



NORTH AVONDALE SPECIFIC PLAN

HEALTHY
SUSTAINABLE
COMMUNITY



Avondale^{AZ}



NORTH AVONDALE SPECIFIC PLAN

AMENDED AND RESTATED

MAY 20, 2013

I. INTRODUCTION AND BACKGROUND

The North Avondale Specific Plan “NASP” or “Plan” was originally adopted by the Avondale City council in June 1992. At that time, North Avondale was primarily utilized for agricultural operations and had a rural character. During the North Avondale building boom (which continued through 2006), the NASP guided new development of residential subdivisions and neighborhood shopping centers which produced the developed area that exists today.

The Plan was amended in June 2002 to coincide with the adoption of the City’s 2002 General Plan, and again in 2007 to increase the maximum allowable building heights for property located within 1,200 feet of 99th Avenue to eight stories. This update amends the Plan boundaries, removing those properties adjacent to 99th Avenue (which are now covered by the Freeway Corridor Specific Plan), and restoring the limited building heights originally envisioned for North Avondale.

A comprehensive update to the Plan is necessary in order to:

- Stay up to date with current trends in the development industry and enhance Avondale’s identity as a healthy, sustainable community.
- Reinvigorate what is now primarily a suburban built environment.
- Maximize the societal value of new development and City initiatives.
- Ensure redevelopment of existing sites is compatible with the goals of the City and its residents.
- Enhance North Avondale’s walkability and bikeability.
- Plan for desired future transit service enhancements.
- Outline strategies and design measures to ensure development compatibility with existing medium density residential.

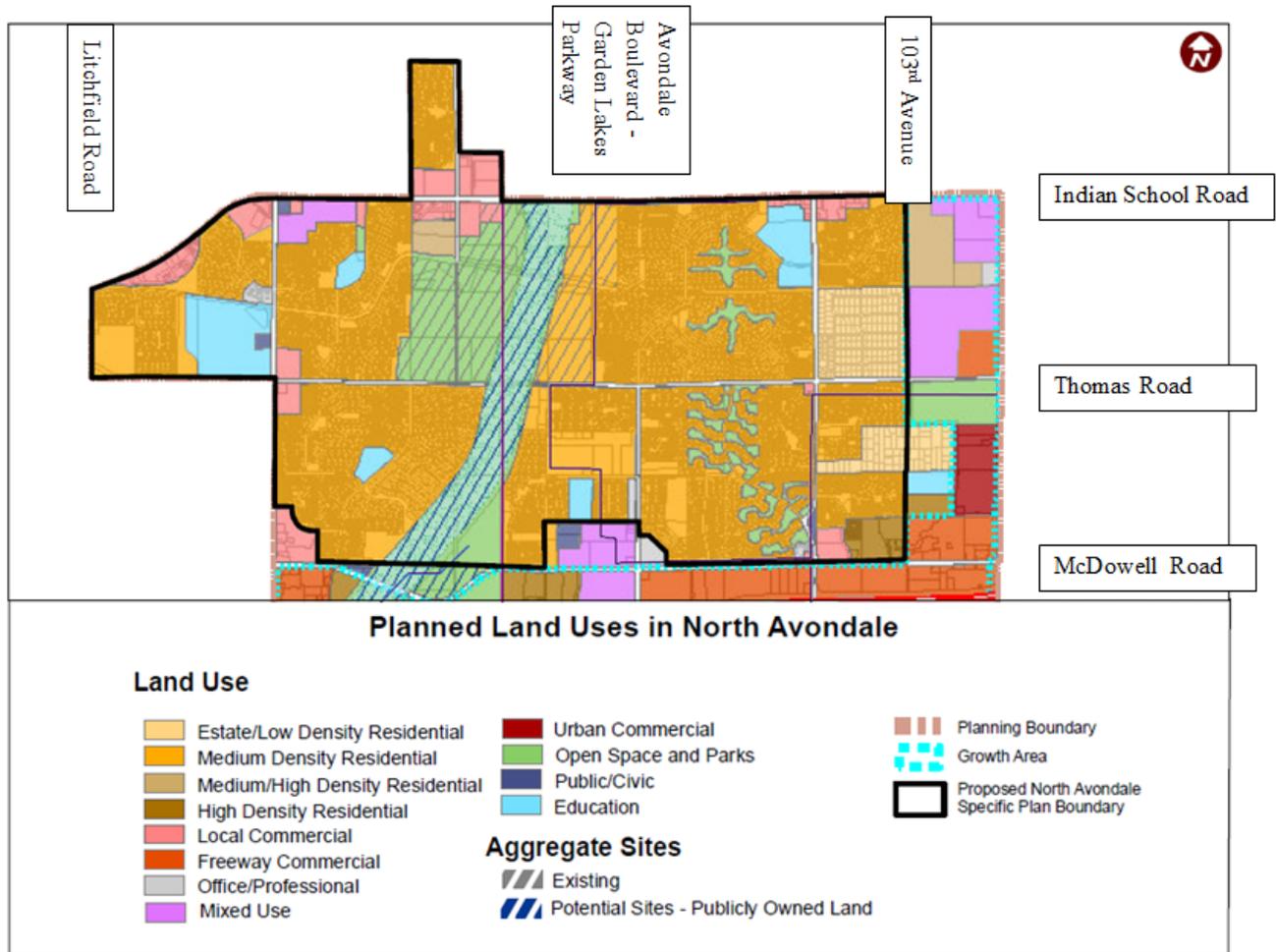
The North Avondale Specific Plan is intended to supplement the classifications, standards, provisions, and requirements of the Avondale Zoning Ordinance. Some aspects of the Plan are regulatory in nature, identifying development standards that are tailored to the North Avondale Specific Plan Area only. The regulations of this Plan do not apply to properties located outside the NASP.

A. GENERAL PLAN 2030

The concept of North Avondale as a suburban, moderate density residential area has not changed since the NASP’s adoption in 1992, a fact which is confirmed by the relatively few number of changes to land uses in the area from the 2003 General Plan to the General Plan 2030. Opportunities exist, however, to provide more detailed or specific strategies to meet the goals and policies of the recently-adopted General Plan 2030. To this point, the General Plan lists updating existing Specific Plans on a regular basis as an implementation strategy to ensure future development meets the needs of the City and its residents. This update takes Goals, Policies, and

Strategies from the General Plan and expands upon them as they specifically relate to North Avondale.

The General Plan Land Use Map designates the majority of North Avondale for Medium Density Residential development. Additionally, smaller pockets of Local Commercial, Low Density Residential, Medium High Density Residential, Office, Education, and Public/Civic Land Uses are designated throughout the planning area. Please see the Avondale General Plan Land Use Element for descriptions of each land use category.



The breakdown of planned land uses in North Avondale, as shown on the General Plan Land Use Map, is as follows:

Table 1 - North Avondale General Plan 2030 Planned Land Uses

Land Use Description	Total Area in Acres	Percent of Total
Medium Density Residential (2.5-4 DU/AC)	3141.40	66.5%
Open Space and Parks	767.23	16.2%
Local Commercial	232.20	5.0%
Education	229.90	4.9%
Low Density Residential (4-12 DU/AC)	205.10	4.3%
High Density Residential (12+ DU/AC)	48.51	1.0%
Mixed Use	40.25	0.9%
Medium/High Density Residential (4-12 DU/AC)	28.73	0.6%
Office/Professional	20.83	0.4%
Public/Civic	11.76	0.2%

The majority of the property designated for residential use was developed with single-family residential units during the development boom that lasted from 1993 to 2007. Remaining parcels have been developed with churches, private open space areas, and other uses compatible in proximity to residences. The next section of this Plan contains additional information on existing development. Although some opportunity exists for additional non-mixed-use low, medium, and medium/high density development in North Avondale, these occasions will be increasingly limited moving forward as the inventory of developable land dedicated to residential use continues to shrink in the study area.

Outside of the residential categories and protected open space, the Land Use Categories with the most undeveloped acreage in North Avondale are Mixed Use and Neighborhood Commercial. Eventual development of these remaining vacant areas with a more intense range of uses and densities will provide diversity to the area. Existing residents will find additional opportunities to shop or work closer to their residences. Prospective residents will find housing types unique from what currently exists in the area.

