

Gilbert General Plan

REVISED

Adopted August 5, 1986

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Town of Gilbert GENERAL PLAN

REVISED

Adopted August 5, 1986

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INTRODUCTION

Gilbert is on the verge of unprecedented growth. Our population has grown from 5,717 in 1980 to 12,102 in 1985. It is expected to double again before 1990 and may double every five years into the foreseeable future. The Town will experience a rapid transition away from the rural, agricultural community it is today.

As Gilbert grows, it is important to build a strong

diverse economy. Business and industry bring needed revenue to the Town, enabling us to maintain and improve the level of services we enjoy. It is equally important to assure that our community remain a pleasant place to live, that the characteristics we value most about our Town are enhanced rather than eroded by growth and development.

The General Plan

The Gilbert Plan was developed to help achieve a good balance between development and livability. This plan expresses an ideal image of what we want our town to become. It will be used as a kind of community "yardstick" — a standard to determine whether proposed development and Town programs move the community in the direction it desires. It helps

establish the highest and best use of the land in the context of the community as a whole. The General Plan places the Town in a position of actively determining its future, providing the method to influence and coordinate development so that it is harmonious with the goals of the community.

The Planning Process

The Town Council and Planning Commission followed an extensive two-year public planning process to develop the General Plan.

- Existing conditions that will affect development in the Town were inventoried and analyzed. This inventory included aspects of: land use; physical characteristics such as soils, flood plains, drainage patterns and noise impact areas; development in adjacent cities; existing and projected population; etc.
- Development issues and opportunities were identified based upon community input and analysis of the items mentioned above. Following identification of issues, community development goals were formed, revised after citizen input and finalized. These goals addressed the issues and opportunities which the community identified.
- Development alternatives were considered. Community and neighborhood design alternatives were prepared based upon the established goals. Community reviews of different alternatives resulted in a preferred long-range development plan.

— A General Land Use Plan and development policies were delineated to direct new growth towards the creation of a unique, quality community, whose excellence sets Gilbert apart from other cities in the Valley.

This General Plan will provide a framework for assessing and integrating day-to-day decisions so that Gilbert becomes the community we envision.

Implementation is dependent on development standards, and controls. The public and private sectors must share the responsibility of balancing market and fiscal conditions with livability and quality of life in the community.

The General Plan will be periodically updated to remain consistent with the desires and needs of the community. Although it is presented in a series of elements, each addressing a specific topic, they are carefully coordinated to function as a whole. Revision of one element may necessitate adjustment to other elements to maintain the balance within the plan.

ENVIRONMENTAL CHARACTER ELEMENT

PURPOSE: *To ensure that future development maintains Gilbert's unique identity and enhances its quality of life.*

GENERAL ENVIRONMENTAL CHARACTER GOALS

1. Foster the creation of pleasant, appropriate environments for the enjoyment of Gilbert's residents.
2. Promote attractive, well designed developments which reflect Gilbert's unique character and set it apart from surrounding communities.
3. Establish an image for each district within the community (i.e. downtown, industrial/business park, residential).
4. Require the use of comprehensive design principles to maintain a standard of excellence.



RESIDENTIAL AREAS

The primary emphasis of Gilbert's residential areas will be on the creation of livable neighborhoods.

A neighborhood should be cohesive, a place that welcomes you home after a time away. It is safe, so that you don't worry about your children crossing a street on their way to school or that your home will be broken into. It is of a human scale, small enough so that you know your neighbors.

Neighborhoods in Gilbert will be linked to schools, parks, shopping services and other neighborhoods with landscaped pedestrian and bike ways. Ideally, a family could walk to a shopping center and have a picnic lunch on the way, or a young couple could ride their bikes to meet friends for a tennis match and a hamburger at a local restaurant.

Adequate open space in the form of mini-parks, neighborhood parks, community parks and school sites will be provided and made easily accessible for residents of all ages and incomes.

A hierarchy of streets will be designed with careful consideration of the way streets are part of a neighborhood atmosphere. Besides accommodating vehicular circulation, streets are a major factor in the safety and environment of a neighborhood. Long, wide, straight streets encourage high speed traffic and are not appropriate in residential neighborhoods. Residential area streets should consist of short loops and cul-de-sacs, served by gently curving collector streets, sized to carry only local traffic. Through traffic between larger city arterials should be completely discouraged. Street trees provide neighborhood identity and shade to reduce summer heat reflected from pavement.

Special emphasis on quality design for multi-family developments will overcome the negative impacts often associated with higher density. The creation of neighborhoods with all of the benefits apply equally to these areas.



Emphasis on creation of neighborhoods through use of a hierarchy of streets, street layout, and open space links.

COMMERCIAL AREAS

The Town of Gilbert wants its commercial areas to stand apart from other areas in the Valley as more pleasant, accessible and unique.

The commercial areas are sized to meet the needs of the people in the community. More immediate neighborhood shopping needs and services are grouped in the "Small Neighborhood Service Centers" to be found at the intersection of two minor arterials. The visual appearance and design of these centers will portray a residential scale with an emphasis on the individuality of shops or offices. The uses will be compatible with, and relate to, the lifestyle of the neighborhood which it services.

On a larger scale will be the "Neighborhood Commercial Core" and "General Commercial Centers." Here, the emphasis will be on the creation of pleasant pedestrian plazas. Interesting building elevations with varying setbacks, use of shading devices, landscape, sculpture, and public seating will be features of the smaller center. The

larger centers may accommodate interior public spaces, using daylighting, plantscapes, unusual architecture, lighting, art, sculpture, and decorative displays to accomplish unique commercial environments.

Large massing, singular roof structures, repetitive architectural features, long horizontal elements, and typical "L" shape shopping center design should be avoided.

All commercial areas will be designed to accommodate convenient access by automobiles, bicycles and pedestrians. The larger centers will have access both from major arterials and from loop streets connecting the arterials. This will help alleviate traffic problems at large intersections and will provide easier access for neighborhood pedestrian and bicycle traffic. It also increases the street exposure of the shops from two sides to four sides which can be capitalized upon by good commercial center design.



Residential character and scale required in neighborhood service centers



Neighborhood commercial core

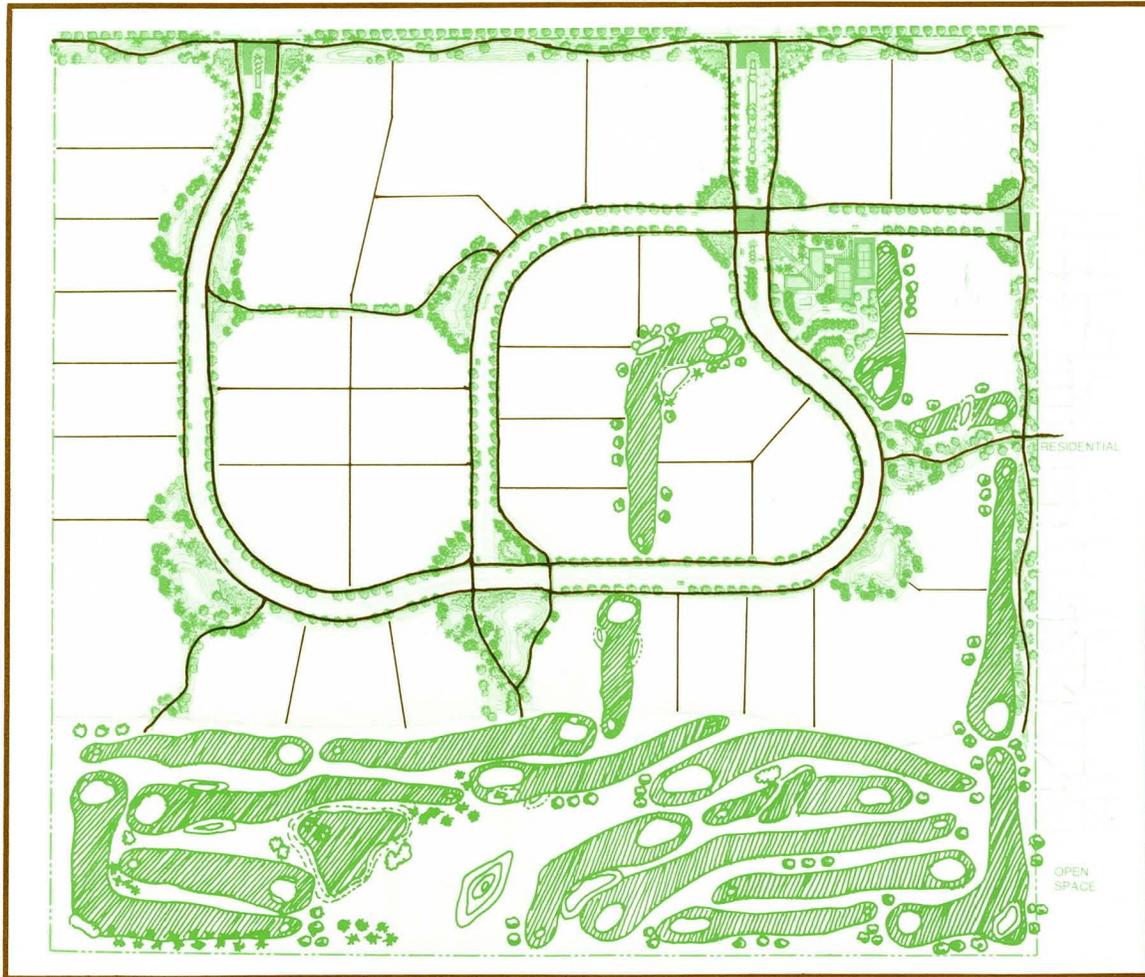
INDUSTRIAL AREAS

The creation of an industrial/business park atmosphere is encouraged in Gilbert for its designated industrial areas. This can be achieved by creating an identity for each industrial subdivision, and by providing support services and amenities such as the print shops, restaurants, recreation areas, health clubs, daycare facilities, etc.

Each industrial development should create a setting upon which each individual company or

business can build with its own image. Buildings should be attractive and well landscaped, in harmony with the overall setting of the park.

The parks will be layed out so that less attractive elements of the industrial park will be placed away from the arterials and main streets preserving those highly visible areas for the more attractive quality office and high end industrial uses.



