

CHAPTER 10

CHARACTER AREAS



Heritage District

Vision Statement

Gilbert desires to create and protect unique areas of Town by identifying and providing guidance through the use of Character Areas and guidelines.



Morrison Ranch



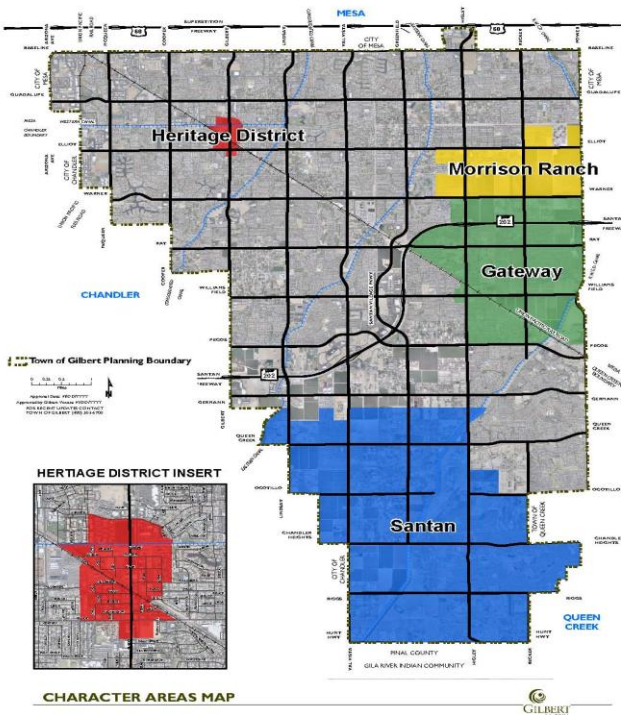
INTRODUCTION

Character Areas are specific geographic areas that possess unique or special characteristics or have the potential to evolve into a unique area, unlike any other in the Town. The areas may also have certain development issues which make the area unique, for example, ASU Polytechnic and the original downtown area.

The following Character Areas are intended to define unique areas of the Gilbert Planning Area. Each of the following Character Areas has been previously adopted as a General Plan Amendment or specific area plan. The areas were done separately from each other and contain different goals and policies. Additionally, since these were not created as one document, the formatting and layout for each Area is slightly different.

Guidelines for each Character Area are specific to each area. These do not replace the land use policies or map designations in other parts of the General Plan, but merely provide definition and detail.

A larger version of the Character Areas Map is located in the exhibits.



- Heritage District Character Area
- Gateway Character Area
- Morrison Ranch Character Area
- Santan Character Area



CHARACTER AREAS

10.1 Heritage District

The Gilbert Heritage District is the historic and symbolic center of the community. It offers opportunity for the adaptation of significant properties to uses that will have a positive impact on the adjacent residential and commercial sectors. By maintaining appropriate uses, design and architecture in the District, the area will remain the community's link with the past and future.

Guided by the Redevelopment Plan and the Heritage District Design Guidelines, development and reinvestment is highly encouraged in the Heritage District in order to maximize the economic potential of properties, rehabilitate substandard buildings, eliminate blighting influences, improve parking, beautify streetscapes and allow the assembly of land for new development. As new construction and rehabilitation activities occur, the Redevelopment Plan and Design Guidelines will serve as a catalyst for the improvement of other properties. Together, this will help to attract more businesses and customers, thereby increasing the economic vitality of the area. Both documents should be referenced for comprehensive information regarding the Heritage District Character Area.

The Gilbert Redevelopment Plan was first adopted in 1991 and updated in 2001 and 2008. The plan builds upon the foundation that was established during the original visioning process and provides new insights that will enhance the initial goals and guidelines. Through the coordinated efforts of both the public and private sectors, the continued redevelopment of the Heritage District will be a major contributing factor in Gilbert's continuing quest to be a *Community of Excellence*.

The Heritage District Design Guidelines were adopted in 2010. The purpose of the guidelines is to:

- Communicate to the development community in advance the design expectations for projects within Gilbert's Heritage District to facilitate the review process. Heritage District projects are those proposed within the Heritage Village Center, Single and Multi-Family Residential and Public Facility/Institutional zoning districts.
- Facilitate the fair and consistent application of design objectives.

- Protect investment in the community by encouraging consistently high quality development.
- Foster a sense of place and pride in visiting, working and living in the district.
- Facilitate safe, comfortable, functional and attractive development.
- Encourage projects that are adaptable to the desert environment.
- Provide residents with a connection to the community's roots and history.
- Encourage development of shaded outdoor spaces for the use and benefit of residents, employees and visitors.
- Encourage sustainable site and building design to reduce negative impacts and conserve energy.

Heritage District Character Area Goals

- Promote quality urban design with emphasis on small town historical character.
- Improve the economic viability of downtown.
- Promote reinvestment and attract new development.
- Improve pedestrian and vehicular circulation to ensure a pedestrian friendly and safe environment.
- Promote downtown as the symbolic and cultural center of the Community.

Heritage District Boundary

The district contains approximately 0.3 square miles (192 acres) and includes the original town site core, the commercial areas on both sides of Gilbert Road from Juniper Avenue to 600 feet south of Elliot Road and the residential neighborhoods one quarter mile east and west of Gilbert Road between the Western Canal and Elliot Road.

The northern boundary is Juniper Avenue, extending approximately 1,000 feet east and west of Gilbert Road. The southern boundary follows an imaginary line south of the Gilbert Historical Society facility, 600 feet south of Elliot Road. The eastern boundary follows a north-south alignment at approximately 250 feet east of Palm Street, shifts west along Cullumber Avenue and then south along the east side of Palm Street. The remainder of the east boundary lies along the Railroad tracks to Elliot Road and then shifts 700 feet to the west. Finally, the district boundary turns south to meet the southern boundary. The western boundary aligns with Catalina Road from Elliot Road north to the RR tracks, west 1,400 feet to the Western Canal and then north to Juniper Avenue.



CHARACTER AREAS

10.2 Gateway

Design

Purpose: The Gateway Character Area identifies desirable physical characteristics that will enhance Gilbert's unique identity and encourage development of traditional neighborhoods. It provides traditional village/neighborhood design concepts, which are reminiscent of the heritage of Gilbert. It promotes pedestrian, bicycle, transit-oriented design and integrates residential, commercial, employment land uses. It also affords an opportunity for small-scale urban agriculture.

A majority of the Gateway Character Area is undeveloped; however, capital projects are currently underway in the anticipation of development. Several master plans have been approved in the area. The Gateway Character Area is approximately 4,300 acres (7 square miles) in size.

Design Policies for areas within this Character Area are listed below.

Village Center Design Policies

1. Provide for a classic mixed-use, pedestrian-oriented village center configuration surrounded by traditional residential neighborhoods.
2. Design varied and interesting building facades, with ground floor retail and entertainment uses and upper floor office and residential units.
3. Discourage auto-oriented uses and other uses with drive-up, drive-through, or drive-in facilities.
4. Design a pedestrian/transit-oriented "Main Street" along Williams Field Road. Minimal setbacks will bring buildings close to the street and promote pedestrian activity, window-shopping and street-side dining.

