

ARIZONA Planning Association

NOVEMBER 2004

EDUCATION: A KEY ELEMENT OF THE PLANNING PROCESS

by Jennifer Livingston, PE

Senior Project Manager for the Arizona Department of Transportation (ADOT)



State Route 179 (SR 179), an Arizona state-designated scenic road, is located halfway between Phoenix and the Grand Canyon, and meanders through Sedona's world-renowned Red Rock country. The Arizona Department of Transportation (ADOT) is following an innovative approach to improving SR 179, called a Needs Based Implementation Plan (NBIP), which

is a context-sensitive solutions approach to transportation planning, design, and construction that has engaged the community in an unprecedented manner utilizing a number of innovative public education tools.

SR 179 is one of the most scenic drives in the United States. *USA Weekend* in the spring of 2003 identified Sedona and the surrounding Red Rock country as the #1 "Most Beautiful Place in America." Besides handling burgeoning tourism traffic, SR 179 is a vital regional corridor that connects two communities to

each other and is the community's primary access to the rest of the state.

Before initiation of the NBIP process, community and agency trust of ADOT was at an all-time low. While improvements were necessary to address safety and mobility, the community did not support the solution brought forward from previous ADOT efforts because it was not viewed as environmentally sensitive. ADOT and the community were at a stalemate. Therefore, ADOT, the community, and Agency Stakeholders (Federal Highway Administration, City of Sedona, Coconino County, Yavapai County, Coconino National Forest, and Big Park Regional Coordinating Council) serving as the Executive Team took a positive step forward and began working together to incorporate community values into improvements for SR 179 beginning in 2003.

ADOT has implemented a comprehensive education and public involvement program throughout the NBIP process that will continue through design and construction. The goal of the program is to provide participants with the tools and knowledge to make good decisions about the roadway improvements. Activities and communications are designed to reach people who have only five minutes to be involved in the project, as well as those who have much more time to contribute.

Success of this education process requires the ability to communicate complex technical terms and

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concepts in ways that can be easily understood by the general public. This is achieved by using a variety of graphics, simulations, communications and events. Careful attention is given to creating the “right” event and techniques that will result in the appropriate type of input at the appropriate time in the process.

During the NBIP process, a variety of events have been used right from the beginning that focused on educational information for the public. These have included educational forums, educational luncheon discussions, a project office and “Donuts & Dialogue.”

ADOT established a Project Office on the SR 179 corridor at the start of the process to provide a “home” for the SR 179 Project and the ability to be part of the community. This provides residents an opportunity to “stop by” and examine materials and ask questions. The Project Office project office also contains educational materials for the public on items such as driving roundabouts, access management, and scenic byways.



The Kick-Off Event in September 2003 and “Donuts & Dialogue,” a monthly event starting in September 2003 where donuts and coffee were provided during a two-hour “open house” at the Project Office project office, offered informal opportunities for the public to get to know the Project Team project team and provide initial input about needs and desires. This approach also allowed the Project Team project team to educate the participants on topics in an informal manner.

ADOT organized a series of four educational forums in October 2003 to help orient the greater Sedona community to technical issues of special importance to the planning and design of SR 179 corridor improvements. Topics included “Economic Vitality: How a Road Affects an Economy” “Roadway Planning, Development and Design” “Sharing the Road! Mobility Options and Design,” and “Context Sensitive Solutions.” Each two-hour forum featured an expert panel of two or three speakers from a variety of noteworthy projects around the country, who answered questions during a discussion period following brief presentations. The Project Team project team attempted to maximize opportunities for attendance by holding each forum in the middle of the day and then repeating it that same evening. The presentations for these events were posted on the project website and videotaped. Community members could then check out the videotapes for viewing from the project office.



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The Preferred Concept Plan for SR 179 was reached in a sequence of three planning and design charrettes and a series of workshops from fall 2003 through spring 2004. Each charrette represented a major decision point for the project and provided specific direction for subsequent work by the Project Team project team. Between Charrettes 2 and 3, two screening workshops and a series of open exhibits were held to help the public make an informed decision. Staffed by technical personnel to answer any questions the public had, the open exhibits and workshops helped break the process down step-by-step for even more community understanding and involvement. The open exhibits were generally held over four days and from early morning until late evening, giving the community as much time as they needed to evaluate the planning concepts and information before they provided input or gave priorities at the workshop or charrette.