INDUSTRIAL BUSINESS PARK FEATURES



Gateway Entry



Visual Focal Points



**Pedestrian/
Bicycle Paths**



Arterial Streetscape



Residential Buffer Yard



Golf Course



Interior Landscape Theme



Open Space Amenity Areas

STREETSCAPES

The streets of a community are a major factor in the establishment of its character. They should provide visual unity and enhance the environment of adjoining land uses.



STREETSCAPE GOALS

1. Establish standards for attractive, safe, functioning, street environments.
2. Establish a unique, harmonious, landscape theme along each major and minor arterial street and the future parkway, through use of selected plant materials and design guidelines for each.
3. Soften the heavy traffic impact at the intersection of two major arterials through the use of landscape easements.
4. Enhance community identity through creation of special gateways which convey a strong sense of entry into the Town through use of landscaping, Town monument signs, public art, etc.
5. Avoid abrupt changes in the landscape setbacks between districts along arterial streets. Adjust differing adjacent setbacks to accommodate a smooth, natural connection.
6. Avoid the appearance of long continuous landscape setbacks which parallel the curb by encouraging use of design techniques such as massing of plant materials, undulation of screen walls, berming up along retaining walls, etc.
7. Establish guidelines for signage that is easy to read and compatible in scale and character with its use and surroundings.
8. Create high quality development and landscaping along arterial streets in order to beautify the streetscape and develop a unique appearance which will give the Town its own motif and community identity.



HERITAGE AND CULTURAL ENRICHMENT

Important elements in the determination of the character of a Town are the appreciation of the history of the area, continuity with the past and recognition of the need for cultural opportunities in the community.

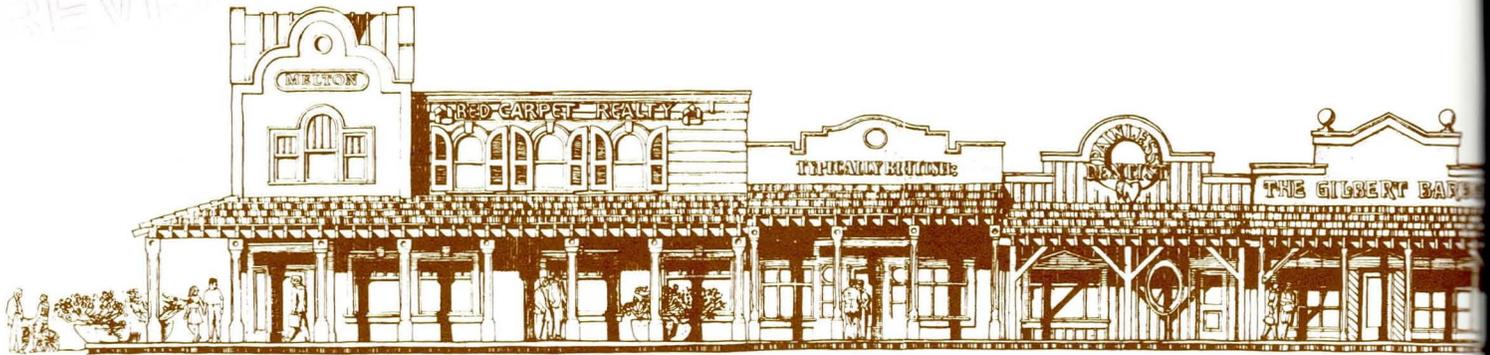


HERITAGE & CULTURAL ENRICHMENT GOALS

1. Preserve continuity with the history of the Town.
2. Protect and enhance the heritage of Gilbert by preserving elements of historical significance, and sites which are recognized as landmarks.
3. Where preservation of a building or site is not practical, or if extensive alteration to an historical building is anticipated, provision should be made for appropriate documentation of the property to the Gilbert Historical Society or to allow the Society to acquire such documentation prior to redevelopment. Developers of properties facing demolition or extensive alteration are encouraged to invite the Historical Society to retrieve artifacts from such properties to benefit community education and historic preservation.
4. Develop cultural opportunities for our residents of all ages.
5. Preserve sites and buildings of local cultural significance and develop new sites for cultural activities.
6. Expand public library and cultural facilities to effectively meet needs of the community.
7. Establish a civic center which could become a primary focus for community cultural activities.
8. Develop a percent-for-art program enabling all commercial and industrial development within Gilbert to contribute to a public art fund. The fund will be coordinated by the Town to provide art in public places and enhance cultural development within the community.

— DOWNTOWN HERITAGE DISTRICT —

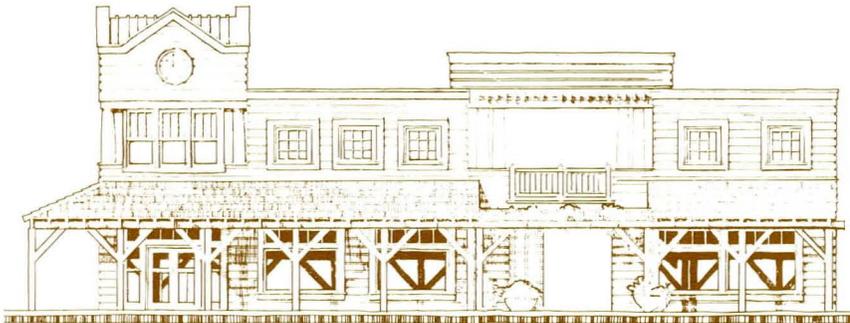
The historical heritage of our community is symbolically centered in the downtown area. As we mold downtown Gilbert into a vital cultural and commercial center, we can preserve the sense of its "Old West" architectural character with the use of urban design concepts and guidelines.



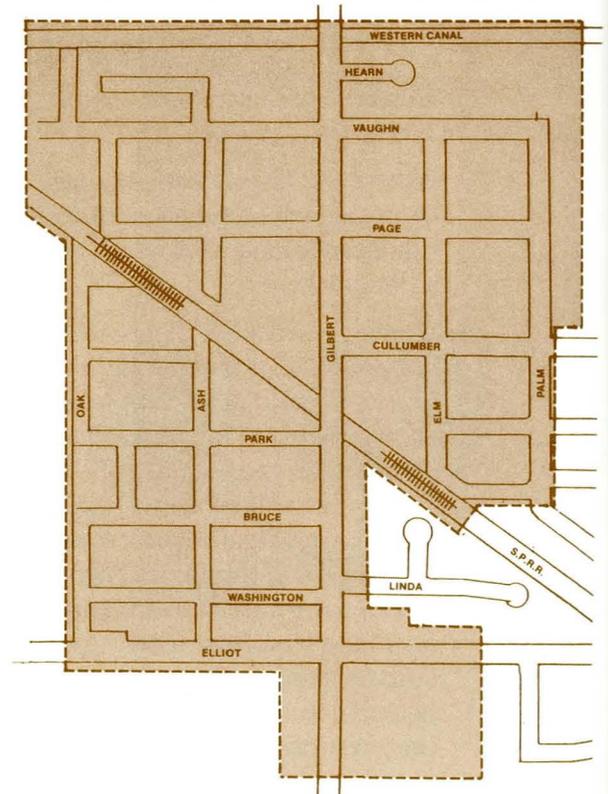
GILBERT ROAD ELEVATION



GILBERT ROAD ELEVATION (West Side)



DOWNTOWN HERITAGE DISTRICT BOUNDARIES



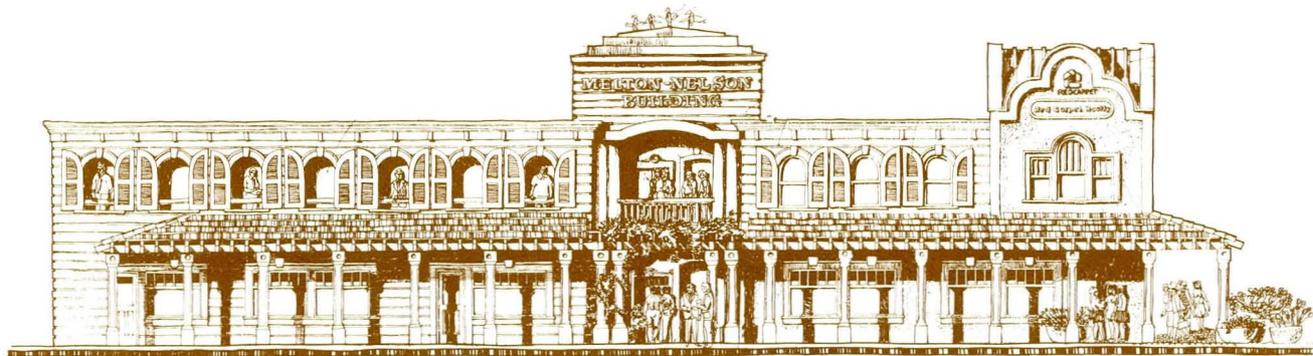
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GILBERT ROAD ELEVATION



CULLUMBER AVENUE ELEVATION



PAGE AVENUE ELEVATION

DOWNTOWN HERITAGE DISTRICT GOALS

1. Establish a heritage district in the historic downtown area to include the original Town site of Gilbert and appropriate adjacent areas.
2. Promote a sense of history and place in downtown Gilbert by requiring all construction in that area to be designed in a manner sympathetic to the "Old West" nature of the existing buildings, emphasizing small town character, building scale, and identity of individual shops.
3. Promote reinvestment and attract new development into downtown to ensure the economic viability of downtown.
4. Improve pedestrian and auto circulation and assure adequate parking in the downtown area.
5. Provide a visual unity and pleasant pedestrian atmosphere in the downtown area through the use of good urban space design and harmonious landscaping.

OPENSOURCE AND RECREATION

PURPOSE: *To provide ample open space and recreational opportunities to meet the needs of the community as it grows.*

GENERAL OPENSOURCE AND RECREATION GOALS

1. Provide functional open space and recreational areas at the neighborhood and communitywide levels for all residents of the Town.
2. Assure the provision of adequate opportunities for active and passive recreation for residents of all ages.
3. Develop an equitable means for all developments to participate in the provision of opensource and meeting the recreational needs of the community.



PARKS

- M** — Mini Park
- N** — Neighborhood Park
- C** — Community Park

-  — Elementary School
- D** — District Park
-  — Open Space/Bicycle Paths
-  — Branch Library

RECREATION

With Gilbert's mild winter climate and outdoor oriented lifestyle, the provision of good recreational opportunities is a major focus of the community.

RECREATION GOALS

1. Provide a variety of recreation resources which range from small neighborhood parks to major field and sport complexes.