5. Design the Village Center to allow for standard and shared parking and access. Parking garages should contain retail at the street level with plaza exposure. Rear surface parking and under building or structure parking is encouraged.
6. Allow for limited on-street parking separated by landscape islands at intervals.
7. Provide for shuttle bus street-side pullouts.
8. Provide for pedestrian-oriented plazas fronting and opening onto Williams Field Road, with secondary openings to Recker Road and adjacent residential neighborhoods.
9. Design sidewalks and plazas on Williams Field Road with pedestrian oriented amenities, including shade structures and covered walkways, benches, bicycle parking, seat walls, decorative surface treatments, artistic features, outdoor cafes, water features, pedestrian scale lighting, canopy trees and landscape planters separating pedestrians from automobiles.
10. Provide for attractive and urban-oriented signage that may include projecting, neon and brightly colored components.

Village Center Residential Design Policies

1. Develop a high quality residential environment within the Village Center to include lofts, townhouses, condominiums and apartments.
2. Provide on-site amenities for residents, including swimming pools, recreational facilities, clubhouses and other services. Provide covered, private outdoor space for all units, where applicable.
3. Encourage patios and balconies as part of the design of the residential units.
4. Promote varied and interesting architectural design for building facades and rooflines.
5. Encourage a minimum of ten (10%) percent of the residential sites for on-site open space and landscaping.
6. Encourage service areas and secured-shared parking, in the form of surface, under building and/or structure parking.

7. Create a safe and attractive open space and pedestrian/bicycle system to connect the mixed uses in the Village Center to parks, schools, commercial and employment services and neighborhoods.
8. Provide densities ranging from twenty-two (22) to fifty (50) dwelling units per acre within the Village Center.

Neighborhood Residential Design Policies

1. Design high quality residential neighborhoods that utilize the neo-traditional (contemporary architecture and design that borrows from the past and includes compact development aimed at pedestrian movements) concept and principles. Provide for safe and convenient circulation, open space and recreational opportunities and a pedestrian network in the residential neighborhoods. Include adequate open space that will be linked to schools, commercial and employment services, parks and neighborhoods by safe and attractive pedestrian ways, bicycle paths, trail systems and residential scale streets. Provide a residential lot layout and home architecture that provides street character and various housing styles consistent with the neo-traditional concept.
2. Encourage and design neighborhood parks adjacent to high-density residential developments.
3. Design varied and human-scale house facades to make neighborhoods pedestrian-friendly.
4. Enhance visual interest and provide a sense of security along the streets. Incorporate visual relief, detail and interest along all sides of structures.
5. Design developments with small front yard setbacks and provide all elevations of homes with a high level of visual interest, including porches or patios, courtyards, bay windows, or porte-cocheres. Vary architecture from one home to the next. Discourage staggered front yard setbacks.
6. Provide narrow streets with separated sidewalks and landscape planters.
7. Provide recessed, side entry, or rear garages accessed by side driveways or alleys.
8. Minimize the amount of fencing to create a more open feel in the neighborhoods. Encourage low profile, attractive, open fencing adjacent to local and collector streets. A combination of solid view walls and landscaping is encouraged along arterials.

Open Space and Park Policies

1. Design a variety of facilities in the open space and park areas to meet the required recreation and cultural needs of the entire Gateway Area.
2. Plan and design public and private parks to be a focal point of community and neighborhood activity.
3. Link open spaces to schools, commercial and employment services and neighborhoods by safe and attractive pedestrian ways, bicycle paths, trail systems, narrow residential streets and short blocks.

Neighborhood Parks Design Policies

1. Design neighborhood parks to provide a suitable number of recreation facilities to accommodate each neighborhood.
2. Design neighborhood parks to be the focal point of neighborhood activity. Design for views into parks from public streets.
3. Design neighborhood parks with grassy play fields and play equipment, where appropriate. Provide shade structures, trees and plants that make a comfortable and safe environment.

Transit Design Policies

1. Provide transit-oriented design for the Village Center to fully integrate transit with all land uses and open spaces.
2. Provide transit-oriented design of the Village Center, including a bus system, bus pullouts, shelters and seating.
3. Design transit-oriented residential neighborhoods, including pedestrian, bicycle and bus systems, with shelters and seating.
4. Promote and plan for a commuter-rail, a bus transit station with a park-and-ride lot along the side of the Union Pacific railroad tracks, near the Village Center within Gilbert.

Power, Higley, Warner, Ray and Pecos Road Design Policies

1. Design for ultimate roadway pavement widths of six (6) travel lanes to adequately and safely carry traffic demand.
2. Provide planted medians down the middle of each roadway.
3. Through plan review, enforce the Gateway Area Right-of-Way Improvement Standards and Streetscape Design Guidelines for these major arterial roads to provide an agricultural vernacular. Canopy trees and other plants and elements should be installed in the medians and along both sides of each roadway between back of curb and sidewalks creating landscape planters. Coordinate a consistent theme for Power Road with the City of Mesa and Maricopa County Department of Transportation to ensure roadways are consistent through each jurisdiction.
4. Provide street lighting along both sides of each roadway (refer to the Gateway Area Right of Way Improvement Standards).
5. Provide traffic signals, signage and special pavement crosswalks at each key roadway intersection.

Williams Field (within the Village Center) and Recker Roads Design Policies

1. Design for roadway pavement widths of four (4) travel lanes to adequately and safely meet traffic demand.
2. Provide planted medians within the middle of each roadway.
3. Provide painted bike lanes on each side of the roadway.
4. Provide for a minimum of fifteen (15) feet wide sidewalks on both sides of each roadway inside the Village Center.
5. Provide for minimum six (6) feet wide sidewalks on both sides of each roadway outside the Village Center, separated from the curb by landscape planting areas.
6. Through plan review, enforce the Gateway Area Right of Way Improvement Standards and Streetscape Design Guidelines on Williams Field and Recker Roads to provide an agricultural vernacular. Canopy trees and other plants and elements should be installed in the medians and along both sides of each roadway between back of curb and sidewalks creating landscape planters.

7. Promote undergrounding of all existing and future overhead utility lines within rights-of-way.
8. Provide street and sidewalk lighting along both sides of each roadway between curbs and sidewalks.
9. Provide traffic signals, signage and special pavement crosswalks at each key roadway intersection.

Neighborhood Streets/Alleys Design Policies

1. Design for minimum roadway pavement widths and travel lanes required to adequately and safely carry traffic demand.
2. Design alleys for rear garages and trash pickup.
3. Design a grid or modified grid street network, with maximum street connections. Minimize curvilinear streets and cul-de-sacs, when possible. Minimize block length to encourage pedestrian activity and to reduce excessive vehicular trips.
4. Provide painted bike lanes on each side of collector and arterial roadways, unless other alternative bikeways are available.
5. Provide sidewalks on both sides of the street, separated from the curb by landscape strips.
6. Provide agricultural vernacular and, canopy trees along both sides of each street. The trees should be planted between the back of the curb and the sidewalk creating landscape strips.
7. Provide low scale, street lighting along both sides of each roadway, located in the landscape strips between curbs and walkways.
8. Provide stop signs and special pavement crosswalks at each street intersection, as appropriate.