The three SR 179 charrettes were structured as follows:

- *Charrette #1:* Situation Assessment, Vision Components and Core Values (November 1–5, 2003)
- *Charrette #2:* Evaluation Program and Corridor Planning Concepts (January 14–22, 2004)
- *Charrette #3:* Prioritization to Develop Preferred Planning Concept (May 22–27, 2004)

A variety of specific educational tools were used during the charrettes and screening workshops. During Charrette #1, many small group activities were included to help make the community feel comfortable with the process, to ask questions and give input. “Trolley Talk Tours” were facilitated discussions on a trolley as it drove the corridor, and “Bike Banter” was a meeting for community bicycle enthusiasts at a local bike shop with team members discussing how the SR 179 corridor could accommodate touring and recreational bicycling in a safe and convenient manner. These activities were held on the second day of the charrette, and five special interest group discussion sessions were facilitated on the fourth day of the Charrette.

Before Charrette #2, targeted educational material was used in a printed newsletter that was inserted into the local newspaper, and distributed to all residents. This information helped explain the criteria and overall process that was going to be used to evaluate the planning concepts as the process moved forward. The newsletter included a glossary of terms and an example of how the evaluation process would be used. This example looked at how

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planning a family vacation goes through a similar process to make complex decisions all the time in our own lives using the exact concepts that would be used in the roadway design analysis. As a result of the education provided, the participants debated, discussed and finalized evaluation criteria that were used later in the process to narrow down the planning concepts.

At Gaming Workshops in Charrette #2, small groups of participants designed their own planning concepts for the SR 179 corridor by placing miniature “gaming pieces” on a “game board” consisting of a large aerial map of the corridor. The “Gaming Toolbox” book at each table contained a variety of typical roadway sections, with and without raised medians, shoulders, curbs, pedestrian pathways, bike lanes, two-way left turn lanes, etc. This book also illustrated three major intersection types, many specific design elements, pedestrian pathway concepts and scenic pullouts. The Gaming Toolbox was an excellent way for the public to educate themselves on the capabilities and limitations of each of the typical sections and roadway features.

Three brown bag lunch discussions were held as an educational activity in preparation for Public Screening Workshop #1 in March 2004. The topics for the Bbrown Bbag discussions were “Intersection Types,” “Traffic Projections,” and “Access Management.” Each discussion covered a topic of special interest to the community with respect to the SR 179 Corridor. The format consisted of a presentation by Project Teamproject team members, followed by open discussion and questions. The presentations at these events were posted on the website and videotaped.

In order to educate the public about future traffic congestion in the area based on different planning concepts, traffic simulations were shown during the Sscreening Wworkshops. The simulations were used to demonstrate peak hour delays and travel times along the corridor. In response to community concern about the volume of weekend visitor traffic contributing to congestion around the intersection of SR 179 and SR 89A, an analysis of the Saturday afternoon peak hour traffic was added to the weekday peak hour analysis at two key intersections during Charrette #3.

As part of the detailed analysis at Charrette #3, the Project Teamproject team identified the likely impacts of three options for reconstructing a bridge over Oak Creek to increase its functional capacity. The first option would reconstruct or widen the bridge on its existing centerline, while the second and third options would rebuild the bridge upstream or downstream. A matrix was posted comparing the impacts of the three planning concepts on the adjacent properties to the bridge, as each concept would require some new right-of-way from adjacent properties.

Other educational tools used during Charrette #3, when the community was asked to make their final prioritizations for their Preferred Planning Concept, included:

- simulations of each concept at selected locations were shown.
- Three-dimensional renderings (perspectives) were prepared of what each concept might look like at selected locations.
- Detailed urban design studies were prepared for select locations along the corridor illustrating adjacent property impacts, parking reconfiguration in commercial areas, landscape development and the incorporation of transit and pedestrian amenities into the corridor.
- A chart evaluating the physical impacts of each concept (e.g., additional right-of-way purchases required, number of properties taken, acres of land disturbed) was presented.
- A tradeoff analysis was conducted to help the community see the relative strengths and weaknesses of alternative roadway design treatments (e.g., median options, paved pathway options, urban studies). These were graphically displayed.
- Videos were presented of: “How to Drive a Roundabout” the performance of new roundabouts in Vail, Colorado (another tourist town) and how a roundabout functions at the University of Michigan with a lot of pedestrian traffic.