Mini Parks — Provide adequate small scale active and passive recreational opportunities such as swimming pools, barbeques, tot lots, ramadas, picnic tables, etc. in all medium to high density residential areas.

Neighborhood Parks (1 to 3 acres) — Provide a variety of basic recreational opportunities in each neighborhood ($\frac{1}{8}$ mile radius) which are easily accessible to local residents.

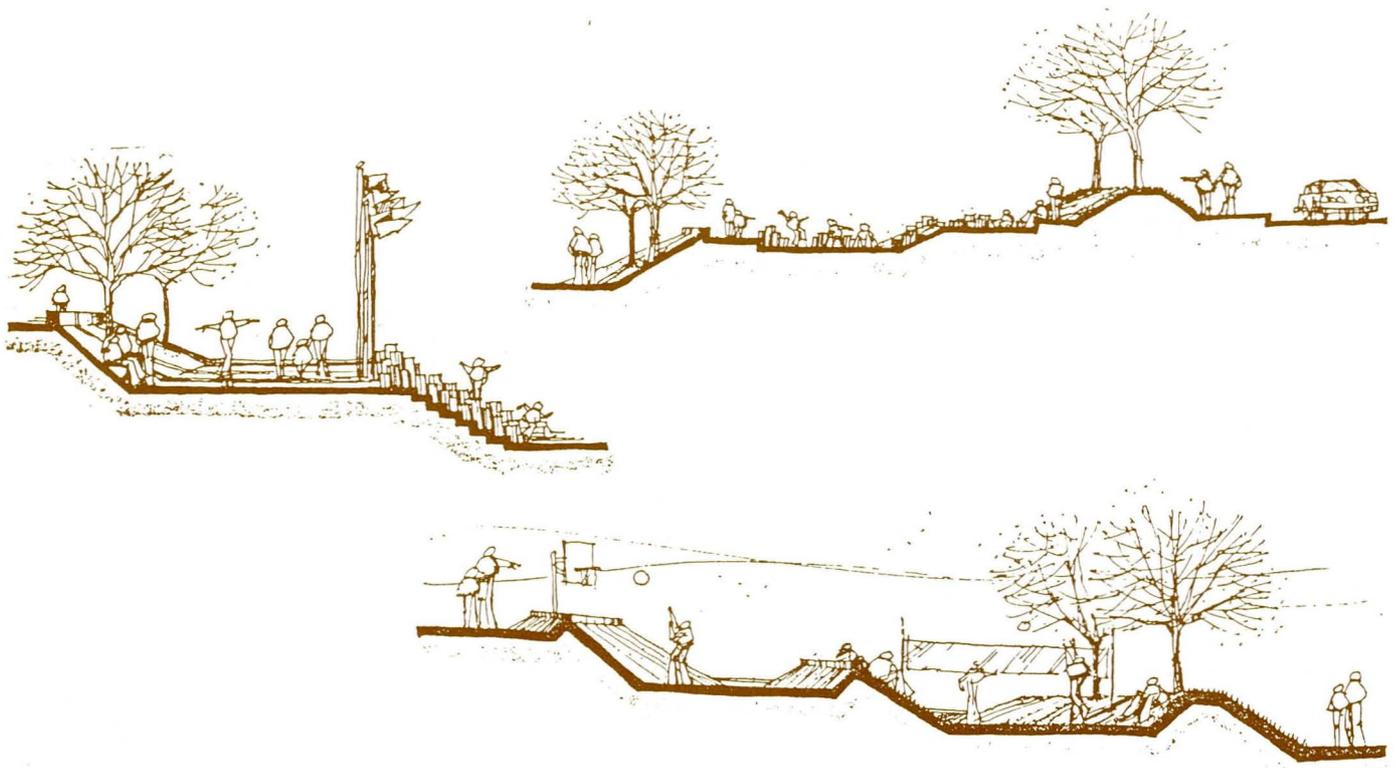
Community Parks (3 to 40 acres) — Provide a community park adequate to accommodate a broad range of recreational activities within each square mile of residential developments. Community parks may be combined with school sites to maximize the cost of maintenance through joint use.

District Parks (80 acres +) — Provide extensive recreational facilities to meet the

needs of major portions of the city. (4-5 square miles).

Regional Parks — The Town will work with the surrounding agencies to encourage development of a large joint-use regional park.

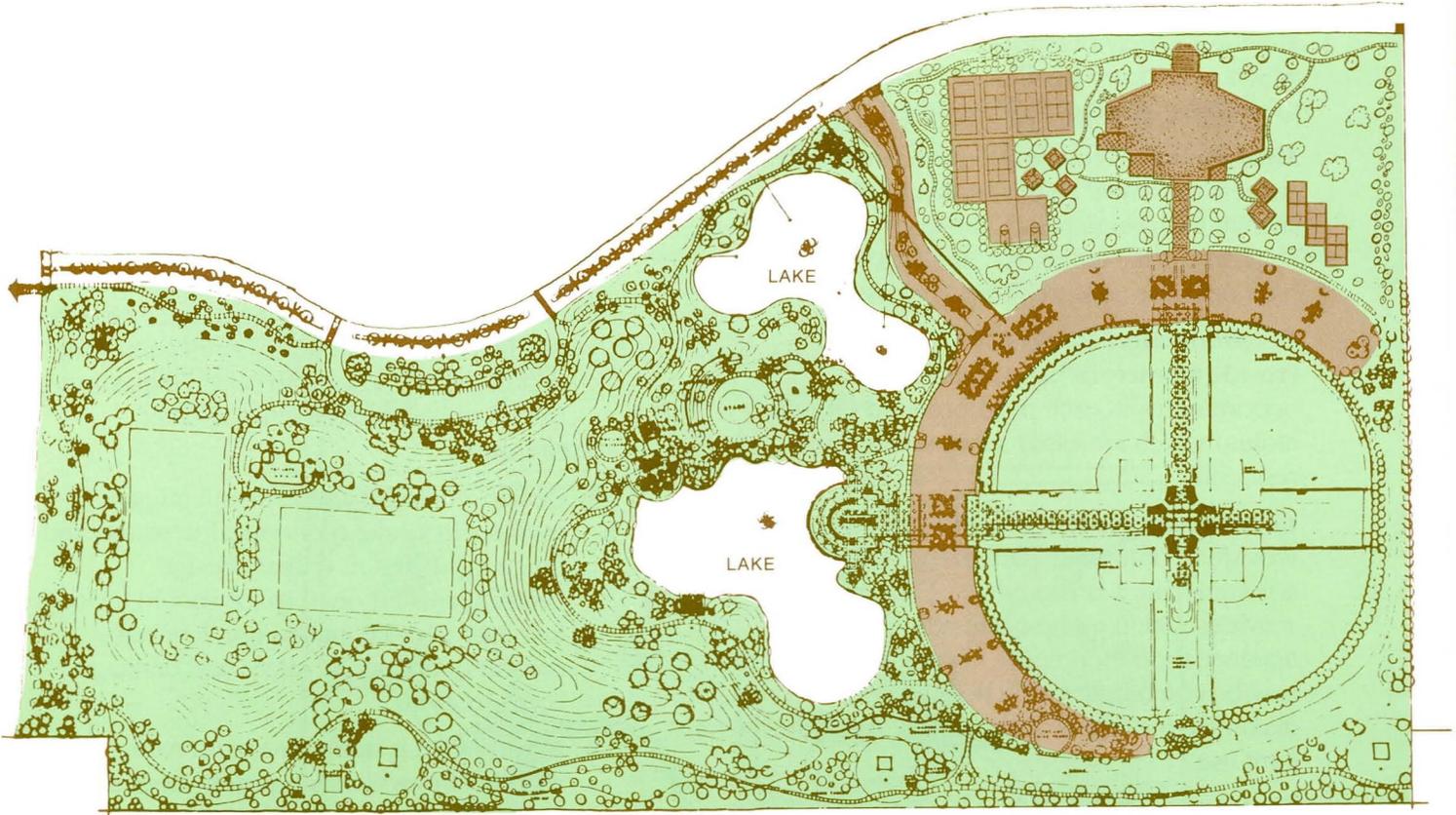
2. Develop a school-park concept through an intergovernmental agreement to locate park and recreation facilities in connection with, or adjacent to, schools to obtain a maximum use of limited land facilities and tax resources.
3. Design, construct and maintain all park facilities in a safe, economical, aesthetic and functional manner. Primary design determinants for open space should include low maintenance, mixed use, low water consumption, public safety, and drainage considerations.
4. Provide for a system of recreational activities and facilities which adequately meet the needs of Gilbert residents of all ages.



OPENSOURCE

The beauty and livability of our community depends in a large part on the adequate provision of openspace. Recognizing that it is important to

acquire openspace in the early stages of its growth, Gilbert is preserving a valuable heritage for present and future residents.