Multi-Use Trails Design Policies

Provide for a multi-use trail system for convenient and safe access along the Railroad right-of-way, on the south side of the Santan Freeway, the East Maricopa Floodway and the Roosevelt Water Conservation District Canal, with connections to schools, parks, commercial and employment centers and recreational facilities. Landscaping, shelters, benches and other amenities should be provided.

GATEWAY AREA LAND USES

Purpose: The Gateway Area will consist of a traditional, mixed-used pedestrian friendly village center, with commercial shops, offices and loft apartments at the core of the village center, surrounded by traditional residential neighborhoods, schools and parks, as well as nearby major commercial and employment areas including the Arizona State University (ASU) Polytechnic Campus, the Chandler-Gilbert Community College/Williams Campus, the Phoenix-Mesa Gateway Airport and the Santan Freeway.

Land use classifications in the Gateway Character Area are the same as those used elsewhere in the Town. In the Gateway area, mixed land uses are encouraged since they contribute to the desired traditional neighborhood character.

Land Use Policies

Village Center Land Use Policies (core)

1. Develop a Village Center at Williams Field Road and Recker Road to include a mix of retail shops, restaurants, offices, hotels, entertainment and residential units, all fostering pedestrian interaction.
2. Develop retail uses at the ground level and mixed uses above the first floor.
3. Prohibit auto-oriented uses and other uses with drive-up, drive-through, or drive-in facilities in the village core.
4. Maintain a minimum floor area ratio (FAR) of 0.10 in the early phases of the Village Center while demonstrating at build-out, that a minimum of 0.75 FAR will be reached.
5. Promote the development of mid-rise buildings to accommodate mixed-use development in accordance with the standards of the Vertical Development Overlay Area 3 and limit the height of single story buildings with arterial frontage to 25% of the block's streetscape.

6. Provide for pedestrian-oriented plazas and courtyards fronting and opening onto Williams Field Road, with secondary openings to Recker Road and pedestrian connections to adjacent residential uses.
7. Encourage art in public places. Promote cultural development, special events and activities for all ages.
8. Limited or no off-street surface parking should be provided along the arterial streets in the Village Center.
9. Develop shared parking and service areas to serve core uses. Limit on-site surface parking. Veneer the first floor of parking structures with retail space to enliven the street level.
10. Allow for limited on-street parking separated by landscape islands at intervals along Williams Field Road.
11. Make the Village Center fully accessible by bus along Williams Field Road and Recker Road.

Village Center Residential Land Use Policies

1. Develop very high density residential uses within the Village Center, to include townhouses, lofts, condominiums and apartments.
2. Provide densities ranging from twenty-two (22) dwelling units per acre to fifty (50) dwelling units per acre.
3. Provide on-site amenities for residents and occupants, including swimming pools, recreational facilities, clubhouses and other services.
4. Provide private outdoor spaces for more than fifty percent (50%) of the units.
5. Provide service areas and secure under-building or structure parking. Allow temporary surface parking until sufficient development occurs to require structured parking.
6. Create a safe and attractive open space and pedestrian linkage to connect the residential areas to parks, schools, commercial and employment services and other neighborhoods.

Railroad Areas Employment and Commercial Land Use Policies

1. Promote uses in the SC (Shopping Center), CC (Community Commercial) and NC (Neighborhood Commercial) areas that will provide for the commercial needs of the surrounding area.
2. Provide for a future commuter-rail transit station and park and ride lot that will be fully accessible along Williams Field Road.

Santan Freeway/Power Road Interchange Area Land Use Policies

1. Develop regional commercial uses and power centers, including major stores, offices, hotel and motel uses and major entertainment centers in the RC (Regional Commercial) areas.
2. Provide for a future express bus transit station and park and ride lot at the Santan Freeway/Power Road interchange.

Santan Freeway/Higley Road Interchange Area Land Use Policies

1. Allow integrated campus-style office, office and light industrial uses.
2. Develop uses in the SC (Shopping Center) areas that will serve commercial needs of the surrounding neighborhoods and communities.
3. Provide for a future express bus transit station and park and ride lot at the Santan Freeway/Higley Road intersection.

Power Road/Williams Field Road Intersection Land Use Policies

1. Promote retail commercial uses, including offices in SC (Shopping Center) areas.
2. Provide for fully accessible bus shelters along Williams Field Road, where appropriate.
3. Coordinate entry features with the City of Mesa, ASU Polytechnic, Chandler-Gilbert Community College/Williams Campus and Phoenix-Mesa Gateway Airport.

Higley Road/Williams Field Road Intersection Land Use Area Policies

1. Encourage commercial development to transition within the architectural context of the Village Center.
2. Provide for fully accessible bus service along Williams Field Road, where appropriate.

Neighborhood Residential Land Use Policies

1. Create high quality traditional residential neighborhoods throughout Gateway area, with safe and convenient circulation, open space and recreational opportunities and a pedestrian network. Link open spaces to schools, commercial and employment services and neighborhoods by safe and attractive pedestrian ways, bicycle paths, trail systems and small-scale, narrow residential streets.
2. Encourage development of a range of housing types and densities with orderly development patterns.
3. In residential areas that allow 14-25 du/acre, develop apartments, condominiums and townhouse areas in the manner of mid-rise buildings. Design and provide usable outdoor spaces to serve the multi-story developments.
4. Allow single-family attached and detached homes in Residential densities 5-8 du/acre neighborhoods. Ancillary units may be allowed for guest housing or extended family.
5. Allow single-family detached homes in Residential densities 3.5-5 du/acre neighborhoods. Ancillary units may be allowed for guest housing or extended family.
6. Provide for on-site amenities for residents in Residential densities 3.5-5 du/acre neighborhoods, including swimming pools, recreational facilities, clubhouses and other services. Provide covered private outdoor space for all units.
7. Design neighborhood streets with canopy trees, separated sidewalks and landscape planters or planting strips.
8. Design a grid or modified grid street network with no or few cul-de-sacs.
9. Provide recessed, side entry, or back side garages accessed by side driveways or rear alleys.

10. Design developments with small front yard setbacks and provide all elevations of homes with a high level of visual interest, including porches or patios, courtyards, bay windows, or porte cocheres.
11. Minimize the amount of fencing to create a more open feel in the neighborhoods. Encourage the installation of low profile, attractive, open fencing adjacent to local and collector streets.
12. Encourage the design of homes to include design principles and materials appropriate for the desert environment.

Neighborhood Parks Land Use policies

1. Design private neighborhood parks to provide for a suitable number of recreation facilities for each neighborhood.
2. Encourage location of neighborhood parks adjacent to schools, accessible from the neighborhood by safe and attractive walking and bicycle trails.
3. Link public open spaces along the Roosevelt Canal via trails in the Gateway Area.

Open Space and Park Policies

1. Provide for a variety of facilities for the required recreation and cultural needs of the entire Gateway Area within open space and park areas.
2. Provide a safe and attractive walking and bicycle trail network connecting the public parks and open spaces to various locations in the Gateway Area.