B. PLANNING AREA DESCRIPTION AND EXISTING LAND USES

The North Avondale Specific Plan covers the majority of land within the Avondale City Limits north of McDowell Road. The Planning Area is bounded by McDowell Road on the south, Litchfield Road on the west, and 103rd Avenue on the east. The northern boundary of the Specific Plan is Indian School Road, except that approximately 160 acres located north of Indian School Road at the intersection of El Mirage Road are also included. Additionally, several high intensity commercial developments located just north of McDowell Road and properties fronting directly onto 99th Avenue are excluded from this Plan, as these parcels are a more natural fit within the context of the Freeway Corridor Specific Plan. The official boundaries of this plan are indicated on the map on Page 2 of this document.

Table 2 - North Avondale Existing Conditions in 2012

Land Use Description	Total Area in Acres	Percent of Total
Residential	1946	46.5%
Open Space (Includes Non-Mined Portions of Agua Fria River)	595	14.2%
Employment (Includes Aggregate Mining Operations)	458	11.1%
Agricultural Use	435	10.4%
Unused/Undeveloped Land	327	7.8%
Public and Educational Facilities	311	7.4%
Commercial	109	2.6%

As indicated in Table 2, the study area has been developed with a series of medium density residential subdivisions. Amongst these residential subdivisions is Garden Lakes, the City’s largest master planned community, containing 2,201 single-family units spread over 700 acres at the northwest corner of 107th Avenue and Thomas Road. Garden Lakes, the first significant investment to occur in North Avondale, features a series of recreational lakes and a vast open space network that, to this day, serves as a model for good residential site planning. Even today, 30 years after its construction, Garden Lakes ranks amongst the most desirable places to live in Avondale for residents of all ages.

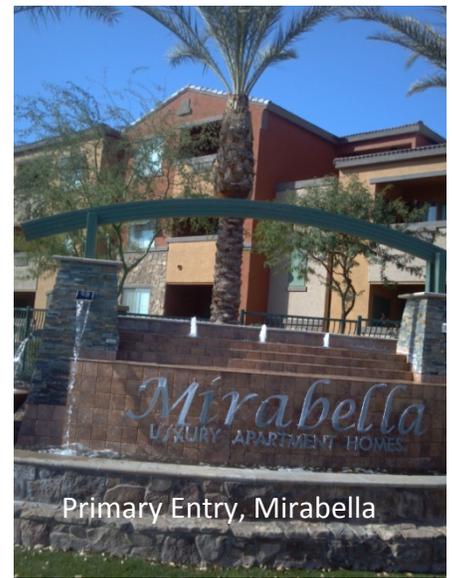


Park Land and Lake, Garden Lakes

Other notable residential developments in the NASP study area include, but are not limited to:

- Corte Sierra, a 785 unit single-family development located on 333 acres at the southwest corner of Indian School Road and Santa Fe Trail.
- Westwind, a 534 unit single-family development located on 132 acres at the southeast corner of 107th Avenue and Indian School Road. Westwind features a neighborhood shopping center with a full service grocery store that serves as the primary shopping source for residents in the entire northeast portion of the City.
- Rancho Santa Fe, a 1,999 unit single-family community located on 545 acres at the southeast corner of Dysart Road and Thomas Road.

- Mirabella, an 836 unit multi-family apartment development located at El Mirage Road, south of Indian School Road. Mirabella, built in 2007, is the only apartment complex in the North Avondale study area.
- Crystal Gardens, a 904 unit single-family subdivision located on 232 acres at Thomas Road, east of 107th Avenue. Crystal Gardens was designed to incorporate a series of ponds that, in addition to adding aesthetic enhancement to the area, form an integral part of the City’s water treatment system.



Primary Entry, Mirabella



Lake and Surrounding Neighborhood, Crystal Gardens

- Fulton Estates, a 282 unit single-family development located on 100 acres at Thomas Road just east of Litchfield Road. Fulton Estates is one of only two master planned communities in the City that feature basement homes, Garden Lakes being the other.



W. Merrill Street, Fulton Estates



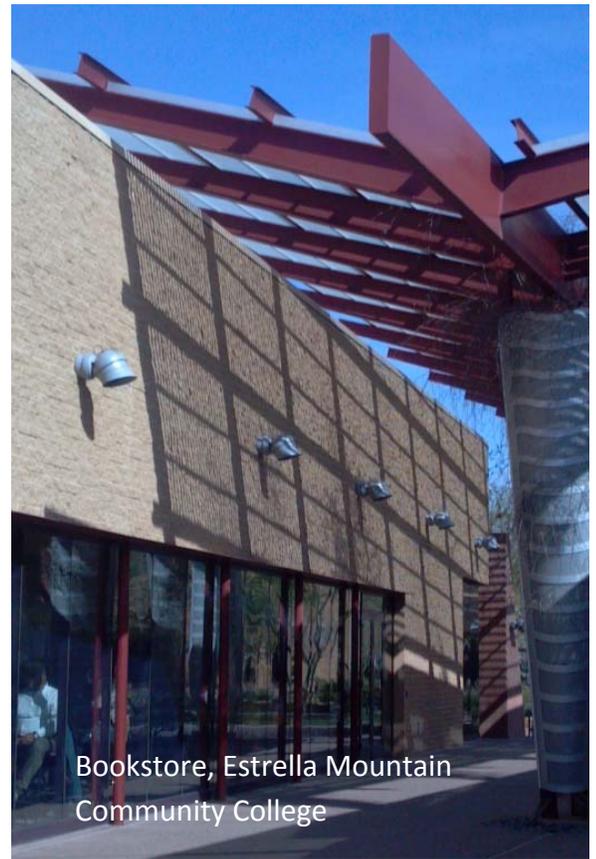
W. Flower Street, Glenarm Farms

- Glenarm Farms, a 150 unit single-family subdivision located on 150 acres at the northeast corner of 103rd Avenue and Thomas Road. North Avondale’s only low density development, Glenarm Farms’ one acre lots allow ample space for the keeping of horses and other farm animals which helps to give the community a rural feel.

In addition, non-residential land uses play a prominent role in the day-to-day North Avondale:

Educational

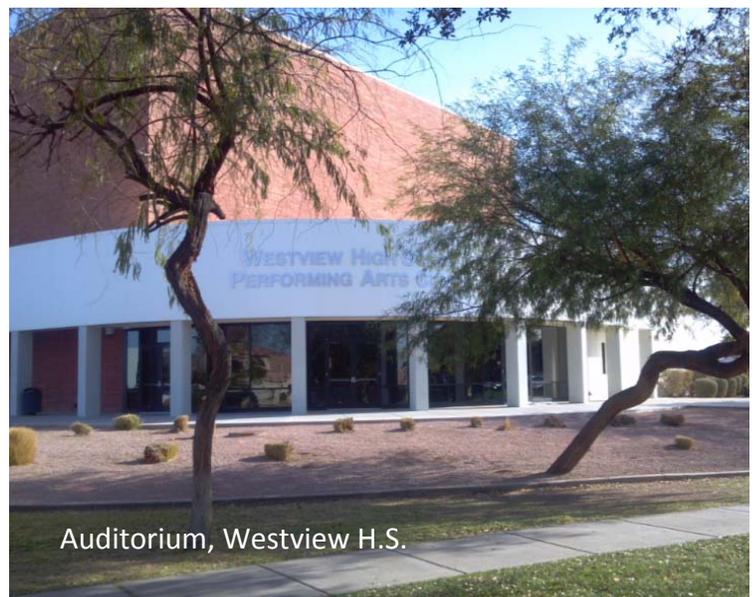
- Estrella Mountain Community College (EMCC) is a branch of the Maricopa County Community College system, located at the northwest corner of Dysart Road and Thomas Road. EMCC provides educational opportunities, workforce training and community education programs for the entire western metropolitan population and has a current enrollment of 15,000 students. Significant College-owned vacant land surrounds the existing facilities in anticipation of approximately 500,000 square feet of additional development, accommodating 40,000 students at full build out.



Bookstore, Estrella Mountain Community College

- Corte Sierra Elementary School (K-8), Garden Lakes Elementary School (K-8), and Rancho Santa Fe Elementary School (K-5) are all located within the NASP study boundaries and provide public primary school educational services to residents of North Avondale. Rio Vista Elementary School (K-8) and Canyon Breeze Elementary School (K-8), though located just south of the study area boundaries, also accommodate children living in North Avondale.

- Westview High School, located on 107th Avenue south of Indian School Road, is the sole High School located within the NASP boundaries. Westview accommodates all high school students living in North Avondale east of the Agua Fria River. Agua Fria High School, located south of I-10, accommodates all students living in North Avondale west of the Agua Fria River.



Auditorium, Westview H.S.