OPENSOURCE GOALS

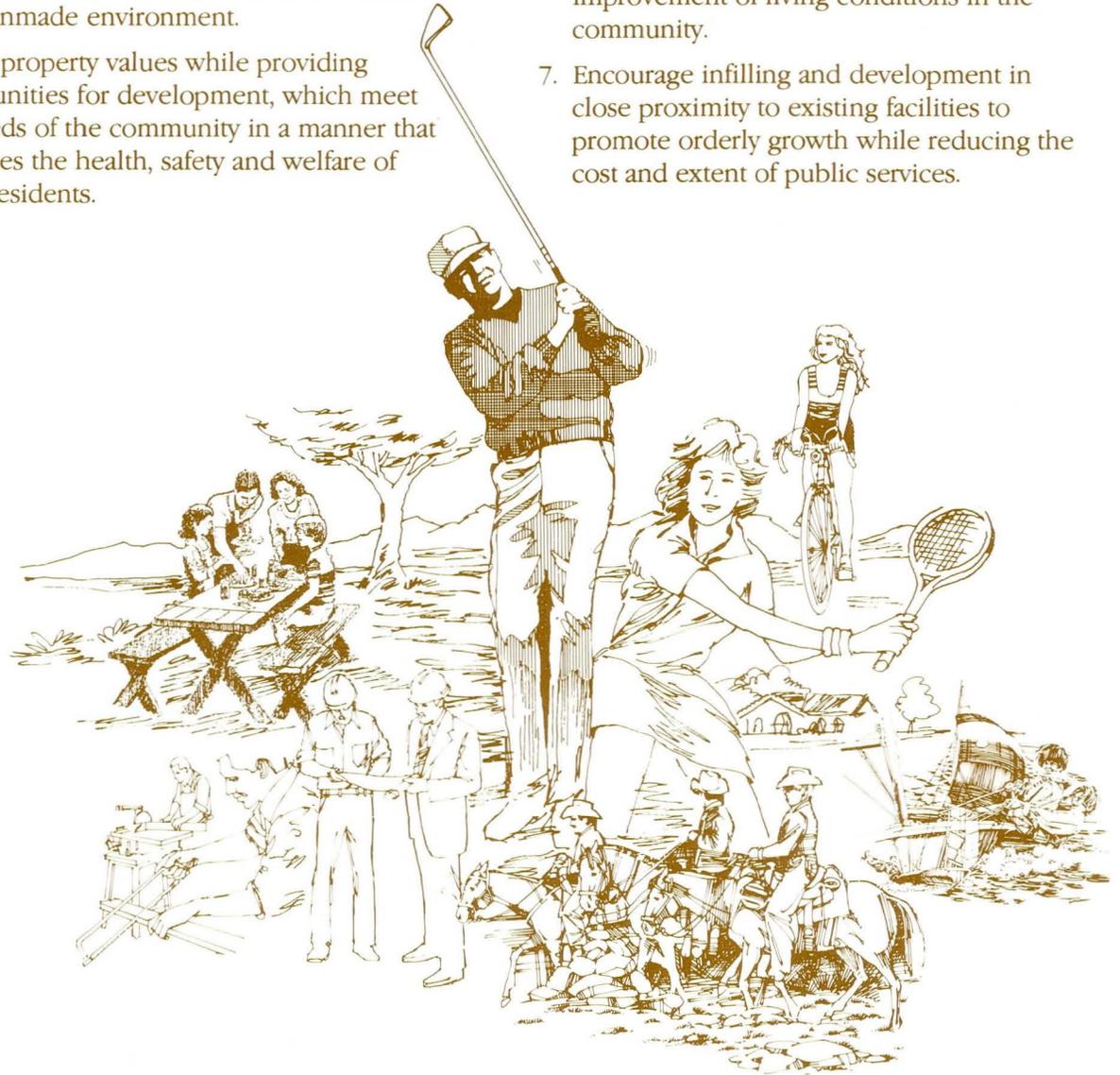
1. Require all new residential developments to provide functional openspace and recreational facilities to serve the proposed and existing neighborhoods. The openspace should address the implementation of the recreational goals of the community, based on a fair and equitable system.
2. Combine the proposed openspace of new residential developments with any existing facilities where appropriate or locate their facilities where future facilities can be combined with them.
3. Establish areas for district parks in advance of development, using the dual use of drainage basin districts and pass-through purchase agreements which facilitate the participation in convenient district parks by all new development.
4. Develop design criteria and incentives to maximize useable openspace and minimize use limitations in recreation areas used for storm water retention. Encourage designs which provide the maximum continuous use of the openspace for recreational purposes.
5. Provide an appropriate amount of openspace in all residential developments to effectively implement the recreational goals of this plan.
6. Secure a permanent interconnected openspace system which provides visual and functional links between parks, schools, and neighborhoods. Link these to public easements along canals, railroads and electrical transmission line easements. Provide for rights-of-way designated for hiking, bicycling, jogging, equestrian or other non-motorized forms of transportation.

LAND USE ELEMENT

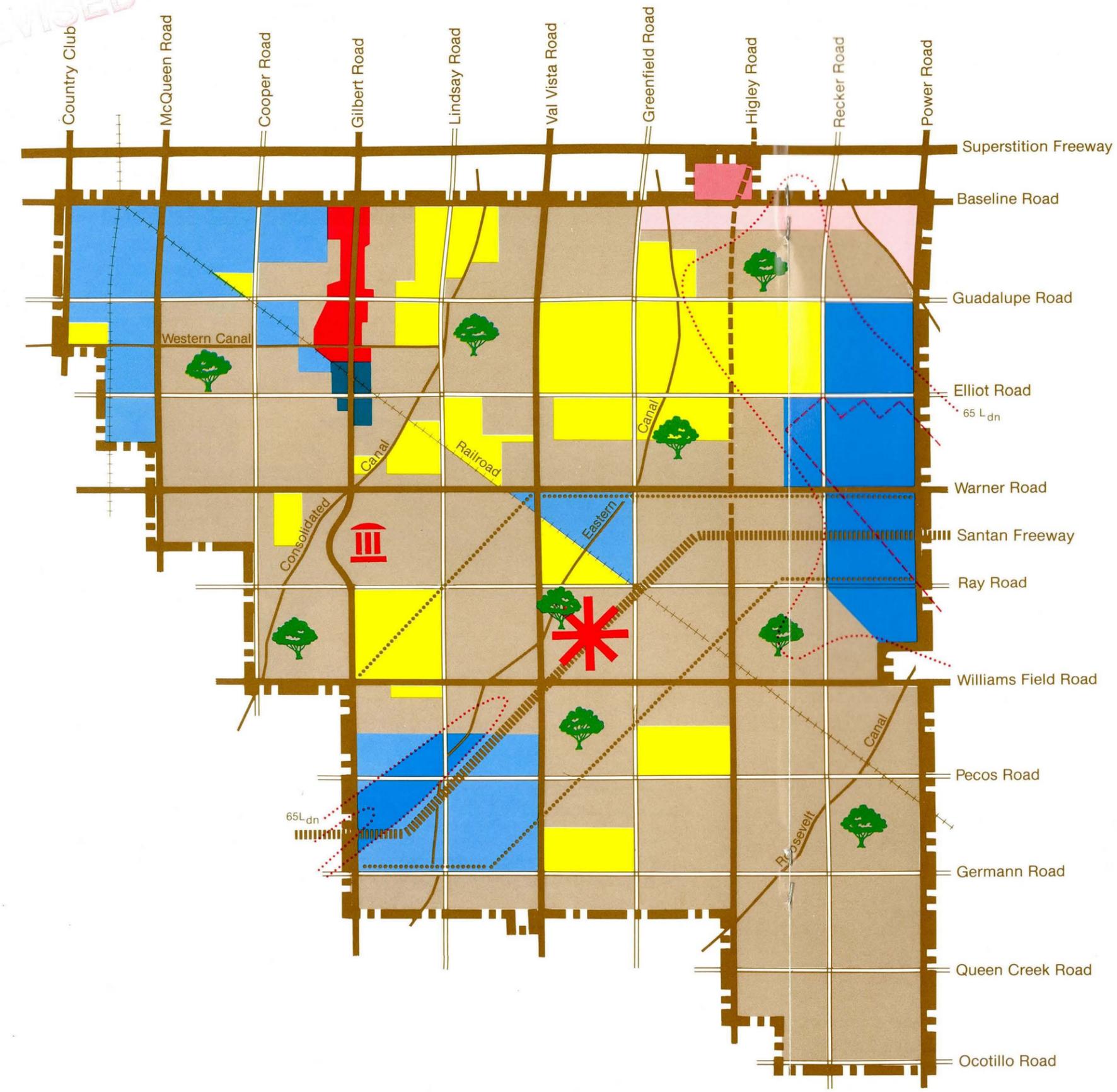
PURPOSE: *Guide the decision of location, intensity, and amount of various types of land uses. Delineate uses which meet the needs and goals of the community, taking into consideration development constraints and opportunities, planned infrastructure and community facilities.*

GENERAL LAND USE GOALS

1. Create a diversified community where residents can live, work and play, and where all essential needs and services are provided.
2. Achieve an orderly land development pattern which provides for a compatible arrangement of land uses, is efficient, is cost effective, is adequately supported by required services and facilities, and conserves, to the extent possible, the natural and manmade environment.
3. Protect property values while providing opportunities for development, which meet the needs of the community in a manner that promotes the health, safety and welfare of Town residents.
4. Encourage the development and maintenance of a quality living environment.
5. Preserve an adequate percentage of the Town's land area as permanent recreational openspace.
6. Develop aesthetic and design standards to be met prior to granting land use allocations so as to aid in the beautification and improvement of living conditions in the community.
7. Encourage infilling and development in close proximity to existing facilities to promote orderly growth while reducing the cost and extent of public services.



Town of Gilbert GENERAL PLAN Land Use Map



- LAND USE DESIGNATIONS**
- Low Intensity Residential
0 - 2 dwelling units per acre
 - Medium Intensity Residential
2 - 4.6 dwelling units per acre
 - Commercial and
Medium Intensity Residential
 - Commercial and
High Intensity Residential
 - Industrial and
Commercial
 - Commercial
 - Planned Mixed Use/Business Park
Industrial/Commercial High Intensity Residential
 - District Park (80 + acres)
General Site Location
 - Airport Impact Compatible
Use Zone
- SPECIAL STUDY AREAS**
- High Intensity Core
Commercial/Residential
Location Undetermined
 - Freeway Alignment Study Area
 - Civic Center Complex
 - Downtown Heritage District
- TRANSPORTATION**
- Higley Parkway
 - Southeast Freeway Loop
 - Major Arterial
 - Minor Arterial

RESIDENTIAL LAND USES

All residential areas will be developed with an emphasis on creating safe, attractive neighborhoods. They will include adequate openspace and will be linked to schools, shopping areas, parks and other neighborhoods by landscaped pedestrian ways, bicycle paths, and residential scale streets.

RESIDENTIAL LAND USE GOALS

1. Preserve older and existing residential neighborhoods. Promote the improvement and revitalization of residential areas within the original townsite of Gilbert.
2. Foster a sense of *neighborhood, home, and community* for existing and new residential areas in the Town.
3. Create high quality residential environments which provide for safe and convenient vehicular circulation, open space and recreational opportunities, safe access to public schools and protection of residential areas from non-residential uses.
4. Promote the development of a total community with a variety of housing types and densities for persons of all income levels and ages based upon orderly and appropriate development patterns.
5. Encourage new residential development to locate within areas currently served by adequate water, sewer and other community services.
6. Ensure, through administrative procedures, ordinances, policies and programs, that residential development takes place in a cost effective, orderly and energy efficient manner.
7. Permit the location of clean, properly developed industrial park uses within close proximity to major residential areas.
8. Locate high density residential uses close to major employment centers.

Low Intensity Residential Areas will not exceed an overall density of two single-family homes per acre. However, within a proposed development, there may be a mixture of larger and smaller lots as long as the total number of dwelling units does not exceed the maximum overall density allowed in the gross residential area.