A considerable effort was spent early in the NBIP process to rebuild relationships and improve communications. The focus throughout the process has been to understand needs of all corridor users and to identify “common themes and divergent view-

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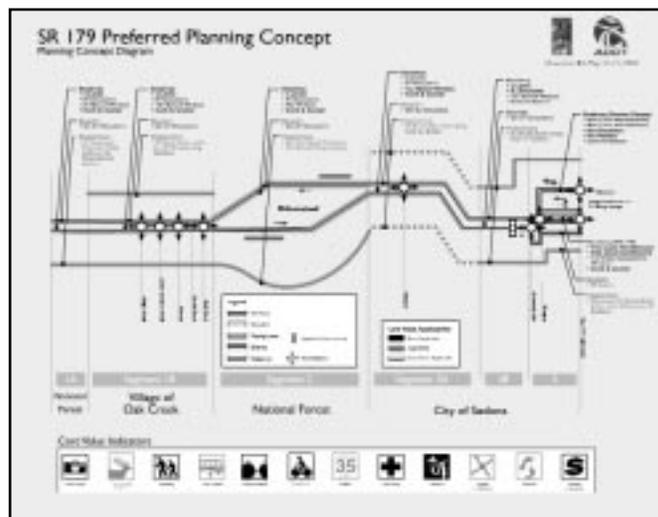
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points.” This effort ensured the public that their issues were being addressed and it also avoided any “backtracking” in the process. As a result of this concerted effort, at the end of the first charrette when the community’s Vvision and Vvalues were articulated for the corridor, the Project Teamproject team received a standing ovation.

Specific communication tools helped facilitate educating the community about the corridor’s NBIP process, such as “Highways 101” a special section in most of the e-newsletters, which introduces terms and concepts in multimodal transportation corridor design. More than 20 e-newsletters have been distributed to almost 700 community members. The e-newsletters also publicize events and introduce the community to Project Teamproject team members.

Careful attention also was given to simplify engineering terminology and use descriptions, word or titles that were simple and clear to the public. Team members were briefed and trained on message points at regular intervals throughout the project.

The project website, www.scenic179.com, is continually updated and provides information and a method for the community to sign up for e-mail newsletters, provide comments about the project, and be notified of community events. The goal of the website is to provide all materials from every event for community members to review, whether or not they choose to be actively involved. The website supported the project goals by making complex educational concepts available for review before public events, as well as afterwards. It contains all technical documents (such as traffic counts); copies of e-newsletters and printed newsletters; minutes from team meetings, (which are also open for public observation);, answers to Frequently Asked Qquestions;; presentations, hand-outs and reports from events; educational information on “Engineering 101;” a calendar of events; and a newsroom with a press kit and all news releases and radio interviews.



During the charrettes, handouts, photos, results and presentations were posted daily. The website also was designed to facilitate interactive applications, such as survey/comment cards, and the electronic completion of public survey forms and prioritization of planning concepts during Charrette No. 3. These gave community members ways to be involved through the website other than the “traditional” mailing list sign-up page. The web site mirrored all the off-line sign-up options that were distributed at public events in hard copy.

The success of the involvement and education process is affirmed by the overwhelming support for the Preferred Planning Concept, the “products” of the charrettes, and by the tremendous increase in participation as the process evolved. The community members that came to an event late in the process were well informed and needed very little assistance to be able to actively participate. To quote one participant, “It is the first time in a long time in Sedona that we were able to stand shoulder-to-shoulder with people that have very different viewpoints regarding SR 179 and it didn’t end in a shouting match.” As a result of the inclusive and educational process, trust has been restored between government agencies and the community.





PRESIDENT'S MESSAGE

by Kelli A. Sertich AICP, CFM

Another great annual conference has just been completed. A big thank you again to the chair, committee, speakers, and others who put time into this event. It was good to see so many of the memberships from around the state in attendance. I read through most of the comment sheets submitted at the end of the conference and saw there were a number of really good suggestions to use for future conferences. Thank you for taking the time to fill the sheet out.

Congratulations again to our incoming board members, scholarship winners, new AICPs, and annual award program winners. However, we are always short on entries honoring our peers, so think about people out there promoting the profession and submit their names for next year.

Once again, we have the annual board retreat approaching in December. This is the time where outgoing members and new members exchange information, and we set goals for next year. Please let any of the board members know your thoughts or suggestions so we can include that in the retreat discussions. Members are welcome to attend. We will post the location, date and time on the web page.

As Arizona sees more and more growth every month, keep in mind the important role the planner has in guiding growth and helping shape that environment. The recent devastation in Florida from the hurricanes and possible damage by another eruption of Mount St. Helen's will serve as reminders of our responsibility to the profession. In Arizona we are

fortunate to not face damages of these extremes, although the wildfires and forest fires of recent years have been devastating to parts of our state. Planners and elected officials responded to the damage caused by these fires by looking at regulation changes, writing plans for healthy forests, and so on.