Public/Civic

- ❖ The Northwest Public Safety Facility (NWPSF), on the campus of EMCC, is a full service Avondale Police Station with additional floor area already built to accommodate a future Avondale Fire Station. The NWPSF, a joint venture between the City and EMCC, also contains several classrooms available for use by the College or for public meetings.

Northwest Public Safety Facility, Estrella Mountain Community College



- ❖ Avondale Public Safety Building (Fire Station #172), located on 107th Avenue immediately north of McDowell Road, services North Avondale.

Retail/Commercial

- ❖ The NASP area contains several small scale retail/office developments, all of which serve surrounding neighborhoods. Typical uses in these centers include grocers, restaurants, specialty retail, automotive services, personal services, and professional and medical offices.

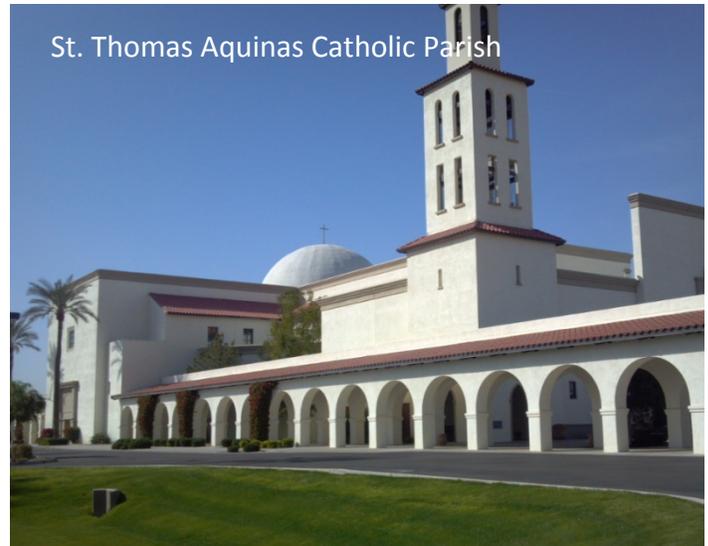
Upland Park Retail Center



Other

- ❖ Goodyear Farms Historic Cemetery is located amid the Sage Creek subdivision. The cemetery is fully landlocked with no room for additional expansion. The cemetery is maintained by the City of Avondale through volunteer efforts to preserve the history and importance of the site used by many of the original settlers of Avondale.

- ❖ North Avondale contains an array of churches and other places of worship for people of various faiths. The largest churches in the planning area include Trinity Lutheran, located at the southwest corner of Dysart Road and Indian School Road, St. Thomas Aquinas Catholic Parish, located east of the northeast corner of Thomas Road and Litchfield Road, and Cornerstone Christian Center, located on Indian School Road west of 107th Avenue.



- ❖ Valley Golf Center, located at the southeast corner of El Mirage Road and Indian School Road, is a full-service golf driving range and pro shop. The facility, which has operated at this location for decades, was recently renovated and now features a state-of-the-art two-tiered hitting area, drawing golfers from a regional trade area.





Aggregate Mining adjacent to Agua Fria River

❖ The Agua Fria River runs north/south through the Study Area. Significant acreages of land in and around the Agua Fria River, north of Thomas Road, are used by sand and gravel extraction companies for aggregate mining operations. Upon the eventual closure of these facilities, the owners/operators will be required to restore the sites to a usable condition as either open space or developable land, depending upon the underlying land-use designations.

❖ Dating back prior to Statehood, the area’s canals (such as those operated today by the Roosevelt Irrigation District) allowed Avondale to prosper. The Roosevelt Irrigation District Canal angles through the heart of the NASP and HOA-owned trails parallel to the canal serve as a recreational asset to subdivisions in its vicinity.

C. INFRASTRUCTURE AND PUBLIC FACILITIES

The majority of infrastructure needed to support North Avondale at buildout was constructed as the area developed between 1992 and 2010. The original 1992 NASP showed foresight by requiring the provision of adequately-sized streets, sewers, and other infrastructure to support the planned buildout population. It also allowed for the selective replication of decentralized facilities for public safety and open spaces to facilitate convenience for North Avondale residents and businesses.

Streets

The I-10 Freeway, just south of the planning area, is Avondale’s most predominant transportation feature. The Interstate is the principal surface transportation link between Los Angeles and Phoenix. In addition to being a major interstate transportation corridor, the freeway provides access to the Loop-101, Loop-202, Loop-303, AZ-51, I-17, and US60 freeways, providing direct access between Avondale and the vast majority of other cities in the Phoenix region. Currently, four I-10 freeway interchanges service the NASP area: 99th Avenue, 107th Avenue, Avondale Boulevard, and Dysart Road. A fifth interchange, at El Mirage Road, is anticipated in the near future.

The area’s streets generally follow the common one-mile grid arterial street network that is characteristic of the region’s transportation system, with the exception that Thomas Road does not cross the Agua Fria River. The mile grid establishes North Avondale’s circulation hierarchy,

providing several points of connection to the Loop 101 and I-10 freeway access points. Avondale Boulevard, an arterial street throughout the City, is one notable exception to the grid, as north of Thomas Road it becomes Garden Lakes Parkway, a collector street, before eventually ending at Indian School Road.

The character of each of the primary arterial streets in North Avondale varies based on the nature of the uses abutting each street along with other factors, including ownership of the road itself. For instance, Indian School Road has been developed primarily with commercial and industrial uses and belongs to several different entities as it crosses through North Avondale. Its image is representative of an old-fashioned county highway, lacking in landscaping and other aesthetic treatments but very capable of moving a mix of different types of traffic through the area to access important businesses. Increasing the aesthetics of this corridor is a priority, however, coordination with surrounding jurisdictions and Maricopa County make aesthetic enhancements more difficult than if the street were wholly located within Avondale. Comparatively, Dysart Road and the north side of McDowell Road contain a fairly even mixture of residential and commercial uses. Because these streets are owned by the City of Avondale, they have received aesthetic treatments in various areas that include median landscaping and streetscape enhancements. The abutting uses and corresponding enhancements help to improve the image of these streets to pedestrians, motorists, and bicyclists. Lastly, Thomas Road, 107th Avenue, and Avondale Boulevard are developed primarily with single-family residential uses. The nature of traffic on these streets is primarily cars and light trucks traveling to and from nearby residences. These streets utilize landscaping from the perimeter of planned residential subdivisions to create a more relaxed feel than other primary arterial streets.

Water, Sewer and Other Utilities and Services

Much of the core water, sewer, and other utility infrastructure needed to serve existing and future North Avondale development already exists and is functioning well to serve consumer needs. City utilities are generally located within public-street rights-of-way and non-municipal utilities are typically located in designated public utility easements located directly behind rights-of-way. The City makes it a priority with all new development to ensure that both City and private utilities are afforded ample opportunity to locate infrastructure to serve properties. Utilities are provided by the following entities:

Water and Sewer Service: The majority of water and sewer service to the Planning Area is provided by the City of Avondale. Some portions of the City's northwest quadrant bordering Litchfield Park, however, are served by Liberty Utilities, a private company. Portions of the Planning Area that have not been annexed and remain part of Maricopa County receive their water from private wells and utilize septic systems for their sewer needs.

Television Service: Cox Communications provides cable service throughout the study area. Satellite providers that serve North Avondale include DirecTV and Dish Network.

Phone/Data Services: CenturyLink, formerly Qwest Communications, is the primary provider of ground-based telecommunications and data services in North Avondale. Alternatively, a multitude of wireless providers have existing and planned infrastructure in place throughout the area to provide wireless phone and data service to customers. Cox Communications also provides data services to homes and businesses in the area.

Electrical Service: The area is served by two electrical providers, Salt River Project (SRP) east of the Agua Fria River, and Arizona Public Service Company (APS) west of the Agua Fria River.

Natural Gas: Southwest Gas Company provides natural gas service throughout North Avondale.

II. SPECIFIC PLAN OBJECTIVES

The following objectives have been identified to advance the Goals, Policies, and Implementation Strategies of the General Plan 2030:

Objective #1: Facilitate the full buildout of North Avondale.

General Plan Land Use Element Goal #1, Policy D: Enhance the attractiveness of infill parcels as option for new development throughout Avondale.

When the NASP was originally adopted in 1992, the study area was almost entirely undeveloped. Today, however, instead of offering large tracts of land suitable for prototypical master planned residential communities, North Avondale now can entice developers with several medium-sized undeveloped tracts surrounded by existing development. These properties are attractive to developers because required infrastructure improvements, such as streets, water and sewer lines, are often already in place – reducing the cost of development.