Medium Intensity Residential Areas will typically contain overall densities which range from two to four and six-tenths dwellings per acre. These may be a mixture of dwelling types such as single-family, patio homes, townhouses, condominiums and apartments.

Multi-Family/Single-Family Mix. Single-family developments must accompany any multi-family development in the areas designated medium intensity.

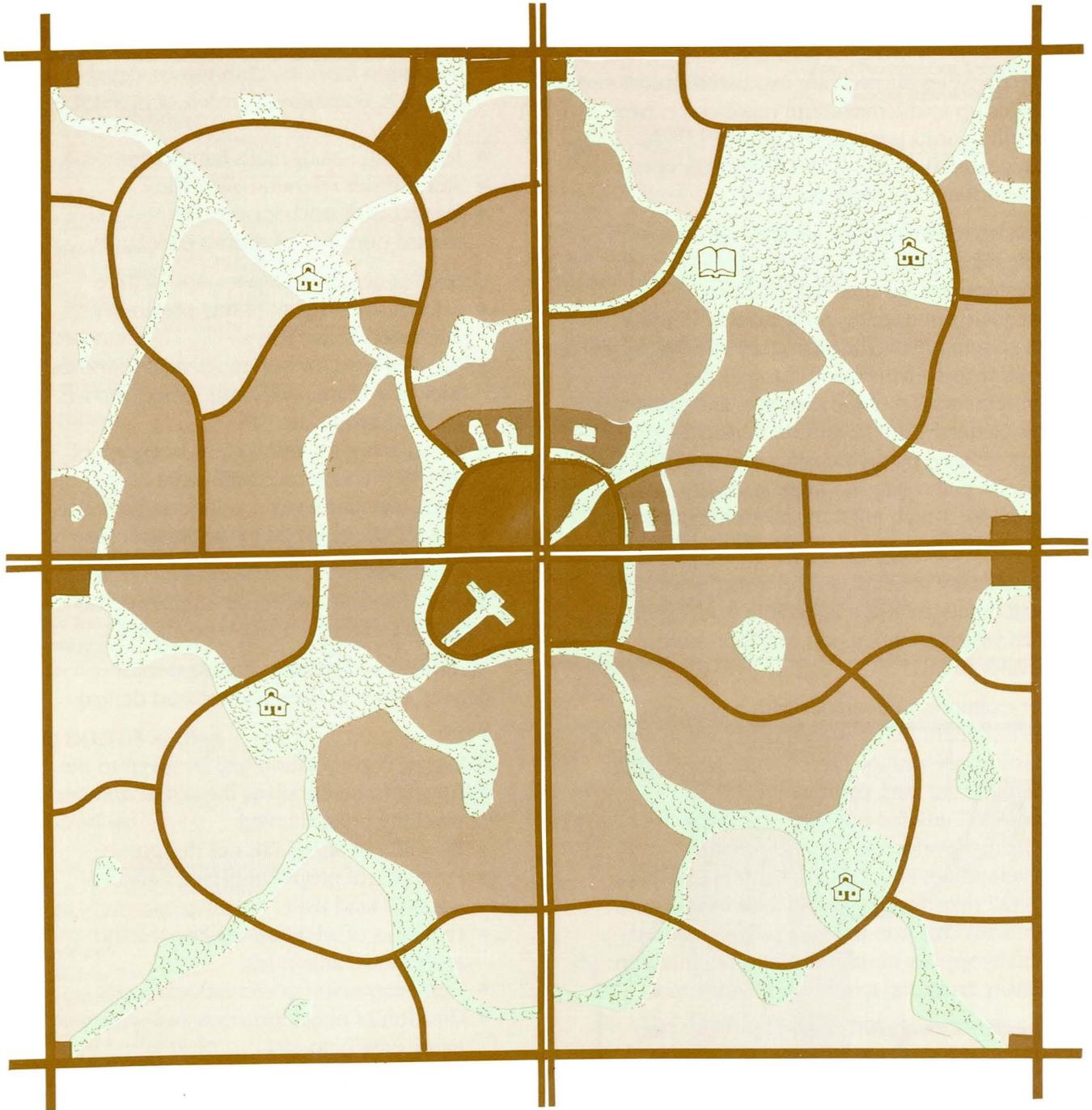
Multi-family development proposals will only be considered in the medium intensity areas if they are a part of a Planned Area Development which includes a minimum of two detached single-family dwellings or lots for each multi-family dwelling. The developer must demonstrate that the multi-family

proposal provides a quality living environment and the Planned Area Development satisfies the criteria for estimating the number of dwelling units allowed. Transferring of credits for multi-family units from previously approved single-family developments which are not a part of the proposed Planned Area Development shall not be considered.

High Intensity Residential Areas are limited to mixed use areas where they are developed to support large scale industrial, office, or commercial development. Multi-family proposals within the Heritage District, within the commercial core areas, and within the industrial business parks shall be considered on their own merits and will not be required to be accompanied by a single-family component.

The maximum of twenty-five dwellings per acre will be allowed in these areas. This density will only be allowed in developments which can demonstrate that they provide a quality living environment and all impacts on the community facilities have been satisfactorily mitigated.

TYPICAL LAND USE PATTERN



-  Commercial
-  Open Space
-  School
-  Library

-  Multi-family Residential
-  Medium Density Residential
-  Low Density Residential

COMMERCIAL LAND USES

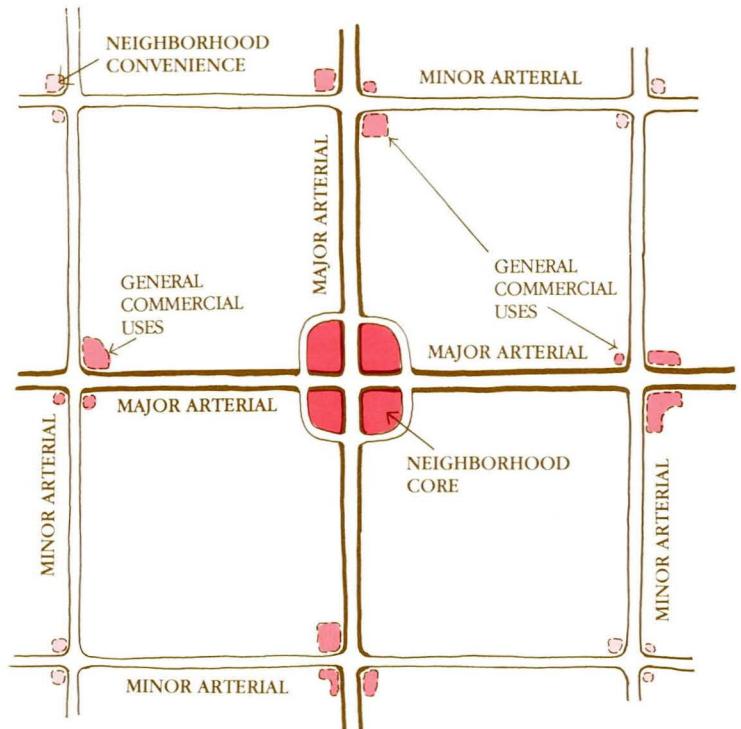
Commercial uses which serve the general shopping needs of the community will be conveniently dispersed throughout the Town at the intersections of arterial streets. These commercial uses have been classified into districts, based on the type of services and goods provided, trade area and the physical size of the facility. The location of each type of commercial district will be related to the purpose of the district, and the size of the streets which serve it, implementing the desire of

the community to preserve a residential scale at intersections of minor arterials, creating neighborhood commercial centers at intersections of major arterials and general commercial cores in designated locations in the community.

To avoid the creation of commercial strip type development along the arterial streets, commercial uses will be located at intersections of arterials or within planned commercial core areas.

Neighborhood Cores will be located at the intersection of two major arterials (designated 6 lanes). The size of the neighborhood core area including all four corners of the intersection will be approximately fifty acres but may vary based on predictable or determined market within the neighborhood trade area. Uses within neighborhood cores would provide for the sale of daily living needs of the population within the surrounding neighborhoods (20,000-40,000 people). Major uses in this type center will provide food, medicine, hardware and personal services. Secondary stores in these centers would offer apparel, banking, home furnishings, fabrics and specialty items.

Neighborhood Convenience Centers will be located at the intersection of two minor arterials (designated 4 lanes). The purpose of these centers is to provide convenience shopping and easy access to basic services and personal needs for the immediate neighborhood. The size of these centers will be from one to five acres and typically the total area at the intersection would not exceed twelve acres. Commercial uses might not occur at all four corners of this type of intersection. Uses which may be found in these centers could include a collection of small shops or professional services, offices, family restaurant, convenience store, banking, delicatessen, bakery, specialty food store, beauty and barber shops, and similar uses. Fast foods and similar, more intense commercial uses should not be allowed at these minor arterial intersections. The center would be tied together by plan and theme. Building scale and architecture should be residential and uses should relate to the lifestyle and character of the surrounding neighborhood.