For most of us we deal with the less newsworthy issues associated with planning: moving traffic, clean air, issuing permits, writing ordinances and plans. As Senator Giffords notes in her speech at the conference, this upcoming election in November has a number of propositions on the ballot that could affect some of our daily activities. Read these over and get out to vote. The last two years rallying for the planning program at the U of A is evidence of what a difference we can make when we all step up and speak up.

I am off to Portland, Oregon on October 22 to represent the chapter at the APA fall leadership meetings. This will probably be when the volcano 50 miles away will really erupt. I will share any thoughts I have received from this membership with the group and bring back any changes or issues for discussion that are presented at these meetings. It is a great opportunity to hear what other state presidents are working on with their boards and memberships.

Once again, it was good to see so many new faces at the conference and catch up with a number of you I had not seen in a while. I look forward to seeing a good crowd at next year's event in Prescott.



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GUIDING PRINCIPLES FOR GROWTH WORKSHOP

by Alan Stephenson, AZPA North Central Section Director



Albert Elias facilitates a discussion.

The North Central Section and the Growing Smarter Oversight Council sponsored a planners' roundtable discussion on May 19, 2004 at the Pueblo Grande Museum and Archeological Park in Phoenix that discussed

- Concepts to consider in developing statewide guiding principles for promoting quality growth in Arizona;
- Role that guiding principles may play in the Growing Smarter framework; and
- Indicators for measuring the quality of growth.

Albert Elias of the GSOC opened the event with a recap of "Lessons Learned," from the November 2003 Planners' Roundtable. Grady Gammage, a

land use attorney, author and professor at Arizona State University, presented an overview of quality-of-growth indicators used in other states. Mary Jo Waits formerly Assistant Director of the Morrison Institute discussed the significance of the emerging knowledge economy for the Phoenix area, and the role of smart growth in creating quality places that will attract highly skilled workers and new economy jobs.

Two facilitated discussions focused on developing and defining a series of guiding concepts such as preservation of open space, historic buildings and agricultural uses, along with promoting economic development, and a sense of community. The event concluded with a GSOC public meeting that discussed the workshop highlights and determined next steps to refine these concepts in anticipation of forming statewide guiding principles for growth and development.



CITY OF PHOENIX ADOPTS NEW TRANSIT-ORIENTED DEVELOPMENT ORDINANCE

by Sandy Zwick, Principal Planner

In March 2002, the voters in the city of Phoenix approved a four-tenths of one-cent, 20-year sales tax to fund transit improvements. Approximately 35% of the funds raised by the tax are designated for the development of a light rail transit system. After the referendum, the City Council approved the light rail alignment for the portion of the 20-mile starter segment within the city of Phoenix. The starter segment passes through the cities of Phoenix, Tempe and Mesa.

The Phoenix General Plan adopted in 2002 contains a transit-oriented development goal in the land use element. The goal encourages access from development to the light rail transit facilities. In addition, mixed use development with increased intensity is encouraged around the stations to maximize the ridership and public investment in the system. In order to accomplish these goals in the General Plan the city adopted a Transit-Oriented Development Interim Zoning Overlay District in November 2003.

Transit-oriented development is a development style that encourages transit usage by increasing the base of riders through complementary land uses—such as office, retail and housing near light rail stations. Mixed-use development such as a multi-family housing project with retail at street level as well as service uses such as day care and dry cleaning establishments is ideal, since it attracts riders to the station areas and provides people with mobility choices. Compact dense development is also important to transit-oriented development to increase ridership.

Catering to pedestrians and improving the walkability and connectivity between light rail stations and nearby development is a major component of transit-oriented development. The goal is a comfortable 5 – 10 minute walk from a light rail station to retail, office, and housing.

The Transit-Oriented Development (TOD) Zoning Ordinance is an overlay district approximately ?? mile in width over the light rail alignment within the city of Phoenix, except for the downtown core area where the existing zoning meets the TOD criteria. The TOD Ordinance contains a list of prohibited uses such as car washes, drive-in business and uses that are primarily auto-oriented. In order to encourage pedestrian-oriented development, standards included in the TOD include build-to lines instead of set back lines, minimum building frontages, required structural shading, wide sidewalks with landscaping, restricted signage, parking maximums and restrictions on location of parking and loading facilities.

The city created two TOD Overlay Districts: TOD-1 and TOD-2. TOD-1 applies to areas where residential and commercial are the predominate underlying uses, and TOD-2 applies in the industrial and warehousing areas along the alignment. The only difference between the TOD-1 and TOD-2 is the prohibited use list. TOD regulations apply to all new development and to modification of a site plan, and the development standards are identical in each of the TOD districts.