While the primary infrastructure network is in place, developers may still be required to complete additional infrastructure improvements associated with unanticipated system demand resulting from their projects, particularly if a project includes densities in excess of those anticipated. Such improvements could include the construction of new streets internal to a project, sidewalks, and trails, widening of existing streets, extension of water and sewer lines, the installation of right-of-way street lighting and landscaping, undergrounding of utility lines and irrigation canals, and additional items as determined by the City Engineer.

Objective #2: Ensure aggregate mining does not negatively impact the community while operating and plan for the opportunities that will exist for reuse of land upon cessation of mining activities.

General Plan Land Use Element Goal #5, Policy D: Mitigate the impact of mining sites during their operation and plan for future re-use following their eventual closure.

Two separate aggregate mining companies are operating in the North Avondale study area. The Cemex West Quarry Mine Site is located east of the Agua Fria River at Thomas Road, extending to the northern boundary of Avondale at Indian School Road. The Vulcan Materials Company Litchfield Mine Site is located south of Indian School on the west side of the Agua Fria River, extending south to Thomas Road. In total, the two mine sites occupy approximately 480 acres in

Avondale's planning area. The areas surrounding the mine sites are already mostly developed: The Mirabella, Corte Sierra, and Rancho Santa Fe residential communities surround the Vulcan site while Garden Lakes, Garden Park, and Garden Trails subdivisions surround the Cemex site. Although mining in proximity to residential uses can pose compatibility problems (e.g. dust, noise), the City is fortunate that these two facilities have operated with minimal complaints from



surrounding residents. Potential future expansions of these existing or new mining operations in or near the Agua Fria River will be subject to Special Use District approval, however, to ensure that mining uses can function compatibly with surrounding uses.

Although not expected for many years, closure of mining facilities operating in the Agua Fria River will present the City with an opportunity to reclaim the riverbed for active and

passive recreational use. A majority of the land within the riverbed is owned by other public entities, such as the Flood Control District of Maricopa County (FCDMC). In the years leading up to closure of the mining facilities, the City should actively engage the public owners of the riverbed and begin planning for its use as a recreational amenity in the City.

Objective #3: Take full advantage of Estrella Mountain Community College as a valuable community resource and an economic activity generator.

Land Use Element Goal #7, Policy C: Plan for the expansion of Estrella Mountain Community College.

Housing Element Goal #2, Policy D: Work with our existing/future colleges, universities, and trade schools to provide dedicated student housing in proximity to their campuses.

Estrella Mountain Community College (EMCC) is a 135 acre site located at the northwest corner of Thomas Road and Dysart Road. The college currently features approximately 232,500 square feet of facilities devoted to classrooms, laboratories, offices, libraries, and other student and faculty space. EMCC has an aggressive future master plan, as illustrated on the following page, with an expected total campus area of approximately 802,000 square feet. The plan includes outdoor athletic facilities and expanded parking areas in addition to new or expanded indoor classroom and academic facilities. With a current enrollment of 15,000 students, the master plan expects to serve 40,000 students upon full buildout.



EMCC’s expansion will benefit the City in a multitude of ways. Expanded academic opportunities will present our residents with a greater range of choices should they wish to continue their educations, while the anticipated increase in the number of students who attend the campus should benefit existing and future businesses in the area. Working with the college to identify housing opportunities in close proximity to the campus will also help to bring activity to the area beyond

school hours. Private developers may also play a role in providing student housing, by the provision of innovative products in proximity to the campus.



Left: Estrella Mountain Community College Interim Growth Plan (2005-2014)
Right: Estrella Mountain Community College Master Plan (2024 Buildout)

Objective #4: Increase the multi-modal transportation options available in North Avondale.

Land Use Element Goal #8, Policy C: Take alternative methods of transportation, including transit, bus, and walking into account when considering all proposals for development

Housing Element Goal #4, Policy D: Encourage subdivision design which promotes non-vehicular access to trails and transit routes/centers as a component of a healthy lifestyle.

Housing Implementation Strategy #15: Encourage subdivision designs that foster community by eliminating party walls and, in some cases, perimeter walls.

Conservation, Redevelopment, and Revitalization and Neighborhood Preservation and Revitalization Element Goal #2, Policy A: Improve the physical connectivity between our existing neighborhoods as well as between our existing neighborhoods and nearby non-residential developments.

Conservation, Redevelopment, and Revitalization and Neighborhood Preservation and Revitalization Element Goal #2, Policy B: Ensure all new non-residential development is designed to actively engage and attract pedestrians and to provide residents the opportunity to lead a healthy lifestyle residing in the surrounding neighborhoods.

Encouraging the use of multiple modes of transportation and making Avondale a walkable community through design of complete streets is a significant component of the City's vision for the future. New proposals for residential and commercial development in North Avondale will



need to accommodate several modes of transit and not focus primarily on private automobile use. New developments in the study area are required to provide designated bus bays and/or Avondale Zoom circulator stops if located in along an existing or potential transit route. In all instances, the needs of the pedestrian (and bicyclist) are to be the primary focus, with as much attention on their safety and convenience as has



historically been paid to the automobile. At the time of development entitlement, the City will identify areas where bike lanes and sidewalk enhancements will be required.

New residential developments throughout the Study Area will be required to provide pedestrian/bike networks within the communities that allow residents to travel into, out of, and within the community with ease without having to go out of their way, or in an opposite direction from their intended destination, to reach the public right-of-way, transit stops, and/or adjacent

commercial developments. Pathways should also be planned to provide connectivity with other residential subdivisions. Pedestrian and bicycle crossings designed specifically to slow traffic at



A median serves to slow traffic at pedestrian crossings.

locations where sidewalks and trails cross streets, through the use of chicanes, medians, or alternative means, will be essential components of all projects.

In many cases, privacy walls between individual residential lots and perimeter walls surrounding a subdivision serve to hinder pedestrian movement throughout a neighborhood and may be unnecessary. Builders are encouraged to minimize walls and ease pedestrian movement. In addition to the walkability benefits, elimination of walls tends to result in a development that is

perceived to be more visually attractive.

New commercial developments need to orient buildings in such a manner that they welcome pedestrians coming from both the public-right-of-way and pedestrian pathways from adjacent subdivisions. Pedestrian paths should not lead to what is perceived as the service areas of adjacent shopping centers. Bicycle parking facilities will be required with all new commercial development.



Improvements in quality of life should not be limited to residents of future developments in North Avondale. Although in some cases it may not be possible, in others there may exist an opportunity to “retrofit” existing development to provide better pedestrian connectivity than what currently exists. An example may be providing a pedestrian gate from a neighboring HOA owned

open space tract into an existing shopping center. An improvement, such as the one in the example, could have a profound impact on reducing our residents’ vehicle trips to nearby commercial locations.

Many of these concepts are illustrated in the Design Requirements section of this document.



Wide, tree lined sidewalks which encourage pedestrian activity will be required of new development.

Objective #5: Attract residential products and subdivision designs that are unique from what North Avondale currently offers.

Housing Element Goal #2: Champion the development of housing types not currently available in the City to allow for a variety of socio-economic levels.



North Avondale’s current housing inventory is homogeneous. With few exceptions, the majority of lots in the Study Area range between 5,000 and 7,000 square feet and accommodate single-family detached residences ranging between 1,800 and 2,500 square feet in floor area. Unlike the existing conditions in North Avondale, vibrant communities typically contain a range of housing types with alternative forms and choices to attract different types of residents. For some, a single-family home and the maintenance that comes along with it is simply undesirable. For others, the opportunity to live in a more urban environment with pedestrian access to shops and services is preferred.

In order to achieve a better balance in terms of housing types in the Study Area, developers will be expected to provide housing products and residential layouts that are substantially different from the vast majority of North Avondale’s current inventory. Walk-up townhomes (top left), mixed use developments containing residential units above ground floor retail (bottom right), multi-generational homes, and rear-loaded courtyard homes are product types that would fulfill this objective and provide the diversity Avondale seeks.