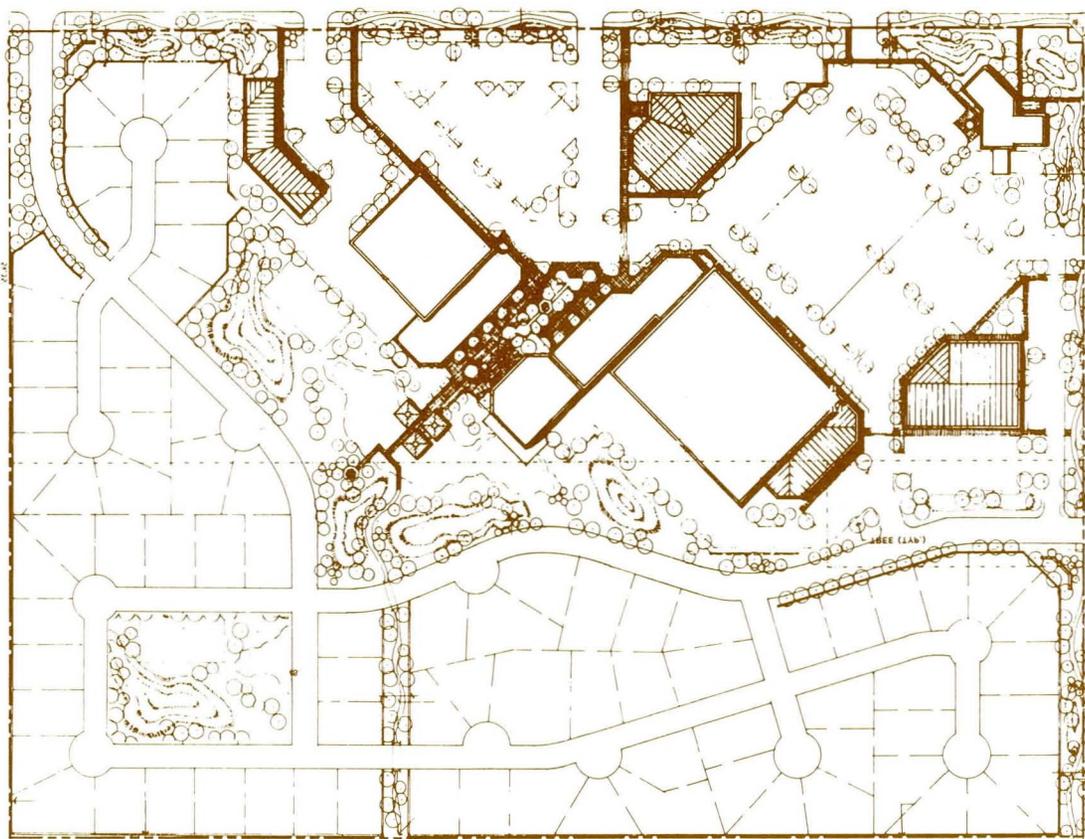


General Commercial Uses will be allowed at the intersection of major (6 lane) and minor (4 lane) arterials. The type of uses envisioned at these intersections include those allowed in the Neighborhood Convenience Centers, stores with 100,000 square feet or more such as junior department stores, furniture stores, office complexes, theatres, hardware store, nursery, and other compatible uses. The total area of retail commercial uses at these intersections will be approximately twenty acres and not all four corners of every intersection of this type is expected to be retail use. Some may be office uses, others may be multi-family; each will be determined based on market area absorption and the quality of the proposed development.

COMMERCIAL LAND USE GOALS

REVISED

1. Promote and maintain balanced commercial activity that is economically viable and responsive to the needs of the community.
2. Allow only the development of retail and service establishments which are safe, attractive, convenient, expand the Town's tax base and provide the citizens with a wide selection of goods, merchandise and services.
3. Promote the location of commercial establishments in core areas at the neighborhood, community, and regional levels. Avoid strip development along arterial streets by limiting commercial uses to arterial intersections and planned core areas.
4. Promote safe and convenient access to shopping and services from residential areas by providing pedestrian and bicycle access.
5. Establish four commercial core areas as major retail service, and financial areas of the Town.
 - a. Preserve the Gilbert Road Corridor as a prime commercial center of the Town allowing a mix of commercial, retail, office and high intensity residential uses.
 - b. Encourage the development of a regional commercial center along the Superstition Freeway Corridor to serve Gilbert and adjacent cities.
 - c. Facilitate the development of an intensive, regional commercial and business core near the geographic center of the community which will be served by the southeast freeway loop, the Higley Parkway and, possibly, a light rail mass transit link.
 - d. Encourage the development of retail uses along the Town's northeast borders to capitalize on the regional commercial uses in the adjacent community.
6. Develop a mixed use area around the proposed civic center complex to provide complementary uses, promote efficient development, and enliven the civic center with supportive businesses, accommodating both day and night time activities.



MAJOR COMMERCIAL CENTERS

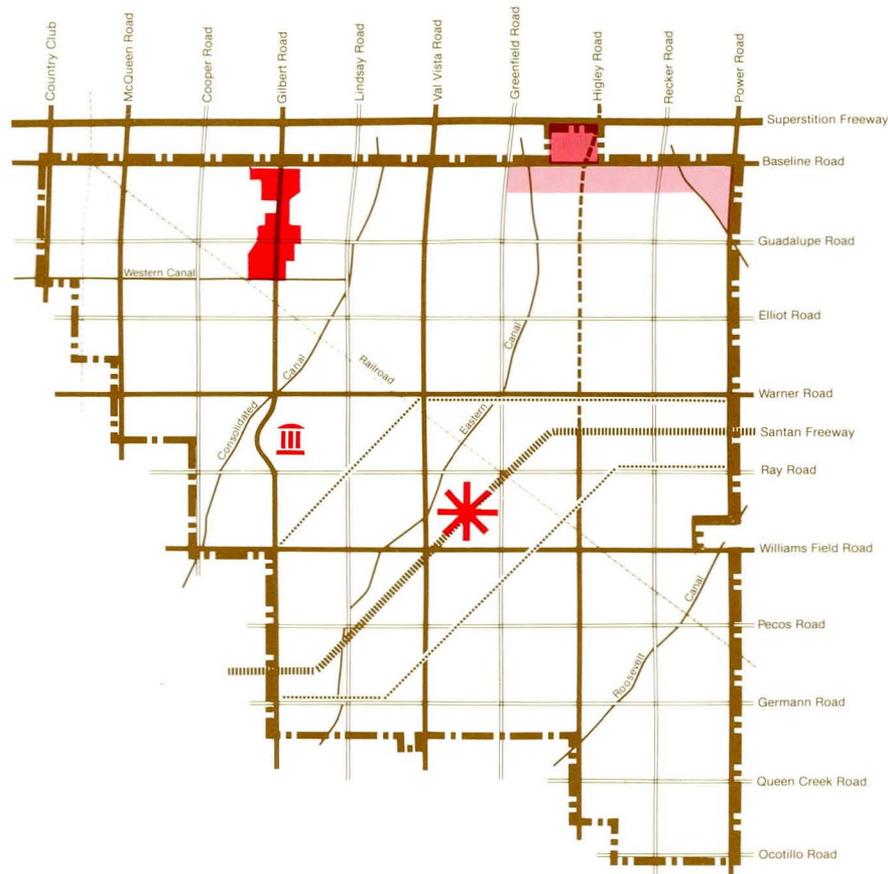
Four Major Commercial Centers are indicated on the land use map.

■ **The Commercial Area in the Northeast** is in response to the adjacent regional Commercial Area. Uses located in proximity to a regional scale center can capitalize on the attraction of shoppers. The success of this commercial area would bring sales tax revenues into the Town. Intense commercial development with an emphasis on retail sales will be encouraged in this area. Medium Intensity Residential uses will be allowed as an alternate use.

■ **The Regional Commercial Center** located adjacent to the Superstition Freeway will be a variety of major retail sales outlets such as department stores and specialty shops planned into one large shopping facility. It may include other types of land uses which would benefit from the freeway location such as hotels and motels or large office complexes.

■ **The Gilbert Road Corridor** has established commercial land uses and will continue to follow its historic growth pattern. Commercial and Office uses, as well as High Intensity Residential uses will be allowed in this area.

* **A Future High Intensity Core** is planned near the geographic center of the community. In the distant future this area will become the business center of the Town. It will be served by the new Southeast Freeway Loop, the Higley Parkway, and could have commuter rail service linking it with other business centers in the Valley. The exact location of this area is undetermined. It is designated a special study area and its location has not been determined at this time.



THE CIVIC CENTER COMPLEX

In addition to the four major commercial areas, the area around the civic center complex is a designated study area on the land use map and will be planned using a mixed use concept. Substantial commercial

uses which are supplementary and complementary to the civic center will be planned for this area. The area could become a business, cultural and commercial center for the Town.

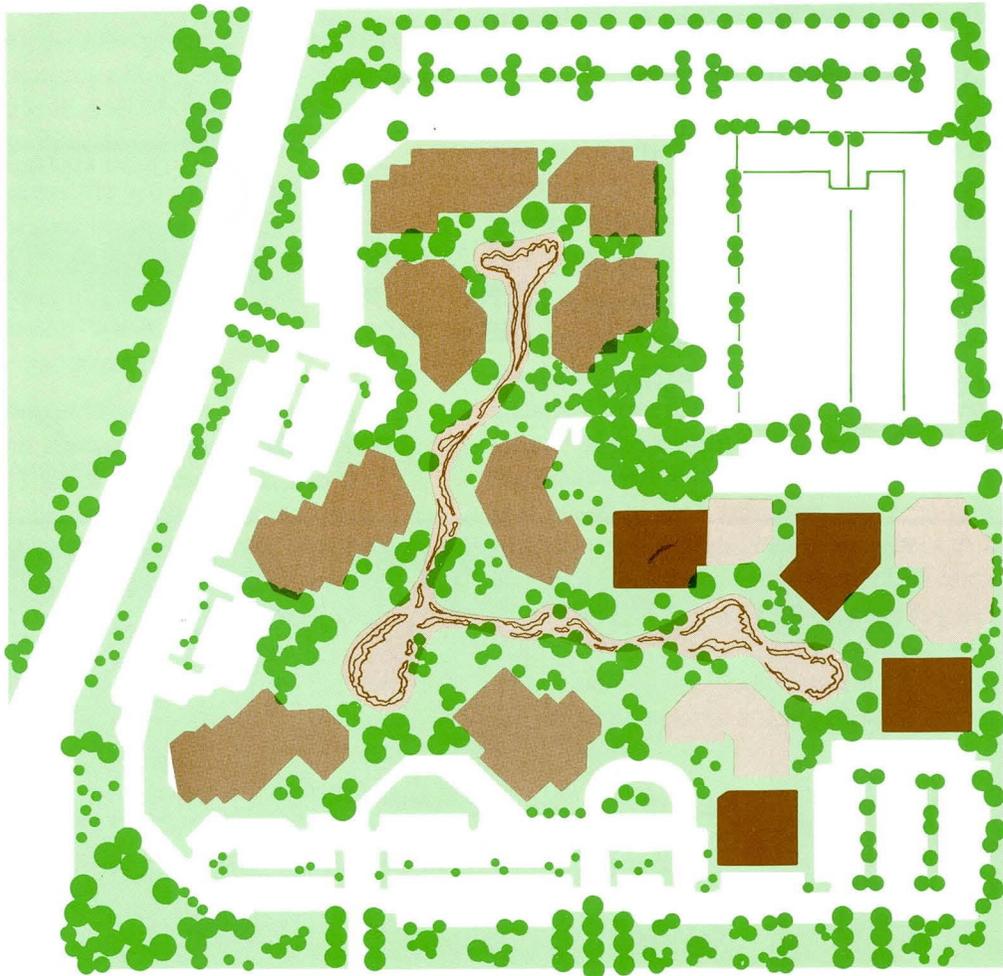
INDUSTRIAL LAND USES

Industrial Development is planned in four major areas to provide employment opportunities and help raise the Town's tax base. These areas are envisioned to be quality planned Industrial/Business Parks. Uses adjacent to arterial streets will be limited to attractive office and high end industrial business uses. Commercial uses which are directly related to, and support the industrial and office uses and high intensity

residential uses will be allowed in all industrial areas except the east most and southwest areas, which shall not have residential uses due to the impacts of Williams Air Force Base and Chandler Air Park flight patterns respectively. Provision of amenities such as parks, lakes, health clubs, golf courses, quality restaurants, etc., will be encouraged in all industrial areas.