CIRCULATION/TRANSPORTATION

Purpose: The Gateway Area will include a network of multi-modal circulation/transportation systems, providing access to, and interconnection with; the Village Center, schools, parks, commercial and employment areas, as well as the adjacent ASU Polytechnic Campus, Chandler-Gilbert Community College/Williams Campus, Phoenix-Mesa Gateway Airport, SanTan regional mall and the Loop 202 Santan freeway.

Railroad Circulation/Transportation Policies

1. Plan for future commuter-rail transit use of the Railroad line for the Gateway Area, including a rail transit station and a park and ride lot near the Village Center.

2. Promote rail-oriented development around the future rail transit station so that commuter-rail transit will be feasible and implemented for the East Valley and the Gateway Area.
3. Provide safe rail crossings for pedestrians, bicycles and vehicles at locations indicated on the land use plan.

Bus Circulation/Transportation Policies

1. Provide for bus transit service along Williams Field Road, from the Santan regional mall to the ASU Polytechnic Campus, with stops at the Gateway Village Center and the rail transit station/park and ride lot.
2. Provide convenient bus transit service along Recker Road, from Morrison Ranch to Power Ranch, with stops at the Gateway Village Center, the Higley High School and other key public places.
3. Provide for future express-bus service on the Santan Freeway and Power Road, including park and ride lots.
4. Provide for fixed-route bus service on major arterial roadways within Gateway Area.

Campus/Airport Entries Circulation/Transportation Policies

1. At the time of development of these entrances, recognize the main visitor entrance for ASU Polytechnic Campus and the gateway entrance designation for the Town.

Major Arterial Streets Circulation/Transportation Policies

1. Design Power, Higley, Warner, Ray and Pecos Roads as major arterial roadways of six (6) travel lanes.
2. Provide a safe pedestrian/bicycle crossing of Power Road at Williams Field Road and the ASU Polytechnic Campus Entry.
3. Provide improved rail crossings over the Railroad tracks.
4. Plan to convert the Rittenhouse Road right-of-way, from Williams Field Road to Power Road, to a multi-use trail.

Williams Field and Recker Roads Circulation/Transportation Policies

1. Design Williams Field Road, 1/8th mile west and 1/2 mile east of Recker Road as a minor arterial roadways of four travel lanes and with a bus transit line and bicycle lanes.
2. Along Williams Field Road, allow for limited on-street parking stalls and bus pullouts, separated by landscape islands within the Village Center.
3. Where possible provide for street shade trees, lighting and sidewalks on both sides of the entire length of each roadway per the Gateway Area Right-of-Way Improvement Standards and Streetscape Design Guidelines.

Neighborhood Streets/Trails

1. Develop neighborhood streets with minimal curvilinear layout and minimal pavement width.
2. Provide frequent intersection of neighborhood streets and fewer cul-de-sacs.
3. Include street shade trees, pedestrian lighting and walkways and bicycle lanes on both sides of each neighborhood street.
4. Provide each neighborhood with attractive, convenient and safe bicycle/pedestrian access ways to its neighborhood park and school, other neighborhoods, employment and commercial facilities and the Village Center.

Rittenhouse Road, Railroad and RWCD Canal Multi-Use Trails

1. Establish an equestrian/bicycle/pedestrian multi-use trail system along the Rittenhouse Road right-of-way and the Railroad right-of-way, connecting to the East Maricopa Floodway.



CHARACTER AREAS

10.3 Morrison Ranch

Summary

The Morrison Ranch Character Area is a 1,527 acre (2.3 square miles) mixed-use master planned community that incorporates the functional, aesthetic, economic and social factors associated with livable communities. The development plan for Morrison Ranch was originally adopted on November 3, 1988 and has been amended over time as conditions warrant. Development of the area continues today.

Morrison Ranch reflects the historic rural atmosphere associated with the Town of Gilbert. It utilizes reclaimed water to enable the landscaping to include turf, trees and wide setbacks to establish a rural agricultural community theme. Within Morrison Ranch, multiple rows of trees line the streets, sidewalks and parks, creating a shaded environment for pedestrians and vehicles. All landscape, recreation and open spaces within common areas are to be maintained by the Homeowners Association. A network of trails and sidewalks within the landscaped open spaces connect homes, schools, community facilities and workplaces. Elementary schools are located in central locations adjacent to greenbelts and recreational facilities. A variety of residential densities are provided throughout the community.

Morrison Town Center features a multi-use combination of retail, commercial, office, restaurant and recreational services linked to the existing Morrison Ranch headquarters and grain storage tanks, which set the rural theme. The Power Technology Center offers a variety of multi-use commercial, business park and industrial sites along Power Road.

Automobile speeds are intentionally reduced to encourage safe pedestrian and bicycle movement.

Parks, Open Space and Trail System

The Eastern and Roosevelt Canals are significant multi-use trails that intersect Morrison Ranch. There are several municipal parks planned near Morrison Ranch but not located within the boundaries of the Ranch. Morrison Ranch has a full range of private internal parks, open spaces, trails and recreation facilities for its residents.

Phoenix-Mesa Gateway Airport

Morrison Ranch is influenced by airport operations envisioned in the Airport Master Plan and Part 150 Noise Compatibility Study. Noise, land use compatibility, economic and educational impacts are significant factors. Proposed development will comply with the Town's policy for the over flight areas.

Goals

Cultural Heritage

- Include historic and cultural elements from the Morrison Family heritage such as farm machinery.
- Include historic and cultural elements from the Town of Gilbert such as items from the Gilbert Historical Society.
- Create a physical character that recalls the rural farming heritage.
- Create landscape elements that recall the valley's agricultural environment.

Community Environment

- Create a total community plan, which integrates and connects all uses.
- Create a community character that integrates rural farming elements and agrarian characteristics, a livable residential lifestyle, a varied Town Center and an attractive employment center.
- Create a landscape environment reminiscent of early Gilbert rural residential landscapes.
- Provide a rural character which accommodates functions such as open space preservation, recreation, drainage and flood control.
- Provide programs emphasizing conservation of resources and urban sustainability.

Open Space and Recreation

- Create a balance of active and passive recreational amenities throughout the community.

- Provide an open space and recreation system throughout the community that connects all areas via pedestrian ways, bicycle paths and trails.
- Connect the open space and trail system to all educational facilities, places of employment and commercial establishments in an inviting fashion.

Education

- Locate an elementary school(s) adjacent to greenbelts and recreation facilities so that students can walk or bicycle safely from the community.
- Connect the community trail systems to the existing elementary schools and high school.

Conservation of Resources

- Design the physical form of Morrison Ranch to optimize north/south lot orientation for energy conservation.
- Provide shade throughout the development, including along streets, within open spaces and recreation areas and along the east and west sides of individual homes.
- Use reclaimed water to irrigate all public and Association owned landscaped areas, including turf, trees and recreation areas.

Technology

- Plan to accommodate current and future state of the art technology services.