In 2001 and 2002, the Federal Transportation Administration (FTA) proffered recommended ratings for the light rail project, and in 2003 issued a Record of Decision which authorized the light rail project to proceed with project design. The Full Funding Grant Agreement, which will provide the federal funds for the construction of the project, is anticipated in late 2004. FTA encourages land uses that support transit along the light rail alignment. The City of Phoenix Transit-Oriented Zoning Overlay District supports the federal investment in the light rail project by regulating land use, providing standards to encourage transit ridership, and balancing travel trips with mobility choices.

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WHAT'S HAPPENING

CITY OF AVONDALE

By Nathan Crane

Development in Avondale continues to be one of the most written and talked about activities in the Phoenix metro area. The area's rapid transition from agriculture to homes, while adding quality retail and jobs, brings Avondale closer to its goal of becoming a community where people "live, work and play." The Avondale Auto Mall has signed 12 dealerships with two more on the way. Retail development continues strong with the recent completion of the 650,000 square foot Gateway Pavilions at 99th Avenue and McDowell Road. Office development is another new component of Avondale's economy, with six projects completed in the last two years including the new 105,000 square foot Avondale Civic Center and an additional 300,000 square feet in the final construction or planning stages.

Most recently several projects that will be instrumental to Avondale's continued success have come to fruition. First is the opening of Universal Technical Institute (UTI), which opened a 275,000 square-foot training facility in Avondale this past June. This \$25 million facility trains 3,000 students per year to work on the newest and most sophisticated automobiles ever built. In addition, UTI employs 250 people, including administrators and instructors.

Another recent announcement is the addition of a second NASCAR race to the PIR schedule. The first spring race is scheduled for April 22, 23 of 2005 and will be a night event under the lights, broadcast live to race fans all over the world. Very few sporting events can rival the impact of a NASCAR event.

Compared to a NFL Superbowl that can occur only once every ten years, PIR, in Avondale, will host two events annually that will surpass that potential economic impact. This will be one more reason for developers to consider Avondale sites for hotels, restaurants and other investments.

Such job producing investments, like the relocation of PIR's headquarters and UTI's training facility, in conjunction with other new office projects, has brought a great deal of attention to the West Valley, and to Avondale in particular. A recent Arizona Republic article by Pat Flannery stated, "Potential residents, especially office workers, increasingly want to work near home. As the Valley grows, most don't want to drive more than 30 minutes to work and that tolerance is likely to decrease as gas prices soar." Avondale's location, booming housing market and new residential amenities such as shopping and recreation will no doubt continue its leadership role in the attraction of new jobs.

A key goal is to continue to attract quality companies that provide jobs and amenities that will improve the lives of those who live in Avondale

CITY OF GLENDALE

Residential Design and Development Manual

By Tracy D. Stevens, Senior Planner

Glendale's growth to the west and development of infill properties spurred development and the recent adoption of its new *Residential Design and Development Manual* (June, 2004). The intent of the document is to provide a very streamlined, user-friendly document that citizens, developers, city

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staff, planning commission, and City Council may use as a resource and tool during the development review process.

The manual clarifies the minimum expectations for all new subdivisions, multi-family development, planned residential developments, and planned area developments, in an effort to promote livable neighborhoods through creative design, greater variety of lot sizes, detached sidewalks, shorter block lengths, open space requirements, traffic calming techniques, varied setbacks, improved recreational amenities, and more variety in architectural style and building materials. It includes special sections for small lot development of less than 7,000 square feet, medium lot development with typical lot sizes from 7,000 square feet to 12,000 square feet, and large lot development for lots in excess of 12,000 square feet. Smaller infill development is allowed in the downtown area, and lots greater than 12,000

square feet may be eligible for alternate development standards.

The city hopes to enhance quality and diversity of design in residential neighborhoods with the new design standards. Each set of criteria sets the minimum expectations for a development but provides flexibility in application of the criteria; the design criteria are in no way intended to limit or restrain creativity. The manual offers an in-depth approach using new design and development techniques, recognizes neo-traditional and clustered housing, and addresses the current trend of Z-Lot development.

PLANNING IN SCOTTSDALE

By Kira Wauwie, AICP

Project Coordination Manager

BEST PRACTICES

In my career, I have found that organizations differ in many ways with each employing its own methods for motivating, educating, and energizing its staff to think proactively, solve problems, and perform as part of the organizational team. I'd like to share a few of the "Best Practices" that we use in the Scottsdale Planning Division to help create an enjoyable and effective work environment.