INDUSTRIAL LAND USE GOALS

1. Accommodate the development of diversified industrial uses which will provide an employment base for the citizens of Gilbert and enhance the revenue base for the Town.
2. Particularly encourage development of clean, high technology industries.
3. Minimize the impact of industrial development on less intense land uses.
4. Encourage the creation of quality Industrial/Business parks which provide amenities and a mixture of supportive uses and housing.



BUFFERING BETWEEN LAND USES

Adequate and appropriate buffering shall be provided between land uses depending on their relative compatibility and the needs of the community.

LAND USE BUFFER GOALS

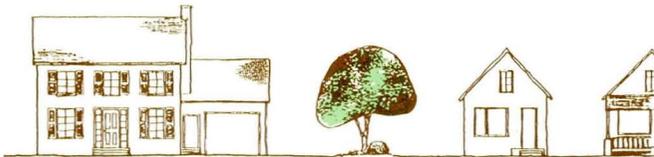
1. Require the provision of adequate buffering techniques to assure compatibility between adjacent land uses.
2. Develop a variety of buffering alternatives which can be applied to specific circumstances. This will allow the flexibility needed to address the many individual situations that occur between dissimilar intensities of land use, and assure land owners a known level of protection.
3. Modify the Zoning Code to incorporate a land use intensity classification system which separates uses into groupings of relatively equal nuisance value. This will accommodate selection of appropriate buffering techniques between zoning districts.
4. Use buffering as an economic disincentive for a considerably more intense use to locate next to a relatively much less intense use.



MAJOR DIFFERENCE-LARGE BUFFER



PLANT MATERIAL



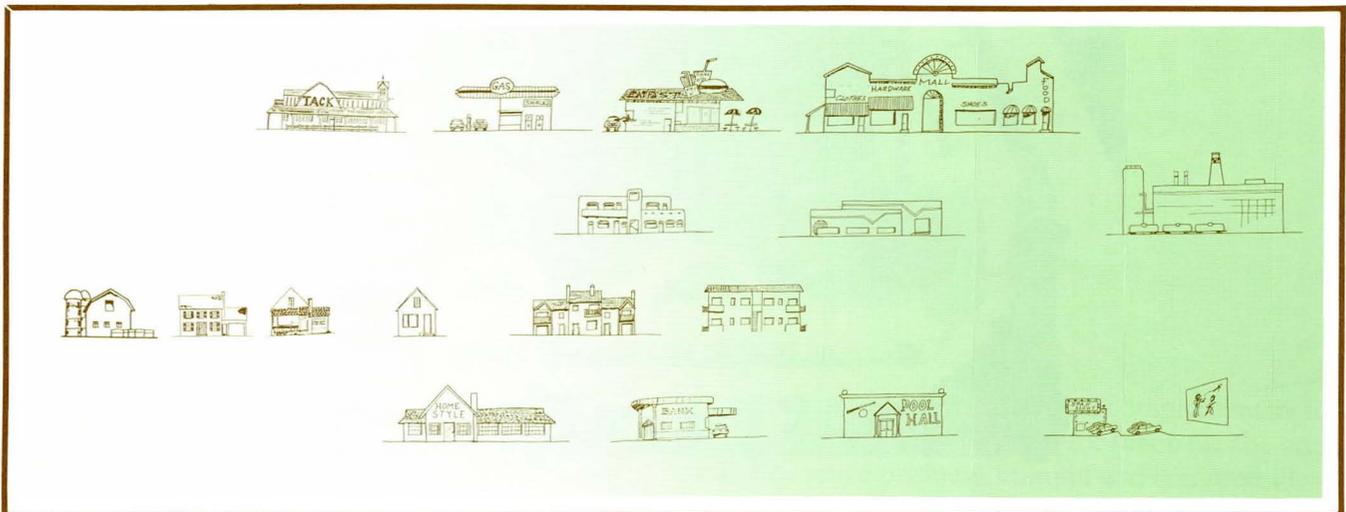
SMALL DIFFERENCE-SMALL BUFFER



PLANT INTENSITY



LAND FORMS



Low

INTENSITY

High

SPECIAL STUDY AREAS

Certain eminent land use issues which will have a major long term effect on the community require immediate and thorough attention. These areas have been designated as special study areas on the Land Use Map. Specific plans for each of these areas will be developed and adopted as additions to this General Plan.

Civic Center and Municipal Complex— Due to the rapid growth which the Town is experiencing, it has already outgrown its present facilities at Town Hall and is leasing space in several different locations. In anticipation of additional growth, a new Town Hall and Municipal complex is planned. As the community grows, additional facilities will also be desirable and possible to obtain. These include: a cultural center with a center for the arts; a larger library; a theater/auditorium, and a recreation center, to mention a few of the possibilities. To accommodate these needs the Town has been given a twenty-acre site in the area shown on the map. This area will become an exciting Civic Center integrated with surrounding development of supplementary and complementary uses, such as restaurants, offices, specialty shops, art galleries, etc. This area could become a business, cultural and commercial center for the Town.

The study will address the growing needs of the community for both the municipal complex and the cultural center. It will provide alternative plans and strategies for meeting those needs in a well planned, quality facility which reflects the character and desires of the community.

Downtown Heritage District — The original town site of Gilbert has undergone, and will continue to undergo, substantial functional and economic changes in the coming years. It is rapidly shifting from an agricultural center to a suburban service center and could become a unique mixed-use center in the future. To lose the historic character and identity of the downtown would be a great loss of an important tie to the heritage of the community. With new, more sophisticated shopping centers being built in Gilbert, the community cannot afford to take a complacent attitude about the future of the downtown. To take no action could lead to decline and a much more expensive price tag for future solutions.

The Town will work closely with the landowners and merchants of the downtown to develop an active program which will help assure that it remains economically viable, attracts new investment, and is preserved in character. Issues such as parking, traffic, character of infill development and redevelopment, pedestrian circulation, housing, and other planning considerations will be addressed in an overall development plan for the Downtown Heritage District shown on the Land Use Map.

Southeast Freeway Loop Interface — Over the next year, the Town will work closely with the Arizona Department of Transportation to study the proposed San Tan Freeway Loop. This study will include: determination of the freeway alignment; location of the interchanges with the Town's arterial streets, and the general design of the freeway facilities.

Action on land use decisions within this study area will be delayed until the freeway study is completed and can be taken into consideration. This policy is instituted: the freeway will have a major impact on the adjacent land uses; the decision of where the freeway will be located and how it will interface with the Town's street system will be made within one year, and it is unlikely that utility service will be available in the study area within one year.

High Intensity Commercial/Business Core — One of the four major commercial areas shown on the Land Use Map is a high intensity commercial/business core to be located near the geographic center of the community. There it will be served by the Southeast Freeway Loop, the Higley Parkway, and possibly, by future light rail commuter service linking it with other business centers in the valley. The graphic shown on the Land Use Map is intended to indicate that this urban core is planned, rather than to show the location in which it will be built. The location, size and character of the core will be a part of the special study prepared for this planning issue.

CIRCULATION

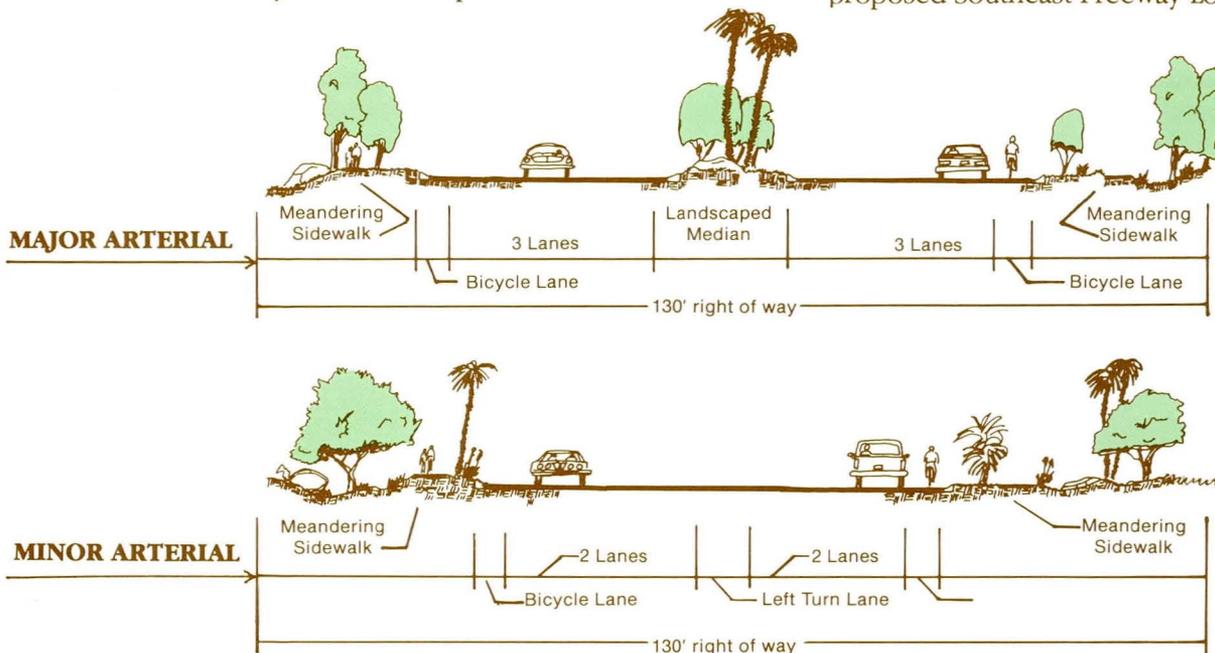
PURPOSE: *Provide a safe, convenient and efficient system of transporting both people and goods to, from and throughout the Town.*