Circulation

- Create pedestrian and bicycle trails linking all land uses throughout the community and region.
- Encourage small vehicle (i.e. golf carts and service vehicles) access throughout the community. Create a network of small rural residential roads throughout the community. Accent these roads with traffic calming devices that enable pedestrian priority on streets.
- Cooperate with the Town's effort to link neighborhoods.
- Distribute traffic from neighborhoods to arterials so that neighborhood streets remain small and more rural in character.
- Arterial road landscapes should establish a strong rural community character.

Land Use

- Create a series of neighborhoods, with a variety of different land uses and densities, which blend together with the overall community rural ranch character.
- Provide a variety of housing products.
- Provide a mixture of jobs and services for the community.
- Create a Town Center that becomes the focus for Morrison Ranch and the surrounding communities.

Infrastructure

- Provide the community with all required public improvements.
- Provide homes with all required and desirable services.

Community Services

- Provide a full range of community services.

Economic Feasibility

- Create an atmosphere and physical presence that is conducive to commercial and employment activities.
- Locate commercial and employment activities in areas that optimize access from existing roads and the freeway system.
- Optimize commercial and employment development that contributes tax revenues to the Town of Gilbert.

Santan Character Area

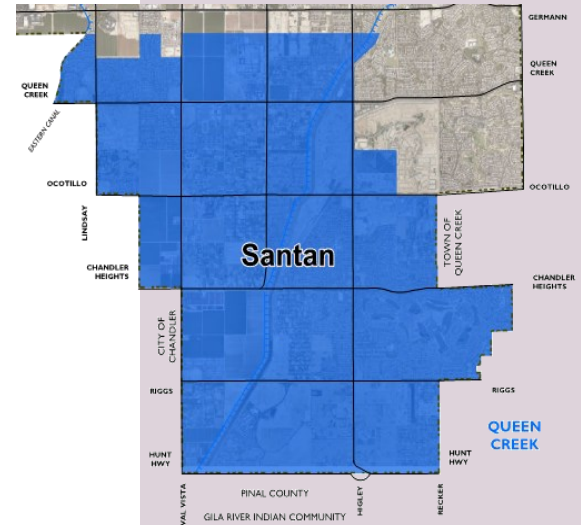


Introduction

Santan Community Character

In 2000, the Santan Character Area (SCA) was created to capture the unique qualities of this growing area because it had recently been added into Gilbert's planning area. The SCA encompasses 10,309 (TOG GIS) acres. This 16 square mile area is part of the Town's 72 square mile planning area. The character area serves as a tool to recognize the importance of the rural agricultural heritage of South Gilbert. *Over time, the once predominantly agricultural area has seen the growth of well-designed master planned communities, the development of 84 miles of new collector and arterial roads, 20 traffic signals and over 100 new businesses and restaurants.*

In 2000, there were 6,400 acres of agricultural land in the SCA – today there is less than 2000 acres. Service oriented infill development is just beginning to respond to the SCA population growth. Schools, churches and residential rooftops are now dominant in the area. There is still significant interest from the development community to continue residential construction in the SCA.



The VISION

The people of the Santan Character Area envision the area as a combination of rural and suburban neighborhoods that enjoy the natural environment including wildlife and small scale agricultural activities. Emphasis is placed on outdoor living enjoyment and the ability to live and play in a secure and safe environment. Low and medium density residential development blend with farming, trails, open space and commercial uses to make-up the character of the Santan area.

Multi-use trails, desert washes and proximity to the Santan Mountains make the area unique. The SCA continues to require special attention due to the land use issues related to residential and non-residential development. Residents have expressed concern about the lack of services and commercial amenities, yet desire a pattern of development consistent with the rural lifestyle and open spaces that characterize the Santan area. The General Plan land use map shows approximately 45% of the SCA designated for residential development between 2–3.5 DU/Acre. About 35% is designated for densities between 0–2 DU/Acre and the remaining 20% is for commercial, public and open space uses. If all residential lands were developed at these densities, there would be between 9,278 and up to 23,452 homes in the SCA.

The Santan Character Area Plan contains goals and policies to guide future development. It is used by the Town Council, Planning Commission and the public as a long range planning tool to evaluate changes in land use, new development, and budget decisions.

5 Characteristics

Using the community's feedback from open house meetings and researching the historical context, five (5) characteristics for the Santan area were created as a framework for the SCA's goals and policies.



Celebrate Heritage

We value our Sonoran and rural agricultural roots.



Connect People and Places

We value our ability to connect to each other and the surrounding community with community facilities, roads, trails, bike lanes, and pedestrian paths in a safe and efficient manner.



Open for Business

We value our strong entrepreneurial spirit of small business and farming supported by nodes of commercial services.



Sense of Place

We value our Santan Character Area as a great place to grow-up, raise a family and comfortably retire in a safe and attractive environment.



Leisure and Culture

We value our healthy lifestyle with a wide variety of leisure and cultural opportunities that enhance daily life.

Existing Conditions

SCA Yesterday and Today...

Community History

The history of the Santan Character Area is strongly rooted in farming and the dairy industry. At one time there were over eight dairies in the SCA area. Today there are three dairies. *Of the 10,309 (TOG GIS) acres within the SCA, there is less than 3,820 (TOG GIS) acres of undeveloped vacant land remaining.*

Many residents in the SCA area remember the open irrigation canals, huge fields, wildlife and crop dusters fondly. Though neighbors were often spread apart, they all knew each other and came to each other's aid in times of crisis. The SCA was a place where children walked on farm roads to visit friends, residents rode horses along canals and the opening day of dove season was an event. With the population growing from 2,200 to over 27,000 in 14 years, residents supported roads, public services, schools, churches and commercial services. Large master planned communities were developed with trails, open spaces and a transition of lot sizes along the edges to buffer adjacent large lot development.

Sense of Place

Urban Design

In 1998, the architecture and urban form within the SCA was predominantly mid-20th century ranch houses on large plots of land. The dirt farm roads served as fields and homestead access. As time progressed, lot splits, minor land divisions and rural subdivision of one, two and five acre farm lots into small neighborhoods occurred. Most of the lots still embraced farm animals and pastures even as the homes grew larger and more elaborate. Some of these neighborhoods grew larger such as the rural residential area between Val Vista Drive and Greenfield Road, from Queen Creek Road to Chandler Heights Road. The average density of the neighborhoods in the SCA is approximately 1.8 DU/Acre (TOG GIS). The area is almost completely built-out barring except for lot splits, development of approximately 2,710 acres of vacant residential lands and the completion of commercial corners at the major intersections. *Rural residential lands > 0-2 DU/Acre equal approximately 12.86% (TOG GIS) of the vacant land use within the SCA. Medium density of > 2-3.5 DU/Acre equate to approximately 16.8% of the vacant land use within the SCA.*