Guest Speakers. The current planning team (which includes a director, two project coordinators and five senior planners) schedules guest speakers to attend staff meetings. Each staff member is generally responsible for inviting one speaker in a one-year period. Guests have included a representative from the Arizona School of Real Estate, focusing on the relationship between realtor services and current planning; a developer who provided a perspective on what's important in the private sector and how these issues mesh with city codes and processes; and the general manager of the city's Capital Project Management Department, to discuss projects and process. We even had a guest who explained the technology of faux boulders.

Field Trips. To learn more about planning, building, and public works inspections and how this relates to our planning function, current planning staff have participated in an all-day ride-along and accompanied inspectors on site visits. A field trip to the Scottsdale

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WHAT'S HAPPENING, *Continued from page 10*

Airport enabled staff to put a face to the name of a person with whom we had previously had only e-mail or phone contact, and provided an opportunity for joint discussion of completed, pending, and proposed projects. Perhaps best of all was an insider's tour of the facility provided by airport staff. We conduct tours of the city to engage in a real-life critiques of what went well, what was not so good, and what could be done better. We toured the Mesa Art Center (MAC) upon completion of construction.

Food, Fun & News. What's better than having fun while working? While work is serious because the work must get done, having a bit of lightness in the day to make work more enjoyable has proven to increase productivity. Folks who wear Hawaiian shirts on Fridays, for example, end up with just a little bit of elbow rubbing. A shared opportunity to bring food makes weekly staff meetings more enjoyable. To help staff stay connected and informed, our department produces its own quarterly newsletter and a bi-weekly bulletin—distributed electronically—

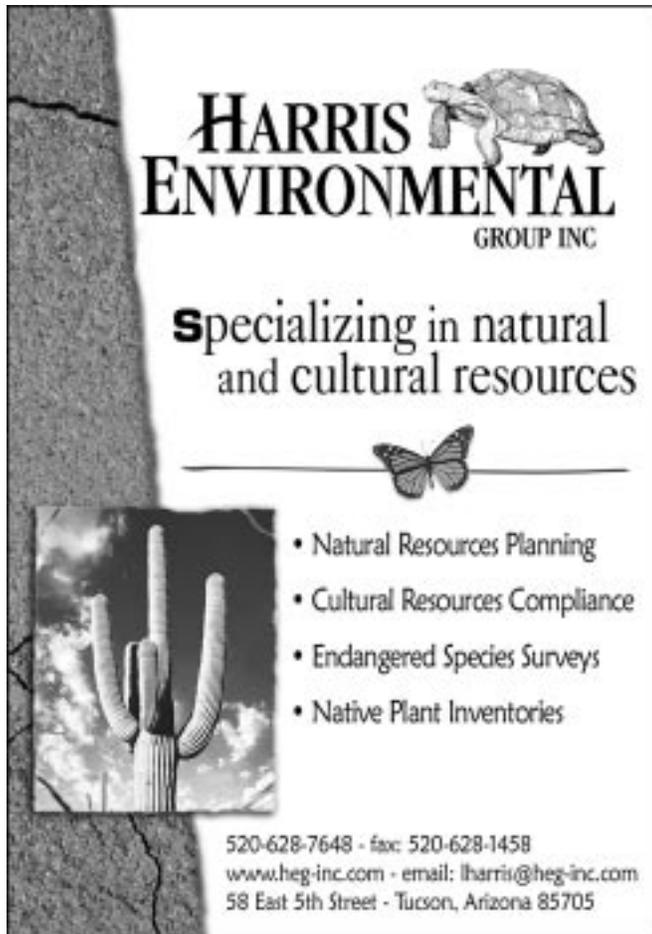
to provide updates on workplace policy and rules, new resources, and employee recognition which may take the form of congratulations or sympathy or a biographical essay.

THE SURPRISE UNIFIED DEVELOPMENT CODE SETS DEVELOPMENT STANDARDS IN THE WEST VALLEY

By LaTonya Finch, Acting Planning Manager
Development Services Manager

The Surprise Unified Development Code (SUDC) represents an effort to create an all-inclusive, single code which exemplifies the city's development philosophy. Authored by consultants Larry Wylie and Janice See along with Surprise planning staff, the SUDC is considered the primary vehicle for implementation of the goals and objectives of the voter approved General Plan 2020.

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The SUDC entails a re-write of three key chapters of the Surprise Municipal Code:

- Title 15: Building Standards and Designs
- Title 16: Subdivisions
- Title 17: Zoning

This comprehensive ordinance addresses all development related codes including the typical regulation such as infrastructure design guidelines, planning and design standards, zoning classifications and land use tables. It also includes many innovative planning, land use and performance standard criteria which may be new to Arizona. For example, it provides for character patterns which include an additional layer of performance standards over the typical land use and zoning standards, in order to create a sense of place and identity for specific neighborhoods. Another design/build concept included in the SUDC is Crime Prevention through Environmental Design (CPTED). The SUDC includes provisions that encourage development contiguous to the urban core and discourage urban sprawl.