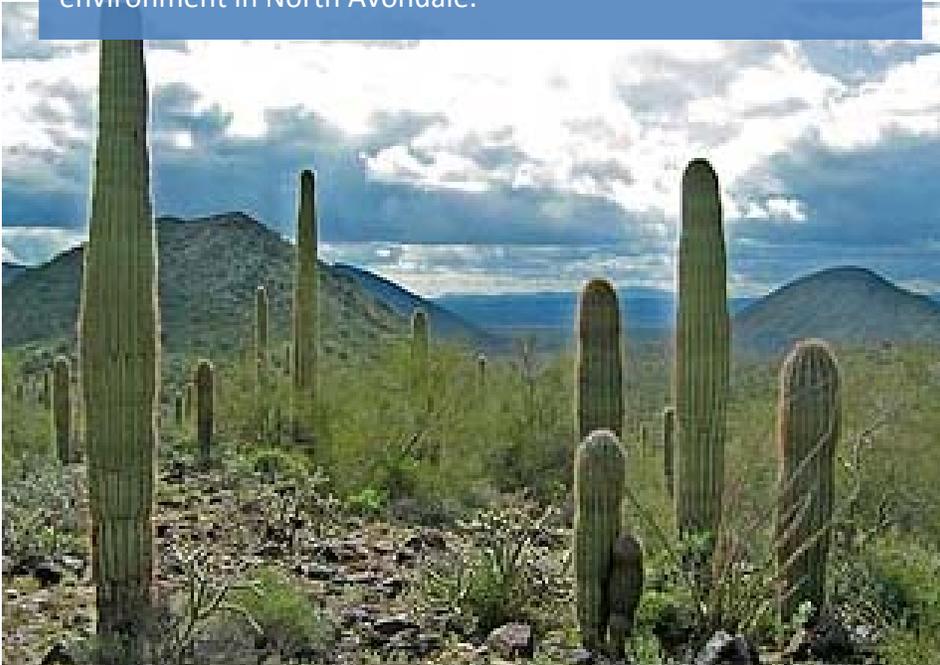
Medium density single-family residential subdivisions developed with housing products that vary from Avondale’s existing inventory and that provide average lot sizes in excess of 7,000 square feet are also appropriate in North Avondale’s Medium Density areas. Providing the desired variation in product can be achieved in several ways, including through the provision of open floor plans, emphasis on a kitchen, or even options to create an entire living area that is separate from the rest of the home.

Objective #6: Protect the existing character of North Avondale through compatible design.

Urban Design Element Goal #1, Policy D: Work with potential developers to establish designs suitable with the community character.



The Estrella Mountains (above) and Sonoran Desert (below) are strong influences on the materials and colors of the built environment in North Avondale.



North Avondale is, as mentioned previously, a primarily residential area developed with a series of master planned communities. Building heights within the Planning Area are limited to four stories or sixty (60) feet to protect mountain views and reduce the intensity of North Avondale.

New development will need to respect the overall character that exists in the area and propose architecture that uses materials, colors, and forms featuring a palette inspired by the Sonoran Desert, Estrella Mountains, and Agua Fria riparian life, in order to achieve compatibility with residential neighborhoods. Stepping back multi-story buildings adjacent to single-family residential development is required, both to reduce canyon effects and protect residents' scenic vistas.

The Design Requirements section of this Specific Plan provides more specific ideas on how this policy can be achieved in North Avondale.

Objective #7: Develop a “Sense of Place” in North Avondale.

Urban Design Element Goal #2, Policy A: Create visual “gateways” at principal entry points to Avondale, and develop a design “theme” that is used throughout the City to create a sense of unity and identity.

There are several “gateways” into North Avondale, the most prominent of which being the southwest corner of 99th Avenue and Indian School Road and the southeast corner of Dysart Road and Indian School Road.

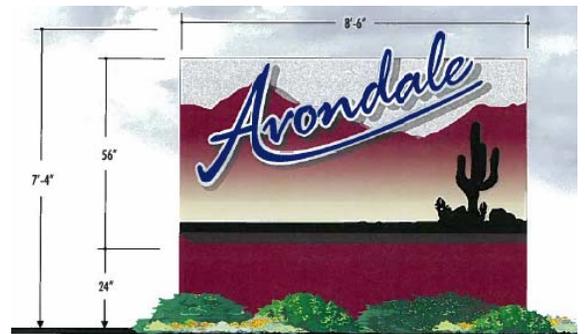


Additional gateways are the intersections of Thomas Road and 99th



Avenue, Indian School Road and 107th Avenue, Indian School Road and El Mirage Road, and Dysart Road and Thomas Road. Current entry signage is modest and does not portray the sense that one is entering into a distinct community.

A combination of enhanced landscaping along streets and in medians, art, and gateway signage to highlight major entrances into the City is key to establishing an Avondale identity. Additionally, a more comprehensive program implemented throughout the area, not simply at entry points, can help to further distinguish Avondale from bordering municipalities. Such a program could involve street light banners, wayfinding signage, unified landscaping, and a variety of other concepts. The design recommendations section of this document more specifically discusses and depicts implementation techniques.



Objective #8: Provide recreational opportunities for residents.

Recreational Amenities Element, Goal #1, Policy C: Plan for future development of neighborhood parks to coincide with proposed residential development.

Avondale is intent on becoming the healthiest, most sustainable community in the region, and open spaces are key to that effort. Neighborhood parks and small pocket parks provide convenient alternatives to regional parks for Avondale families seeking recreation or relaxation. All new residential developments in North Avondale will be required to provide an ample amount of active open spaces, such as trails and sport courts, and passive open spaces, such as landscaped gardens and other aesthetically pleasing areas.



Care must be taken to ensure that spaces feature amenities that will encourage use by multiple generations of residents. The City's requirements for these types of spaces, as specified in the Design Manuals and Zoning Ordinance, will result in new communities with spaces carefully designed to provide enjoyment to community members.



The public bike and pedestrian trail system in North Avondale must be expanded to provide better connectivity and access to residents. Throughout the upcoming years, the City will continue to work with necessary entities to develop a continuous regional trail on top of the Agua Fria River levee. This trail would allow pedestrians and cyclists the opportunity to travel on automobile-free paths to Friendship Park to the south, and eventually to destinations in our neighboring cities to the north. The ultimate goal is a connected trail system along the river corridor that extends the length of the City. Additionally, the City will require developers of new projects to provide east/west trail systems through their projects that will allow easy access to the Agua Fria trail.

The City will also continue to work with the Roosevelt Irrigation District (RID) to pursue the possibility of using the existing canal maintenance roads for recreational purposes. The RID currently has a policy prohibiting shared-use of its facilities, however, the idea

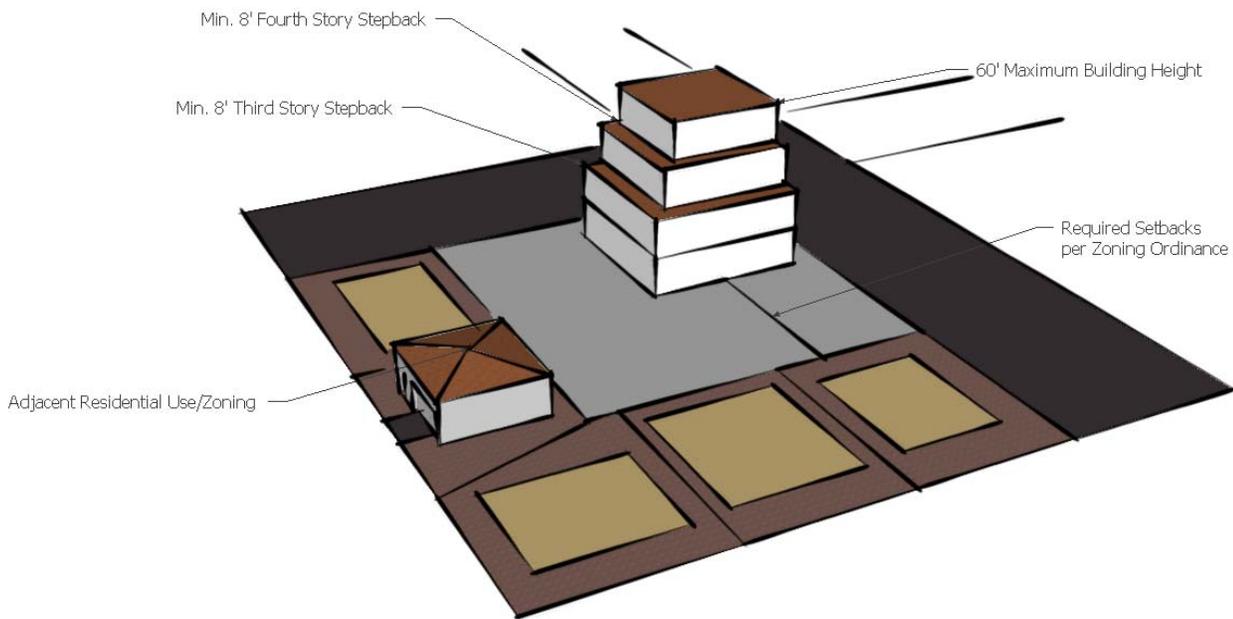


of a fully-integrated system of recreational corridors is very important to the City's residents and staff will continue to engage the RID in this regard. New development (or re-development) adjacent to the RID canal will be required to install a multi-use trail parallel to the canal's route to bypass the need to utilize RID right-of-way.