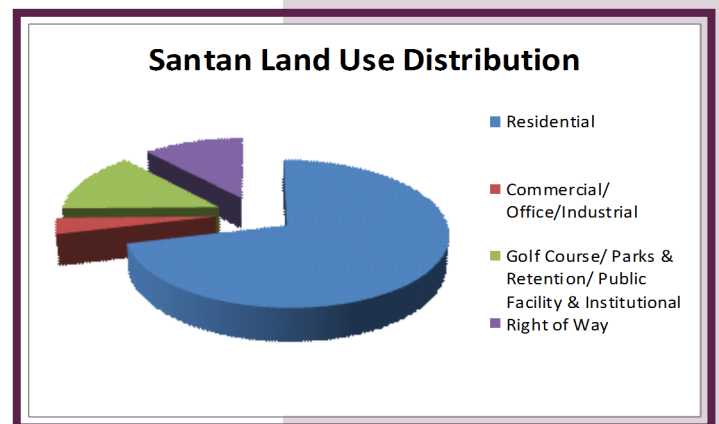
Rural residential lands > 0-2 dwelling units per acre equal approximately 12.86% (TOG GIS) of vacant land use (up to 2,651 additional homes)

In the late 1990s, custom homes constructed on the farm lots became larger and more elaborate with improved roads and utilities. As the construction boom continued, larger master planned subdivisions began developing within the SCA. The master planned communities tended to have smaller lots in the 6,000 sf to 10,000 sf range with an average density of > 2-3.5 DU/Acre. The new homes displayed contemporary design with touches of architectural styles reminiscent of Italian, Spanish, Mission, Craftsman and Prairie. The major master planned communities and subdivisions (Layton Lakes, Freeman Farms, Shamrock Estates, Adora Trails, Seville) equal approximately 2,437 acres within the SCA. The SCA is now an area with urban amenities that embrace the past.

Jobs and Services

The SCA is predominantly residential with commercial growth planned for designated areas to serve existing and future populations. Commercial land uses are primarily constructed adjacent to large mature master planned communities. The vernacular of the non-residential development is consistent with the style of the adjacent master planned community or the SCA’s agricultural heritage. Vacant land designated for commercial land uses is available at:

- Higley/ Riggs Roads
- Val Vista Drive/ Riggs Road
- Greenfield/ Ocotillo Roads
- Greenfield/ Queen Creek Roads
- Val Vista Drive/ Chandler Heights Road
- Val Vista Drive/ Queen Creek Road, and
- Lindsay/ Queen Creek Roads



Some of these areas are adjacent to master planned developments that are still under construction or have lower population density. Other lands are adjacent to large lot development or vacant lands yet to be annexed or developed.

At the projected 2030 build-out, the commercial land use amount in Gilbert, excluding the SCA, is calculated as approximately 0.024 acres per person. In comparison, the commercial lands in the SCA are only projected to supply about 0.006 acres per person or 4 times less than what a resident of north Gilbert would have as commercial service options. These figures do not include County lands, adjacent municipality’s commercial services or peripheral population within the commercial trade areas. This basic analysis shows that the commercial, office and any potential future employment land use in the SCA should be preserved and fostered over the long term.

Connectivity

Access is a key determinant of growth because it facilitates the flow of goods and people. The SCA is well connected with close proximity to the Santan Freeway, railroad, airports, bike paths and trail systems. Adjacent municipalities are connected with arterials that make it easier for residents and visitors to share regional attractions.

Roads

The mile grid system exists throughout the character area and over time County farm roads have been annexed and improved to meet Town standards. However, new subdivision development has not always been contiguous, causing scalloped streets, unimproved intersections and points of congestion. Traffic volumes and safety concerns have required that some of the Capital Improvement Projects in the SCA be moved forward more quickly than originally planned, to alleviate congestion. Pass-through traffic continues to be a concern in the South Gilbert area. Adjacent municipalities that do not have freeway access pass through South Gilbert to access the 202 Freeway with northbound arterials. Other traffic travels through the SCA to the Santan Mall, parks and other larger power centers in central Gilbert.



Bike Paths and Trails

As the roads develop in the SCA, bike lanes on arterial and collector streets have been constructed. These bike lanes connect into the Town’s road networks and open space systems. The Town continually works to require, construct and/or retrofit roads to accommodate new bike lanes. The bike lanes connect to bike paths along canals, utility corridors and washes. The recent Queen Creek Wash improvements include a multi-use trail that connects into the Queen Creek trail system. The upcoming Sonoqui Wash project will also include multi-use trails and paths that will link into the Queen Creek Wash. Both of these improvements currently terminate at the East Maricopa Floodway just inside of the SCA eastern boundary. Chapter 4 of the General Plan and the corresponding Parks, Open Space, Trails and Recreation Plan Map, show that it is intended for these paths and trails to continue along the wash and connect trails in neighborhoods such as Seville to existing trails alongside roads including Brooks Farm Road, Hunt Highway, Queen Creek Road (along the power lines), and Greenfield Road (from Queen Creek Road) to connect up to the Hetchler Soccer Complex.



Railroad

Many residents reminisce about the sound of the train. The Union Pacific Railroad runs southeast to northwest through the Town just north of the SCA. The railroad noise and vibration have little to no impact on the South Gilbert community. The rail service does provide future opportunity for employment and transit connections within a 10-15 minute drive north from the SCA.

Airports

There are two airports within 10-20 minutes of the SCA. The Chandler Municipal airport is located to the northwest. It is owned by the City of Chandler and is considered a business oriented airport surrounded by charter, excursion and training institutions. The airport chartered 200,000 operations in 2014. A larger airport northeast of the SCA is the Phoenix-Mesa Gateway Airport. Gateway is owned and operated by the Phoenix-Mesa Airport Authority and is a reliever airport of Phoenix Sky Harbor International Airport. The authority is governed by the Town of Gilbert, City of Mesa, Town of Queen Creek, Gila River Indian Community, City of Phoenix and City of Apache Junction. Phoenix-Mesa Gateway airport had over 700,000 enplanements in 2014 and is expected to reach 850,000 by 2017.

Phoenix-Mesa Gateway Airport is expected to reach 850,000 enplanements by the year 2017.

Infrastructure and Amenities

The Backbone – Water and Sewer

Infrastructure improvements within the SCA have primarily occurred with new master planned development. Due to the location of the South Area Waste Water Treatment Facility, reclaimed water lines are available on most of the major arterial roads within the SCA. Water lines are generally available with private wells being incorporated into the Town system as development occurs. Water service continues to be improved as new development adds loops into the system that help to maintain pressure. Some large lots retain their private wells and water rights. In addition, a majority of the large lots have flood irrigation provided by private companies.

Sewer extends through most of the major public roads in the SCA with gaps occurring adjacent to large areas of vacant land or mature large lot areas. Septic systems exist on many mature large lots.

Other utility infrastructure is provided by private or quasi private service providers through franchise agreements with the Town of Gilbert. Examples of these providers include Cox Communications, Arizona Public Service (APS), Salt River Project (SRP), Roosevelt Water Conservation District (RWCD) and Southwest Gas.

Recreation and Leisure

Public parks and open spaces in the SCA have primarily been developed as part of large master planned communities or through public-private partnerships such as the Hetchler Soccer Complex located at the far north boundary of the SCA. There are no other existing public parks within the SCA. The South Recharge Facility is not considered a park facility though residents may walk around it and it is often used for bird watching. The East Maricopa Floodway and the surrounding Roosevelt Water Conservation District canal access roads are not open to the public as a trail system at this time. The Town is currently working toward the acquisition of land for a regional park in the SCA.

