minimize adverse impacts of hillside development, the submittal of land development applications on lands with slopes of 15 percent or greater should be discouraged.
- Policy E1.2 Encourage land uses and development designs that are compatible with environmentally sensitive areas such as parks, open space, floodplains, hillsides, wildlife habitat, scenic areas, and unstable geologic and soil conditions.
- Policy E1.3 Encourage compatible land use relationships with sources of excessive noise.
- Policy E1.4 Encourage the preservation of the scenic quality of the New River Mountains, Table Mountain, Daisy Mountain, Pyramid Peak and other surrounding mountains in the review of applications for land development, and develop other preservation programs and strategies as deemed appropriate.
- Policy E1.5 Encourage a two-story height limitation for buildings in the New River Planning area.

**New River Objective 2**

**Protect and preserve existing water resources and minimize flood hazards.**

- Policy E2.1 Support Flood Control District policies, drainage regulations, and floodplain regulations for all development within the County.
- Policy E2.2 Encourage cooperation with the Flood Control District to minimize land development conflicts and achieve compatibility with the development and



implementation of Area Drainage Master Plan Studies and other relevant investigations.

- Policy E2.3 Discourage the location of structures that would alter current storm water drainage patterns and which would increase water ponding and sheetflow in areas of extremely flat land and areas currently susceptible to sheetflow.
- Policy E2.4 Limit the location of land uses, which rely on direct extraction of groundwater to where subsidence is neither an existing condition nor is projected to occur in the future.
- Policy E2.5 Encourage developments that maximize recharge of groundwater supplies and utilize treated wastewater for water amenities and irrigation.
- Policy E2.6 Encourage the use of drought tolerant and low water consumptive landscape materials.

### **New River Objective 3**

#### **Preserve existing habitat areas of wildlife and/or desert plant species.**

- Policy E3.1 Encourage the protection of threatened and endangered species.
- Policy E3.2 Support preservation practices in the Palo Verde-Saguaro Community.
- Policy E3.3 Encourage the use of replacement vegetation that is primarily indigenous to the Palo Verde-Saguaro Community for land developments which disturb that community.

### **New River Objective 4**

#### **Protect historical and archaeological resources.**

- Policy E4.1 Prior to development, excavation, or grading, require the submittal of a letter by the applicant from the Arizona Historical Preservation Office stating that the proposed land development will have no effect on historical and cultural resources.

## **ECONOMIC DEVELOPMENT**

### **GOALS, OBJECTIVES, AND POLICIES**

The goal of the economic development element is to:

*Promote a growing, balanced, efficient, and diversified economy, consistent with available resources, that enhances quality employment opportunities, improves quality of life, and is sensitive to the natural and cultural environment.*

### **New River Objective 1**

**Permit major commercial and job employment centers where the labor force and infrastructure exist or is planned.**



- Policy ED1.1 Encourage commercial development only when its demand can be justified and with the provision that construction will be completed on the proposed facilities within a specified time period.
- Policy ED1.2 Encourage commercial development in areas currently zoned for such activity and in areas that are a portion of a large scale or planned development, provided that proposed acreage may be supported by on-site population.
- Policy ED1.3 Discourage strip commercial development.
- Policy ED1.4 Encourage commercial development adjacent to the I-17 corridor to use design standards established for the New River Scenic Corridor.
- Policy ED1.5 Encourage industrial development on property zoned industrial prior to rezoning of additional property for industrial use.
- Policy ED1.6 Require proposed industrial and commercial operations with salvage or storage yard activities to be screened from public view.
- Policy ED1.7 In conjunction with any modification requiring building permit issuance, require existing industrial and commercial operations with salvage or storage yard activities to be screened from public view.

### **New River Objective 2**

**In developments with densities greater than one dwelling unit per acre create a land use environment that generates a diversified economic base which fosters varied employment opportunities, and encourages business formation and expansion.**

- Policy ED2.1 In the review of large scale development applications where the application will greatly effect current population, housing, and land use projections and distribution, the impacts of the application must be thoroughly considered and the effects on the current plan noted.



Notes

