

## STAFF ANALYSIS

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### REQUEST

**Text Amendment (TXT) 16-01:** A minor text amendment to the City of Maricopa Subdivision Ordinance, specifically, Section 14-6-8 Street Design and to update the provision therein, to be consistent with City Council approved Area Transportation Plan (ATP). The minor text amendment includes amendments in Article 14-1, 14-4, 14-5, 14-6 and 14-7 to remove ambiguities and provide clarity.

### RECOMMENDATION

Staff recommends approval of **Text Amendment case # 16-01**, subject to the conditions of approval stated in this staff report, and as amended by the Planning and Zoning Commission.

### COUNCIL PRIORITIES AND/OR THEMES ADDRESSED

- Transportation Connectivity
- Quality of Life
- Managing the Future
- Public Safety

### APPLICANT AND PROPERTY OWNER INFORMATION

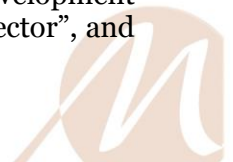
Applicant:

Project Planner: Rodolfo Lopez  
City of Maricopa  
39700 W. Civic Center Plaza  
Maricopa, AZ 85139

### PROJECT INFORMATION

The existing Subdivision Ordinance of today was originally adopted in November 2006 as a replacement document to the previously adopted Pinal County Subdivision Code that was adopted as part of the Zoning Code when the City incorporated in 2003. Since 2006, city staff has rarely utilized the adopted 2006 Subdivision Ordinance due to various existing plat's that were entitled prior to its adoption. Further the plats that were entitled and approved with specific length of time, and from time to time they were extended by the City Council to assist developers ~~from~~ re-applying and starting over again. Though within the past four (4) years the City has been able to utilize the Subdivision Code regularly and as applicable. However, staff found various provisions and standards of the Code that were either no longer applicable, outdated, or simply unclear. Such amendments include the following.

- Remove outdated department notations such as the "Planning and Economic Development Department", "Maricopa Fire District", "Planning and Economic Development Director", and "Engineering Department," to meet current standards.

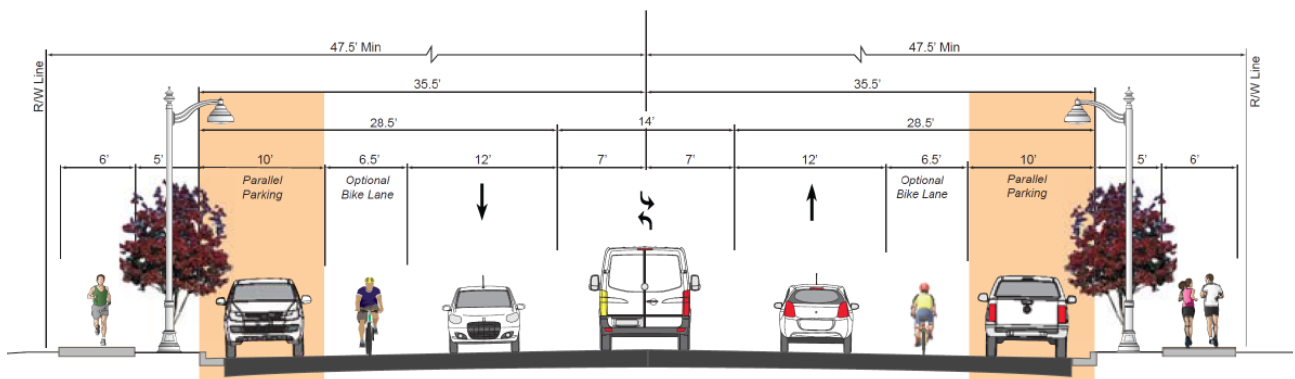


- Added clarity to extensions of preliminary plats that have an entitled Planned Area Development by adding the statement “the existing preliminary plat being extended is in compliance with all applicable development standards of the city, (i.e. lot standards, zoning, landscape design, road design, sidewalk design, etc.), and, or will meet subsequent standards as applicable.”
- Updated submittal requirements by removing the statements of paper submittal to reflect new intake process (SmartGov electronic permitting process).
- Updated roadway engineered standards to reflect existing code and current municipal standards. Such changes include Cul-de-sac design and roadway thickness design.