Finally, the NASP includes several schools whose campuses contain open space, ballfields, and playground areas. Leveraging the good relationship Avondale has with all of the School Districts within our boundaries, the City should, where feasible, look into ways that the school grounds could be opened to the general public outside of school hours.

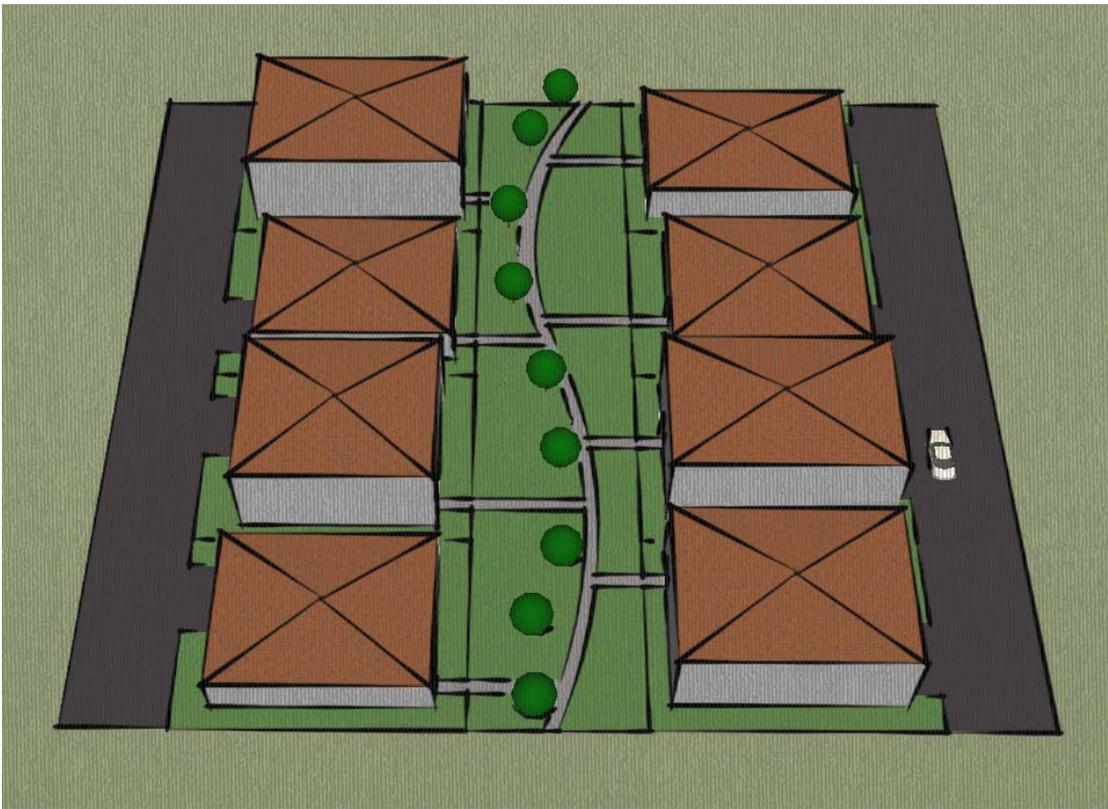
III. NORTH AVONDALE DESIGN AND DEVELOPMENT REQUIREMENTS

This section establishes design requirements intended to further the City’s goals for North Avondale. All development in North Avondale must adhere to the requirements contained in this section in addition to all design requirements contained in the Avondale Zoning Ordinance or Design Manuals. In the instance where a design requirement contained within this document conflicts with a requirement from another City document, the standards herein shall take precedence.



Site Design:

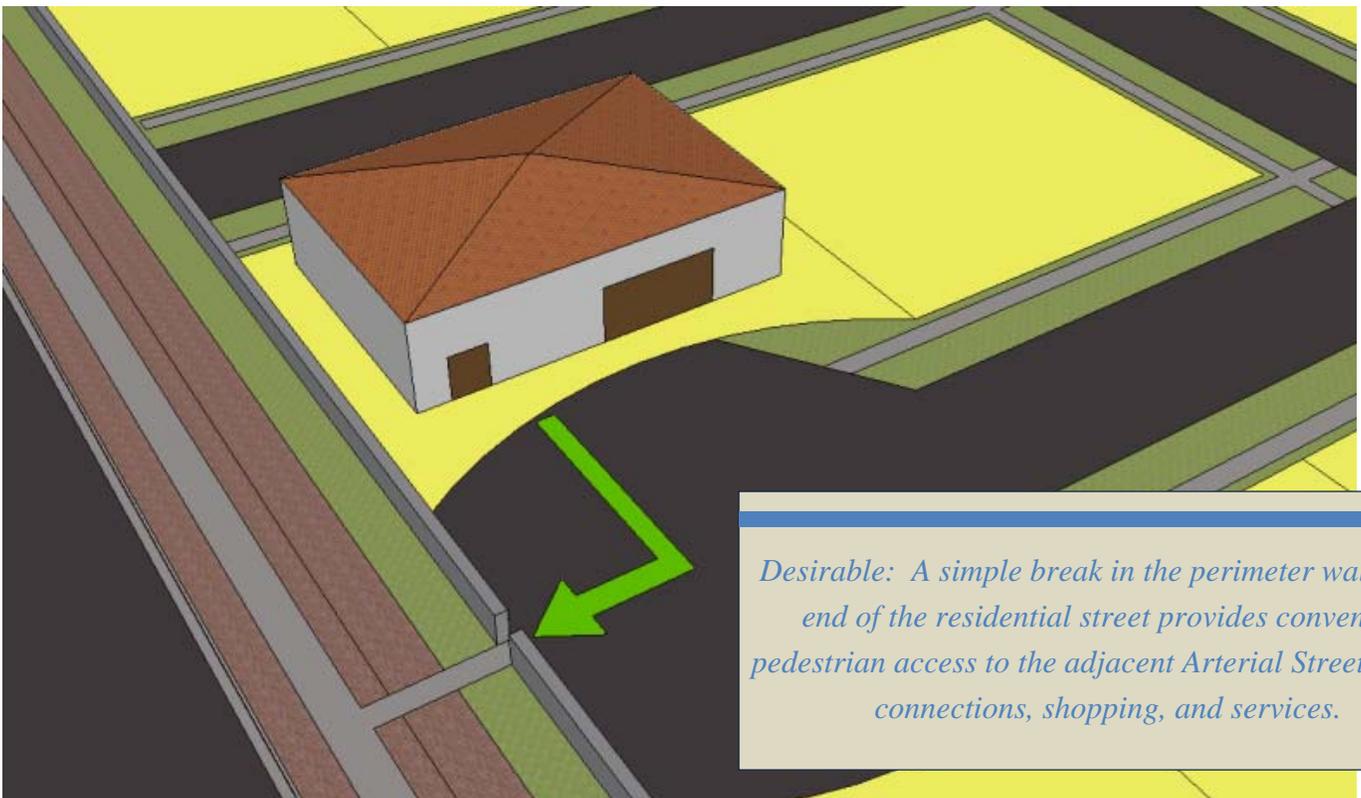
- ❖ The maximum height of a building in North Avondale shall not exceed four (4) stories, or sixty (60) feet.
- ❖ Building design must consider the scale of buildings located on adjacent properties and serve as an orderly visual transition between differing scales.
- ❖ Starting at 30’ from grade, building elevations adjacent to residential uses or residentially zoned, undeveloped land must step back 8’ for every additional fifteen feet in height.
- ❖ Maximize opportunities for pedestrian and bicyclist movement and encouraging human interaction through design.