Overall, the SUDC includes many new concepts which define community development as a whole and the sum of its orchestrated parts. It also provides a "next step" to the typical municipal ordinance by including easily interpreted graphics to illustrate design concepts, technical specifications and process requirements to make the document more user friendly.

This three-year project is slated for completion by December 2004. Prior to adoption by Council, the city will conduct an extensive external review process to elicit comment from design professionals,

developers, contractors and the public. Additionally staff members will perform an internal analysis to gauge the performance and administrative capabilities of the code.

For more information regarding the Surprise Unified Development Code, please contact the planning division at 623-583-1088 or review drafts of the SUDC online at surpriseaz.com.

NEWS FROM TEMPE

By Mark C. Vinson AIA, AICP, NCARB
Principal Planner / City Architect / Design
+Technology Manager

As one of the few totally landlocked cities in Arizona, Tempe continues to concentrate on neighborhood enhancement, revitalization and redevelopment. This past spring, 73% of Tempe voters approved the new General Plan 2030, which includes many unique planning strategies to encourage infill, mixed-use, affordable housing and use of alternative modes of transportation. Staff from every department is working to implement the different elements of the General Plan.

Planning staff is most heavily involved in the following:

- Light rail project
- Rio Salado/Tempe Town Lake development
- New Zoning and Development Code
- Updated Downtown Concept Plan
- New Northwest Tempe Community Plan
- New North Tempe Multi-Generational Center
- Proposed Transportation

Continued on page 13





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WHAT'S HAPPENING, *Continued from page 12*

Among projects most recently underway is a 22-story mixed-use development in the downtown's Centerpoint; this will be the tallest building between east of Downtown Phoenix and Albuquerque. Other projects in various stages of development are a new boat house, new office towers, new residential developments, and new mixed-use developments in the Town Lake area.

Historic Preservation, now included as an element in the General Plan, continues to play an important role in maintaining Tempe's character and sense of place. Staff, together with the Preservation Commission, is identifying new strategies for promoting and implementing preservation goals, and seeking funding and solutions for such properties as the Eisendrath House and Hayden Flour Mill. Of recent interest is an archaeological survey of Tempe (Hayden) Butte.

Because Tempe will be directly affected by Arizona State University's plans for growth and reorganization, the city's planning staff is collaborating with the University in finalizing the new campus master plan, identifying historically significant properties, and addressing infrastructure needs, public participation and neighborhood issues, sustainability issues, student housing needs, redevelopment of the Tempe Center site into the Arts & Business Gateway, and development along the Town Lake. The city and ASU are also developing a Mixed-Use Educational (MU-ED) zoning district, which will be designed to coordinate campus/community planning and development.

The Design + Technology Group, along with continuously enhancing the city's computer-aided design capabilities, is involved in designing structures and urban spaces related to downtown and the Rio Salado project. Finally, over the past year, the Development Services Department has developed a more efficient and coordinated review process and more clearly defined organizational structure to better serve citizens, customers and council.

MARICOPA COUNTY – ZONING UPDATE

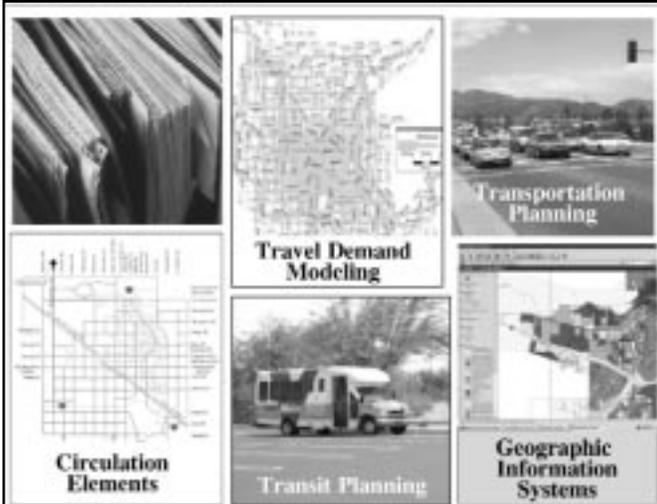
By Matt Holm, Principal Planner

Maricopa County is comprehensively reviewing and revising its zoning ordinance, which dates to the late 1960s. New techniques will be introduced to address both rural and urban issues, and thus reflect the changing character of the county.