Lastly, this text amendment is primarily to update the city’s roadway section standard to reflect the recommended complete streets road section concept that came out of the City Council approved Area Transportation Plan (approved December 2015). It is a long-range transportation planning document that specifies policies, projects and programs necessary to maintain, manage and improve the community’s transportation system for the next 25 years.

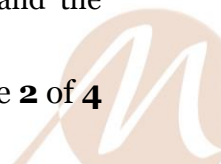
Complete street concept enhances the overall capacity of urban streets and is applied nation-wide. According to the adopted Regional Transportation “complete streets,” is a concept where many jurisdictions have found a new perspective toward the development and use of community roadway networks. Historically, the performance of streets has been solely concerned with moving traffic as fast as possible as it relates to the level of service. Today jurisdictions are now taking heavy consideration of the real and perceived comfort and safety of non-traditional users of the roadway network. Especially bicyclists, pedestrians and public transit. Simply the roadway is shared equally by all users, comfortable and safely. See example of complete street section proposed with the code update below.

### Village Collector Road Section



### GENERAL PLAN AND VISION 2040

The amendments to the subdivision code are in line with the City Council vision goal and the proposed General Plan 2035.



### **Transportation/Circulation**

- Goal 1: Provide greater, more efficient mobility through multi-modal transportation to and from Maricopa (Vision 2040).
- Goal 4: Create safe and functional pedestrian ways and bicycle routes throughout the City of Maricopa (Vision 2040).
- Goal E2.1: Develop an efficient and safe transportation system providing multi-modal connectivity to other cities and regions (Draft General Plan 2035).
- Goal E3.1 Create safe and functional pedestrian ways and bicycle routes as an alternate mode of travel throughout Maricopa (Draft General Plan 2035).

### **PUBLIC OUTREACH:**

As required per the City's Zoning Code Sec. 509.03, notification via a public hearing process is required. However, additional outreach methods were conducted to solicit input and acceptance of the proposed amendments. This included contacting over fifty stakeholders (developers, architects, engineers, interested citizens, etc.), 30-day and 150-day public review periods of the draft text amendments, legal public notices in the local circulator (Maricopa Monitor and Florence Reminder), and an open public forum meeting held at City Hall. Timeline of public outreach events is shown below.

P&Z Commission Initiates	April 11, 2016
1 <sup>st</sup> Newspaper Legal Notice	May 26, 2016
1 <sup>st</sup> Public Review Period (30 Day)	June 1, 2016
2 <sup>nd</sup> Newspaper Legal Notice	June 30, 2016
Public Forum Meeting	July 21, 2016
2 <sup>nd</sup> Public Review Period (15 Day)	August 1, 2016

Generally, staff did not receive any objection to amending the existing street cross section standards to a complete street type concept, though staff did receive comments regarding the proposed changes for engineer structural requirements. The comments were reviewed by internal Planning, Engineering and Public Works staff in which several of the comments were accepted and revised however, not all comments were accepted. The minimum structural sections are being updated to reflect the current industry standards which are comparable to other municipalities in the Phoenix metropolitan area. Further, staff's experience with previously constructed pavements in the city over the years have shown premature pavement failures that result in unacceptable costs of maintenance to the City and residents (Refer to Exhibit B - Public Comments, and Exhibit C - Comparable Analysis of Street Cross Sections).

### **P&Z COMMISSION FINDINGS:**



On September 12, 2016 the Planning and Zoning Commission found the required findings to be in conformance with the proposed text amendment (see required findings below). Therefore, a recommendation of approval to City Council was motioned by Commissioner Huggins and seconded by Commissioner Sharpe. Vote carried over 6-0.

1. The amendment is consistent with the General Plan
2. The amendment will promote the growth of the City in an orderly manner and protect the public health, safety, peace, comfort and general welfare.
3. Meets and applies the Council approved policies on transportation planning.

Exhibit A – Draft Text Amendments

Exhibit B – Public Comments Received with Staff Responses

Exhibit C – City Street Cross Section Comparable Analysis

-- End of staff report --