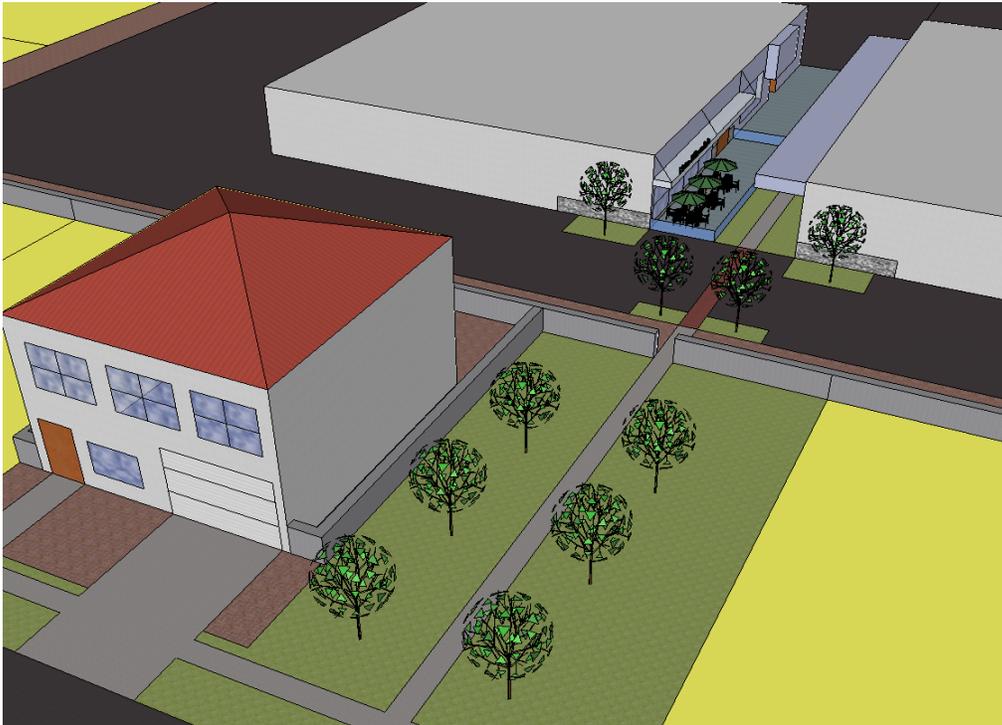
Residential Design:

- ❖ Residential developers must create communities that vary from the existing housing stock in North Avondale. This requirement can be fulfilled through the use of unique architecture, unique site planning, and/or unique amenity provision.
- ❖ A residential community that contains alley-loaded residential units that front onto a greenbelt (pictured above) is one example of a product that cannot currently be found in North Avondale.
- ❖ Floor plans should be offered to attract a range of family sizes and resident types. Multi-generational homes that provide living quarters for young adults or elderly relatives, connected to but independent of a primary residence, are encouraged in areas designated by the General Plan for low and medium density residential use.
- ❖ Townhome condominiums and other similar attached single-family products that appeal to a demographic of residents who don't want yard maintenance are encouraged in medium high density areas, as designated by the General Plan.
- ❖ Lot sizes in excess of 7,000 square feet should be provided in the medium density General Plan land use designation.

- ❖ All residential developments, regardless of density and type, shall be planned with pedestrian cut-through pathways that provide residents with easy access to adjacent collector or arterial street right-of-ways.



- ❖ Residential development adjacent to commercially zoned or developed parcels shall provide direct pedestrian access from the residential community into the commercial area. Likewise, commercial development shall be designed to welcome pedestrian access from adjacent residential neighborhoods. Existing neighborhoods and adjacent commercial centers that do not incorporate these types of compatible designs should be evaluated for opportunities to enhance connectivity.



Top Left: Residential to Commercial Pedestrian Connection Concept

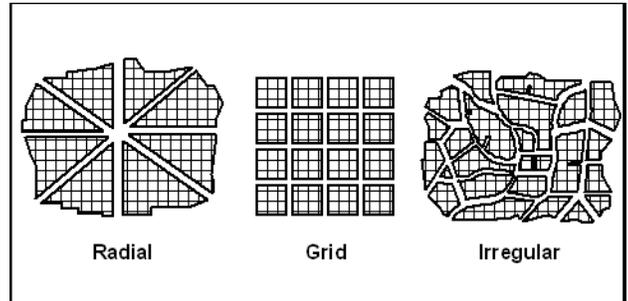
Bottom Left: Service area crossings must be landscaped and chicaned to slow truck traffic and present a welcoming appearance to pedestrians.

Bottom Right: Commercial centers shall be designed to feature arcades or pass-throughs that allow direct access to neighborhood oriented businesses from the pedestrian way.



- ❖ Neighborhoods are to be designed with grid patterned or modified grid (e.g. radial) street layouts with a maximum block length of 500 feet to allow easier pedestrian movement. Blocks in excess of 500 feet may be allowed if pedestrian cut-throughs are provided a minimum of every 400 feet.

- ❖ Layouts shall not feature curvilinear streets or irregular street grids. Cul-du-sacs or dead end streets internal to the development are prohibited; “No outlet” streets and/or cul-du-sacs *may* be approved directly adjacent to arterial streets at the discretion of the Zoning Administrator.



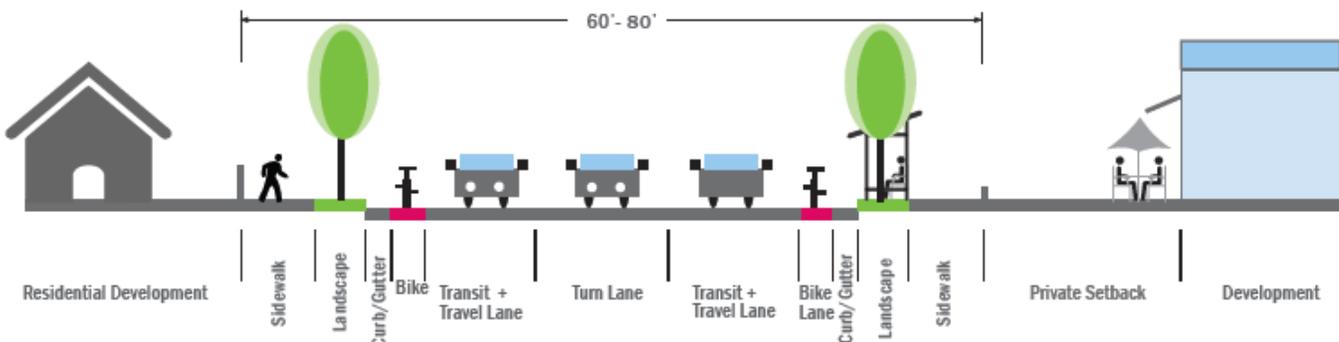
- ❖ Chicanes shall be used to narrow streets for traffic calming in strategic locations within neighborhoods, instead of curvilinear streets.

- ❖ All new roads shall be “complete streets”, designed for pedestrian, cyclist, automobile, and potentially transit use. Existing roadways shall be converted to “complete streets” where feasible.

Left: Chicanes shall be employed at important street crossings to slow traffic and ensure pedestrian safety.

Above: Subdivision design must feature a grid or modified grid design. Curvilinear and irregular street grids will not be allowed.

Below: An illustration of the complete streets concept



- ❖ Development in North Avondale shall provide transit stops at any location determined to be required by the City Engineer. Each stop shall be unique and incorporate materials, colors, and themes from the adjacent development. Stops must include shading, seating, lighting, a trash receptacle, and artistic features. A photovoltaic system should be used to supply the power needed for illumination purposes and WiFi at these locations if feasible.



Unique Bus Station Designs

Top Left: San Antonio, Texas

Top Right: Oro Valley, Arizona

Bottom Left: Mesa, Arizona

Bottom Right: Phoenix, Arizona



- ❖ The elimination or reduction of perimeter and party walls is encouraged throughout North Avondale. In place of walls, developers are urged to consider the use of a combination of berming and landscaping. Fewer or no walls, as is typical in other regions, allow for easier pedestrian movements, enhanced vistas, and a heightened sense of community.



Left:

Undesirable: Standard 6' Screen Wall at Perimeter of Subdivision

Below:

Desirable: 3' earthen berm featuring trees and shrubs to provide screening at Perimeter of subdivision



- ❖ Entrances into the City should be strongly announced and clearly visible to all incoming traffic. Developers of parcels at these “gateway” locations will be expected to provide exceptional corner features that incorporate a combination of enhanced landscaping, public art/structural shading, and designated public seating areas. Gateway features may extend into the public right-of-way if approved by the City Engineer.
- ❖ Gateway features shall be designed to make a visual impact and be easily seen through the “zone of urban clutter” – e.g. the area where signals, utility boxes, signs, etc. are located.
- ❖ Because Avondale’s arterial intersections are expansive, scale is a significant issue. In order for a gateway feature to make an impact, it must be large. Date Palm trees should be used to enhance the scale of the gateway feature.