Topics to be examined include the following:

- Combining traditional regulatory procedures with incentive-based initiatives
- Ensuring that the zoning ordinance reflects current state law with respect to preserving military facilities
- Identifying whether zoning categories need to be added, eliminated, combined, and/or altered
- Including floor area ratio standards for non-residential development

Continued on page 14



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APA BOARD ELECTION RESULTS 2004

The year's election results were announced at the awards luncheon during the 2004 conference.

Congratulations are in order for the following individuals:

TREASURER

Nancy Ryan, AICP, City of Tempe

VICE PRESIDENT FOR PROFESSIONAL DEVELOPMENT

Kevin Kugler, AICP, RBF Consulting

VICE PRESIDENT FOR 2006 CONFERENCE

Conference Site—Mesa

Wayne Balmer, AICP, City of Mesa

DIRECTORS AT LARGE

Anne (Blech) Eichberger, AICP

Matthew Spriggs, AICP, Yuma Crossing National Heritage Area

The board of directors wishes to express its appreciation to all of those who ran in the 2004 election of officers and directors for the Arizona Planning Association.

Members of the association are strongly encouraged to consider running for a board position or serving on a committee in 2005.



WHAT'S HAPPENING, *Continued from page 13*

- Analyzing standards for walls, retaining walls, and screening
- Including transfer of development rights where feasible
- Incorporating big-box standards
- Reviewing parking regulations and requirements
- Reviewing advertising and other sign regulations and requirements
- Modifying definitions as necessary

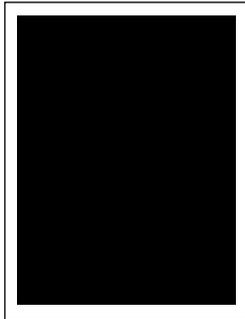
The Maricopa County Planning and Development Department will administer the zoning ordinance modification process, with assistance from an oversight review committee. The county anticipates that the modification process will occur over the next two years.

ARIZONA CHAPTER MISSION STATEMENT

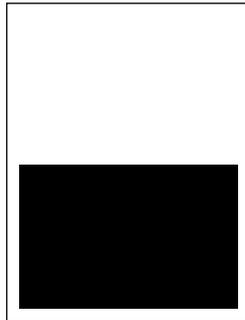
The Arizona Planning Association is committed to improving the quality of the built environment and the preservation of the natural environment in the State of Arizona by supporting and advancing the virtues of responsible planning throughout the state; to function as the nucleus for the exchange of ideas and information and to provide the general membership and the public with information necessary to make informed responsible decisions on planning issues.

ADVERTISING RATES

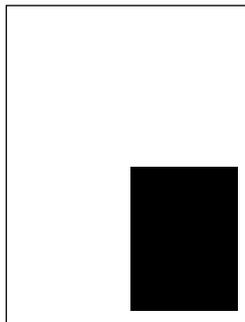
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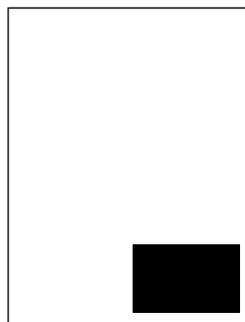
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ADVERTISING RATES:

\$150 Annually,
Six Issues

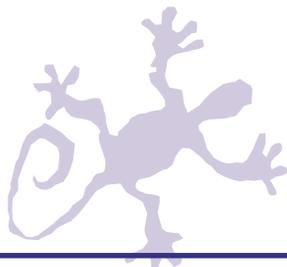


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2004/2005 Arizona Planning Association ■ Important Dates to Remember

NOVEMBER	AUGUST	TO PUBLISH
8-20 AICP Exam Testing Period	3-5 Four Corners/Western Planner Conference, Midway, UT	Articles should not exceed four pages, single spaced, 12 point font, formatted in Word Perfect or MS Word. Be sure to spell check your article. Graphics are encouraged: tables and charts saved as either Excel or Lotus (*.xls or *.wk4); pictures and maps saved in bitmap, tiff or eps format (*.bmp, *.tif, or *.eps). Submissions should be e-mailed or sent on 3.5" disk to the newsletter editor, co-editor, or staff administrator. Please include your name, title, organization, phone number, and e-mail address.
30 Newsletter Article Deadline		
DECEMBER	SEPTEMBER	
10 Board of Directors Retreat	28-30 AzPA Annual Conference	
JANUARY		
20-30 Urban Design in Arid Regions International Symposium, Tucson		
21 AzPA Board Meeting		
31 Newsletter Article Deadline		