Community Facilities

The SCA is supported by the South Area Service Center located at Greenfield and Queen Creek Roads. Currently, the service center houses a police substation, solid waste transfer facility, hazardous material drop-off and a few other small services. Per the Parks and Recreation 2014 Master Plan, the Service Center is envisioned to be the future home of a Recreation Center. A public library is located at Perry High School on Queen Creek Road and Val Vista. Another library is located at Basha High School, which is at Val Vista Drive and Riggs Road just outside of the Town of Gilbert and SCA planning boundary.

Environmental

Canals, Flood Channels and Washes

The SCA has several floodplains, canals, washes and flood control structures within its boundaries. The Santan Mountain has significant sheet flow run-off that inundates the neighborhoods and properties at the foot of the mountain. A large drainage channel adjacent to Riggs Road was recently constructed to help with the floods that gather on the streets. The channel's outfall is to the east Maricopa Floodway under the jurisdiction of the Flood Control District of Maricopa County. The floodway transects the eastern half of Gilbert from south to north draining toward the Salt River Basin. The East Maricopa Floodway is approximately 250 feet wide and requires major bridge crossings. At some locations there are overflow and catch basins constructed that extend the floodway to over 2,500 feet wide. Adjacent to the floodway is the Roosevelt Water Conservation District canal. The canal is 25 feet wide with service roads on either side for a total width of 100 feet. Neither the floodway nor the Roosevelt Canal property is open to the public. The Town has been in contact with both entities to discuss recreation and trail options for the future.



Ground Water and Fissures

The sediment filled underground aquifers hold large quantities of groundwater in storage over bedrock. When large amounts of water are withdrawn, the surface subsides and cracks. The cracks are known as fissures. In Arizona, fissures were first noted in the agricultural area south of Phoenix in the 1920s. The physical appearance of fissures vary greatly from almost undetectable hairline cracks to large, deep earth openings more than a mile in length, up to 15 feet wide, and 100's of feet deep. During torrential rains, fissures erode rapidly presenting a substantial hazard to people and infrastructure. Moreover, fissures provide a ready conduit to deliver runoff and contaminated waters to basin aquifers.

In August 2005, the Arizona Legislature drafted legislation that addressed earth fissures in Arizona. Effective September 21, 2006, Ariz. Rev. Stat. § 27-152.01(3) charges the Arizona Geological Survey (AZGS) with 1) comprehensive mapping of earth fissures throughout Arizona, and 2) delivering earth fissure map data to the State Land Department to be posted online with other GIS map layers for public use.

The damaging effect of subsidence can include gradient changes in transportation, utility, and flood control facilities. Settlement is the gradual downward movement of an engineered structure due to the compaction of the unconsolidated material below the foundation. Because of the gradual, long term nature of subsidence and settlement, these phenomena do not pose a life safety hazard, but do result in property losses. The effects of subsidence can create decreased groundwater storage capacity, change slope patterns (affecting irrigation, flood control, and drainage patterns), and cause damage to both surface and underground structures.

Vistas and Landmarks

Two of the three most predominant landmarks in South Gilbert are not located within the SCA: Santan Mountain south of Hunt Highway and the LDS Temple at Pecos and Greenfield Road. The third landmark is the East Maricopa Floodway. The East Maricopa Floodway is a greenbelt running north to south within East Gilbert. The engineered channel has been landscaped with natural grasses, but not trees, shrubs or trails. The Maricopa Floodway connects into the Queen Creek and Sonoqui Wash drainage and trail systems. Local wildlife uses these channels as corridors and can be spotted on a regular basis.

Santan Mountain also has animal wildlife corridors that connect into South Gilbert and the East Maricopa Floodway. Various types of wildlife may be observed, including reptiles, birds, and mammals. The scenic Santan Mountain Park Regional Park, about one mile south of the SCA, consists of over 10,000 acres. The park ranges in elevation from about 1,400 feet to over 2,500 feet. The vegetation changes from creosote flats to dense saguaro forest.

The other predominant feature in South Gilbert, located just north of the SCA boundary, is the LDS temple. The Temple is 198 feet to the tip of the spire and may be seen from as far as Sacton I-10 Freeway heading north. The temple is a regional destination and is a landmark for the East Valley.



For more information on Fissures go to:
<http://www.azgs.az.gov>



Future Needs

SCA Tomorrow...

Housing Stock

The residential housing market remains strong within the Town of Gilbert. The building community actively seeks vacant land for new subdivisions. Existing residents encourage new communities to buffer future residents that are not accustomed to the agriculture dust, aroma and hours of operation as they consider it a part of the SCA lifestyle. The community further embraces the rural heritage and character through the design of fencing, architecture, landscape, trails and open space and expects that new development will also. As builders continue to seek land for new development, the General Plan goals are to be reviewed carefully with each request to ensure the SCA lifestyle continues to develop as envisioned.

Jobs and Services

Within the SCA, most of the employment opportunities relate to schools, churches, retail, food service or home occupations. *Significant employment opportunities are occurring a few miles to the north along the 202 Santan Freeway at Mercy Gilbert Hospital, the Santan Motorplex, Val Vista Square, SanTan Mall, the Chandler Airpark, ASU Polytechnic and the Phoenix-Mesa Gateway Airport.* The commute to these locations is less than 20 minutes.

Based on resident input, there remains a significant need for neighborhood services such as restaurants, salons, automotive repair, day care, medical offices, grocery stores, dry cleaners, fast food, and other uses that support daily life.

Staff has reviewed retail trade area maps for a range of commercial development types. These conceptual maps showed that while a larger retail “power center” may not be competitive in South Gilbert, gaps exist in smaller retail trade centers that are needed to serve existing and future neighborhoods. Additionally, other non-residential land uses are vital to serve the diverse Santan area such as health care facilities, colleges, congregate living facilities, eating and drinking establishments, and cultural institutions.

Connectivity

Roadway projects within the SCA have continued to move forward on the Capital Improvement Project (CIP) schedule as development and population increase. The main focus is improving the major arterials, eliminating scalloped street sections, and completing critical connections.

Along with the arterial improvements come the traffic signals and left turn lanes, which often help ease traffic congestion. A well-developed collector road system will provide relief to the arterial streets.

Community Facilities

As noted during the data collection phase and public process, South Gilbert lacks community facilities such as parks, recreation centers, trails and other gathering places. Implementation of the recent Parks and Recreation Master Plan is underway with a field needs study and review of shared facilities/land with other governmental agencies. Once these studies are completed, the CIP will be updated with new projects.

Environment

It is the Town's goal to preserve scenic vistas and to limit negative impacts on the environment. Fissure mitigation measures continue as new fissures are found that impact infrastructure and safety. Home owners are encouraged to familiarize themselves with the USGS maps and to contact either the USGS or the Town of Gilbert if they believe a new fissure has been located. Never allow children or animals near an identified or possible fissure. Fissures are not arroyos and should not be treated as such.