Above:
A potential gateway intersection corner design

Right:
Features include pedestrian seating, an artistically designed shade structure, and formal landscape design including palm trees for scale

- ❖ Wells, utility cabinets, and other urban clutter located along street frontages should be obscured from view from adjacent rights-of-way to the extent allowed by the utility provider. Screening may take the form of landscaping, walls, or a combination thereof. Walls, particularly at arterial corners, may also present an opportunity to be utilized for signage, either by an adjacent business or to announce entry into Avondale.



- ❖ Street medians on Indian School Road and Avondale Boulevard will serve to enhance streetscape aesthetics as well as facilitate traffic control. Landscaping within medians shall utilize the approved palettes for the street on which the median is proposed.



Above Left:

“Urban clutter”, such as wells and utility boxes, can detract from the aesthetics of a streetscape.

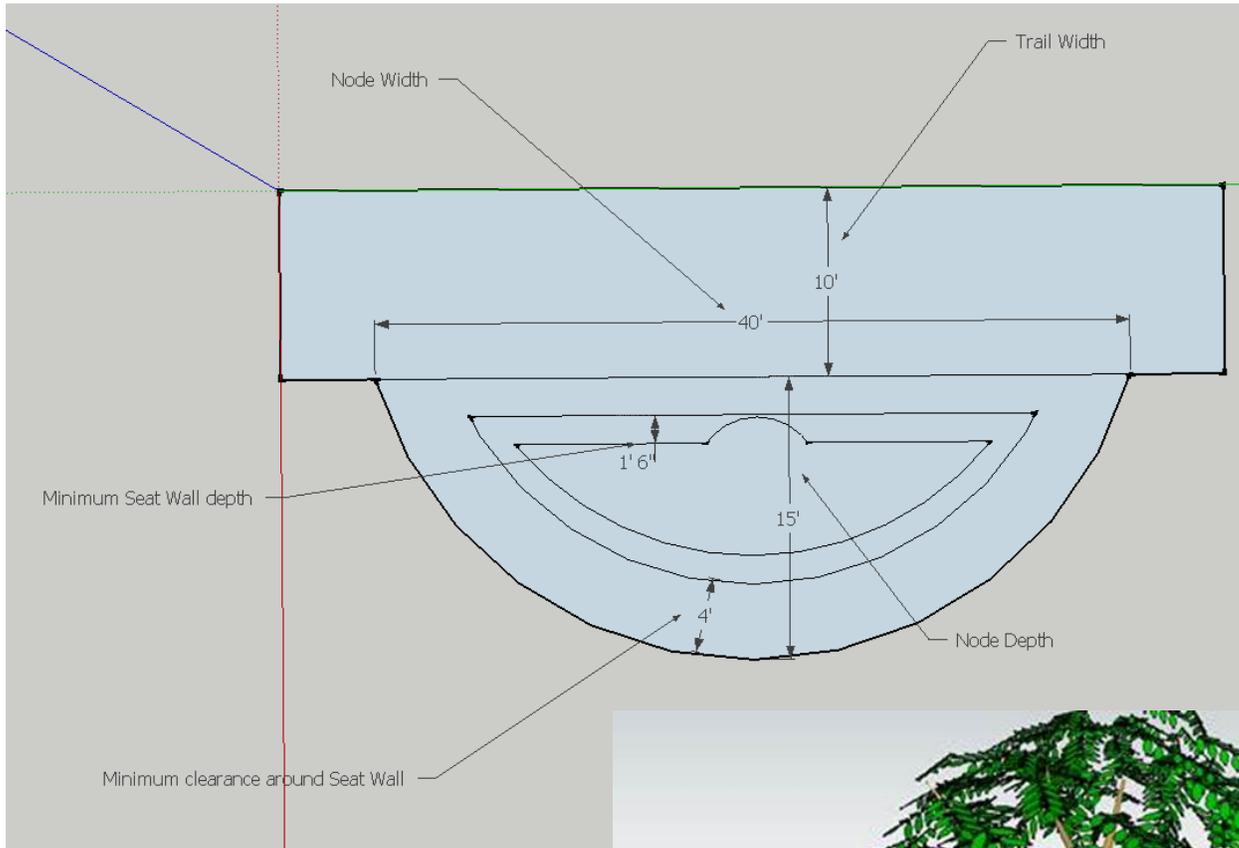
Above Right:

To the extent allowed by the applicable utility company, the clutter shall be screened by the developer using a low wall, landscaping, or a combination. Using a wall may create additional signage opportunities.

Left: *Landscaped street medians have a dramatic impact on the aesthetics of a streetscape.*

- ❖ Private development will be expected to allow the City’s identified streetscape plant palettes to significantly influence on their planting choices. The planting palette may be required to vary depending on the street a property is located on.

- ❖ Developers of sites adjacent to the Agua Fria River will be responsible for the construction of any portion of the Agua Fria Trail adjacent to their properties. Pedestrian nodes shall be located at minimum increments of every 1,300 feet. The design specifications of the remainder of the trail shall be per City of Avondale and FCDMC standards.

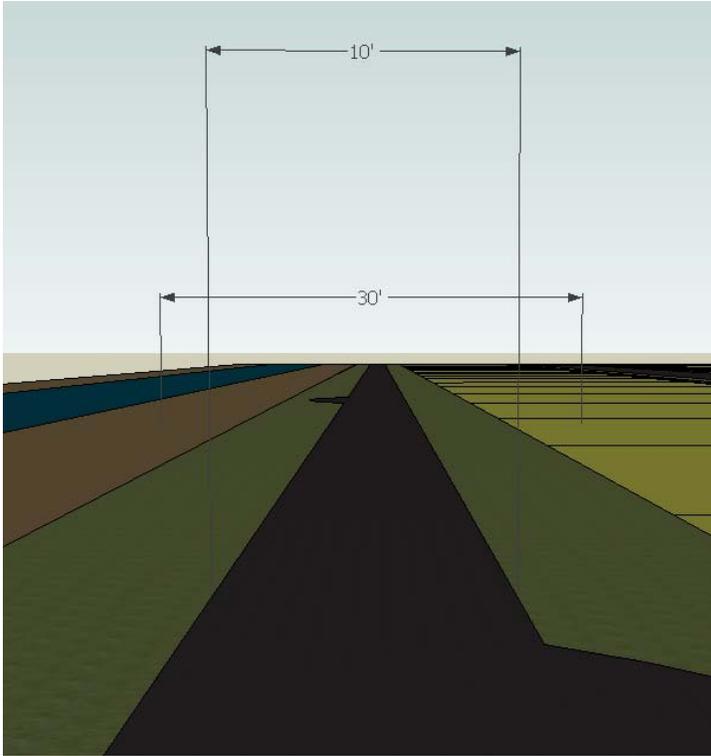


Above:
Agua Fria Trail node design specification.

Right:
Rendering of an Agua Fria trail node, showing seat walls, raised planter box with shade tree and accent shrubs, decorative paving, and fence enclosure.



- ❖ Developers of sites adjacent to the Roosevelt Irrigation District (RID) canal will be responsible for construction and dedication of a public trail abutting the RID right-of-way. Pedestrian nodes shall be located at minimum increments of every 1,300 feet.



Above Left:

RID-Adjacent trail specification; 10' multi-use trail in 30' of ROW

Above Right:

Trail nodes must feature, at a minimum, pedestrian seating and refuse containers.

Left:

Trail shall be shaded by full canopied trees planted 25' on center and illuminated by pedestrian scale trail lighting.

IV. PUBLIC PARTICIPATION

Avondale is committed to public participation and daily community engagement. This update of the North Avondale Specific Plan continues Avondale's commitment as expressed in the Public Participation Element of the General Plan 2030. Property owners' viewpoints are considered as significant determinants of this Plan's direction. The Planning Division hosted a community meeting on October 24, 2012, that allowed attendees to share their ideas regarding important design components for future development in North Avondale. Residents and other attendees were able to see their thoughts immediately transformed into 3-dimensional scaled renderings. Several of the collaborative designs have been included in this document to be used as guides for future development.

In addition to the community meeting, two Planning Commission work sessions, a City Council Work Session, Planning Commission Public Hearing, and City Council Public Hearing were held prior to adoption of the Plan. Additionally, a public survey asking questions pertaining to North Avondale was distributed at City events and also was accessible through the City's website. Responses from the survey have been used as a guide during the preparation of this Plan. Also, drafts of the updated NASP and related materials were made available on the City's website and emailed to persons who have requested to be on the City's notification list for planning related items.

The public's role in North Avondale's outcome does not end with the adoption of this Plan, however. The City will continue to engage North Avondale residents as new projects are proposed for the area.