**To stay up to date on
upcoming CIP projects and
construction visit the Town
of Gilbert CIP Home page
for schedules, maps and
project descriptions.**
**[http://www.gilbertaz.gov/
departments/development-
services/engineering/captial
-projects](http://www.gilbertaz.gov/departments/development-services/engineering/captial-projects)**

Goals and Policies

The following goals and policies reflect the desired character for this area and will guide decisions about how the SCA grows and changes in the future. Goals provide the long term vision, and policies bridge the goals to the implementation strategies.

Celebrate Heritage



SCA GOAL 1.0 Value our Sonoran and rural agricultural roots.

POLICIES

- SCA.1.1 Preserve existing desert landscape as appropriate and re-vegetate areas that have been disturbed.
- SCA.1.2 Use large-lot residential areas that integrate with the rural character as relief from more intense suburban development.
- SCA.1.3 Encourage the development of unique, low-density projects mixed with open space.
- SCA.1.4 Promote the use of rural design themes within the buffer area for residential and commercial development.
- SCA.1.5 Design aesthetically pleasing, rural-themed streetscapes.
- SCA.1.6 Encourage a variety of walls including view walls, landscaping and agricultural themed fencing, where appropriate.
- SCA.1.7 Consider the unique aspects of this Character Area when selecting sites for commercial development.
- SCA.1.8 Encourage development of agribusiness and support existing agricultural uses.
- SCA.1.9 Support residential development that allows agricultural activities.
- SCA.1.10 Promote new development that is compatible with noncommercial or small scale agriculture.

Connect People and Places



SCA GOAL 2.0 Connect to each other and the surrounding community with roads, trails, bike lanes, and pedestrian paths in a safe and efficient manner.

POLICIES

- SCA.2.1 Connect developments with a greenbelt buffer that includes multi-use trails.

- SCA.2.2 Utilize canals, desert washes and roadway buffer areas as part of the trail system.
- SCA.2.3 Promote a multi-use trail connection from the Santan Area to the Santan Regional Park.
- SCA.2.4 Promote collector street system.
- SCA.2.5 Provide alternative modes of transportation (pedestrian, equestrian, and non-motorized vehicles) along the trail system throughout the Santan area.
- SCA.2.6 Encourage subdivision design to optimize open space areas for community gatherings.

Open for Business



SCA GOAL 3.0 Encourage small business, farming and nodes of commercial services.

POLICIES

- SCA.3.1 Encourage development of commercial centers adjacent to open space, trails and parks.
- SCA.3.2 Encourage master planned communities to create village centers.
- SCA.3.3 Promote the inclusion of neighborhood commercial to provide convenient services to residents.
- SCA.3.4 Encourage commercial and entertainment uses in appropriate locations.
- SCA.3.5 Buffer adjacent land uses with local streets, landscaping and higher density developments.
- SCA.3.6 Provide buffering between different land uses and densities.

Sense of Place



SCA GOAL 4.0 Recognize the Santan Character Area as a great place to grow-up, raise a family and comfortably retire.

POLICIES

- SCA.4.1 Preserve and enhance the scenic beauty and natural desert in open space and public areas.
- SCA.4.2 Use building and landscape materials that blend with the natural environment.
- SCA.4.3 Protect views along major streets, gateways, and pedestrian paths to provide a sense of place and orientation.

- SCA.4.4 Promote infill development that reflects sensitivity to site, context, climate, and surrounding neighborhoods.
- SCA.4.5 Encourage the preservation of the view corridors to the Santan Mountains in all areas of the SCA by promoting development patterns that protect the scenic qualities.
- SCA.4.6 Ensure new development protects wildlife ecosystems and sensitive habitat areas.
- SCA.4.7 Encourage minimal nighttime lighting to maintain dark skies.
- SCA.4.8 Maintain and preserve existing low density and rural residential neighborhoods.
- SCA.4.9 Encourage new development to buffer non-residential uses with open space areas or other appropriate transitional uses.

Leisure and Culture



SCA GOAL 5.0 Provide leisure and cultural opportunities that enhance a healthy lifestyle.

POLICIES

- SCA.5.1 Continue development of the adopted trail system as illustrated on the Parks, Open Space, Trails and Recreation Plan map.
- SCA.5.2 Adapt canals, irrigation laterals, washes and floodways for parks, recreation areas and trail uses.
- SCA.5.3 Coordinate Intergovernmental Agreements with other entities to encourage regional parks and trail systems.
- SCA.5.4 Connect development to trails that link to equestrian and hiking areas.
- SCA.5.5 Design private parks and open spaces with access to trails and canals.
- SCA.5.6 Blend uses that facilitate water recharge and natural systems with recreational trails and passive activities.

Implementation

Development Criteria

In concert with the adopted goals and policies, criteria assist with the evaluation of development applications by staff, the Design Review Board, the Planning Commission and Town Council and offer a means to mitigate possible negative impacts and to maintain consistency with community character.

Applicants for rezoning are expected to meet with area residents, particularly those within one-eighth mile (660') of the subject property, for the purposes of informing the public and integrating concerns prior to public hearings.

Density

The land use map designates the majority of the Santan Character Area as Residential >0-1 DU/Acre and Residential >2-3.5 DU/Acre. Densities for other land use categories shall comply with the land use map. All proposed development shall demonstrate a response to:

- Subdivision design that provides ample open space as a community focal point and buffers existing adjacent large lots with similar lot sizes.
- Provide a minimum ten percent (10%) open space or acceptable alternatives, which meet the spirit and goals of the Santan Character Area.
- Peripheral lots adjacent to existing development 1 acre or greater should buffer those existing large lots with subdivision design including: open space areas, separation between the existing and new development with a local street and lot size similar to existing adjacent lot size. New lot sizes are not required to be 1 acre or larger.
- Rural design themes, such as open fencing, country entry treatments; and response to Santan Character Area objectives, including retention of farm irrigation, incorporating mature citrus into new development, enhancing native landscape and utilizing existing natural washes in the trails system.
- Lots less than 15,000 square feet in area should be screened from arterial roadway view.
- Trail systems throughout the project, totaling twenty-five (25) lineal feet for each acre in the development, with connection points to community wide trails should be incorporated.

Non-Residential

Retail and service establishments are to be located on appropriately sized parcels at major roadway intersections. Neighborhood retail/service centers may be appropriate at the intersection of two major arterials in addition to shopping facilities master planned in a core.

Circulation

Neighborhoods should be designed so as to disperse peak hour traffic, with a minimum of one point of ingress/egress to an arterial road for each forty (40) acres of development.

Environmental Issues

Lands should be assessed for sensitive physical or cultural sites prior to application for rezoning or preliminary subdivision map approval. Requests for development entitlements must be accompanied by a list of mitigation measures for any sensitive condition found. Mitigation measures must be translated into conditions of development approval. Areas of investigation include, but are not limited to, the following:

- Wildlife habitat or travel corridors, riparian and other distinctive vegetation;
- Potentially hazardous geologic or soil conditions, such as fissuring as a result of land subsidence; and
- Sites of archaeological, cultural or historic significance.