GENERAL CIRCULATION GOALS

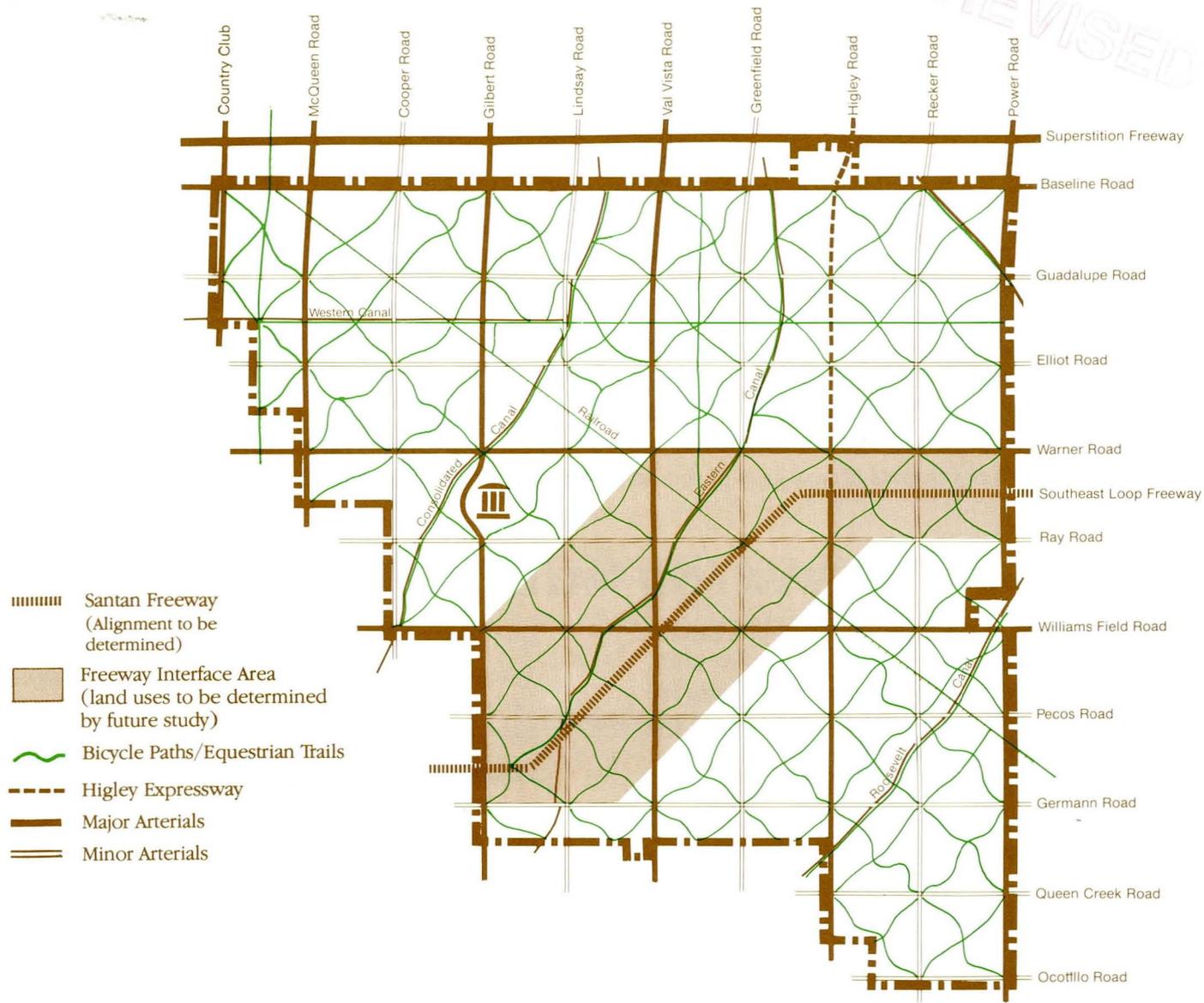
1. Provide ease of movement, clarity of route, and safety for auto, bicycle, pedestrian, and equestrian modes of transportation.
2. Protect the livability of the community by assuring that other activities do not become subordinate to automobile transportation.
3. To minimize the number of trips made by automobile, make Gilbert safe, pleasant, and convenient for bicyclists and pedestrians.

AUTOMOBILE TRANSPORTATION GOALS

1. Develop a safe and efficient system of streets which meets the circulation needs of the community based on a hierarchy which is sensitive to the land uses served.
2. Maintain the street system of arterial streets based on the one-mile grid, but provide relief by curving arterials whenever possible.
3. Create quality development and landscaping along arterial streets in order to beautify the streetscape and develop a unique appearance which will give the Town its own motif and community identity.
4. Protect the carrying capacity of arterial streets by encouraging site designs which minimize the number and frequency of curb and median cuts necessary to serve the site.
5. Develop neighborhood street patterns and circulation systems which: preserve neighborhood integrity by limiting traffic volume, traffic speed, noise and fumes; promote the safety and convenience of vehicular traffic; protect the safety of neighborhood residents; encourage efficient use of land; minimize the number of crossings between collector streets and pedestrian/bicycle paths; discourage non-neighborhood, or through traffic.
6. Establish a north-south transportation corridor through the Town to accommodate future construction of a limited access roadway that will connect the Superstition Freeway with the proposed Southeast Freeway Loop.
7. Work with the Arizona Department of Transportation in determining the alignment, interchanges, buffering and design of the proposed Southeast Freeway Loop.



REVISED



BICYCLE/PEDESTRIAN/EQUESTRIAN GOALS

1. Establish a dependable, predictable system of bicycle routes throughout the Town to serve as a secondary transportation system and for recreational purposes.
2. Develop canal banks, transmission line easements, railroad corridors, and drainage ways into paths for bicycle, pedestrian and equestrian use.
3. Secure pedestrian and bicycle access across major barriers such as canals and railroads and provide bicycle paths along arterial streets to enhance safe, convenient use of the path system.
4. Sponsor annual educational programs, in cooperation with schools and service clubs, to teach bicyclists the laws and give them bicycle safety tips.
5. Link neighborhoods with schools, community and district parks, and commercial centers, with bicycle/pedestrian paths.

MASS TRANSPORTATION GOALS

Actively participate in planning with other valley communities to establish an integrated public transit system linking Gilbert to other communities and regional facilities when feasible in the future.

PUBLIC FACILITIES

PURPOSE: *Coordinate the provision of public facilities with the projected needs based on the other elements of the General Plan. Meet the needs of the community for municipal utilities, public facilities, and community services through provision of:*

- Water system
- Sewer system
- Storm drainage management
- Municipal buildings
- Police, fire, emergency medical service facilities
- Recreation facilities and parks
- Schools and educational facilities
- Cultural facilities

If community facilities are not available to adequately meet the needs of new growth at the same or higher level of service, the developers of new growth should be encouraged to assist in the provision of these facilities.

SEWER AND WATER FACILITIES

Because the Town is faced with unprecedented growth it is essential to the health, safety and welfare of present and future residents that an efficient sewer system and adequate water supply be provided.

To assure the efficient and adequate provision of public facilities, the future extensions of the sewer and water service areas should be based upon

projected needs as determined by the General Plan.

Extensions of water and sewer service areas should be based on efficient growth and not support "leap frog" development patterns.

Costs of the extensions shall be borne by private development so that current residents of the Town shall not be required to subsidize new growth.

SEWER AND WATER FACILITY GOALS

1. Develop a comprehensive, efficient and economic sanitary sewer system to provide safe disposal of liquid wastes from homes, shops and industry.
2. Develop a comprehensive, efficient and economic water delivery system to provide potable water to homes, shops and industry.
3. Continue to use water service extension and annexation policies to guide and manage growth in an orderly, systematic manner, while discouraging "leap frog" development.
4. Private development participates in improvements to the major sewer and water systems through sewer and water connection fees and construction of facilities.



PUBLIC SERVICES AND CULTURAL FACILITIES

PUBLIC SERVICE AND CULTURAL FACILITIES GOALS

1. Provide the highest possible levels of fire protection, emergency, police and medical services for the residents of Gilbert.
2. Create a civic and cultural center which can be the primary focus for community activities and city services.
3. As growth warrants, disperse cultural facilities throughout the community to provide for convenient access and cultural growth of the entire community.
4. When civic and cultural facilities must be dispersed for convenience and service, concentrate these facilities into satellite complexes for maximum efficiency and to establish a strong community identity. Locate satellite library and parks and recreation facilities in district parks where they will be convenient and safety accessible by children along bicycle and pedestrian paths.

RESOURCE CONSERVATION

As the Town of Gilbert develops its public facilities, we have the opportunity and responsibility to manage our natural resources in an enlightened manner.

RESOURCE CONSERVATION GOALS

1. Conserve water and guarantee its beneficial use.
 - a. Consider effects of future development on water resources.
 - b. Develop an effluent refuse system and management policies to guide efficient use of reclaimed water.
 - c. Establish a water management plan to cut water consumption of underground sources to 150 gallons per person per day in accordance with state mandate.
2. Encourage design of energy efficient structures for public and private development. Protect solar access of adjacent facilities.
3. Promote use of landscaping which conserves energy and water, shade where effective, arid land plants in parks and right-of-ways.
4. Prompt energy efficient development patterns.
 - a. Encourage infilling of vacant areas within developed areas of town.
 - b. Minimize use of heat absorptive surfaces that do not serve an essential function.
 - c. Plan land use patterns that shorten travel distances for employment and essential services, allow for alternate modes of transportation and generally conserve energy. Delivery of Town services should be conducted in energy efficient manner.
5. Develop a comprehensive, efficient and economic storm water management plan.

SCHOOLS AND EDUCATIONAL FACILITIES

One of the first institutions to be impacted by rapid growth of a municipality is the school system. Gilbert is no different and is faced with the task of providing quality education for large numbers of new residents.

SCHOOLS & EDUCATIONAL FACILITIES GOALS

1. Continue to provide high quality education to present and future residents of the Town.
2. Require private development to participate in the expansion of the Gilbert schools on an equitable basis according to the projected school impacts.
3. Locate schools as centrally as possible to the neighborhood it serves.
4. Combine school sites with community parks where community parks are located appropriately.
5. Provide pedestrian and bicycle paths which connect the school to the neighborhood with the minimum number of street crossings.



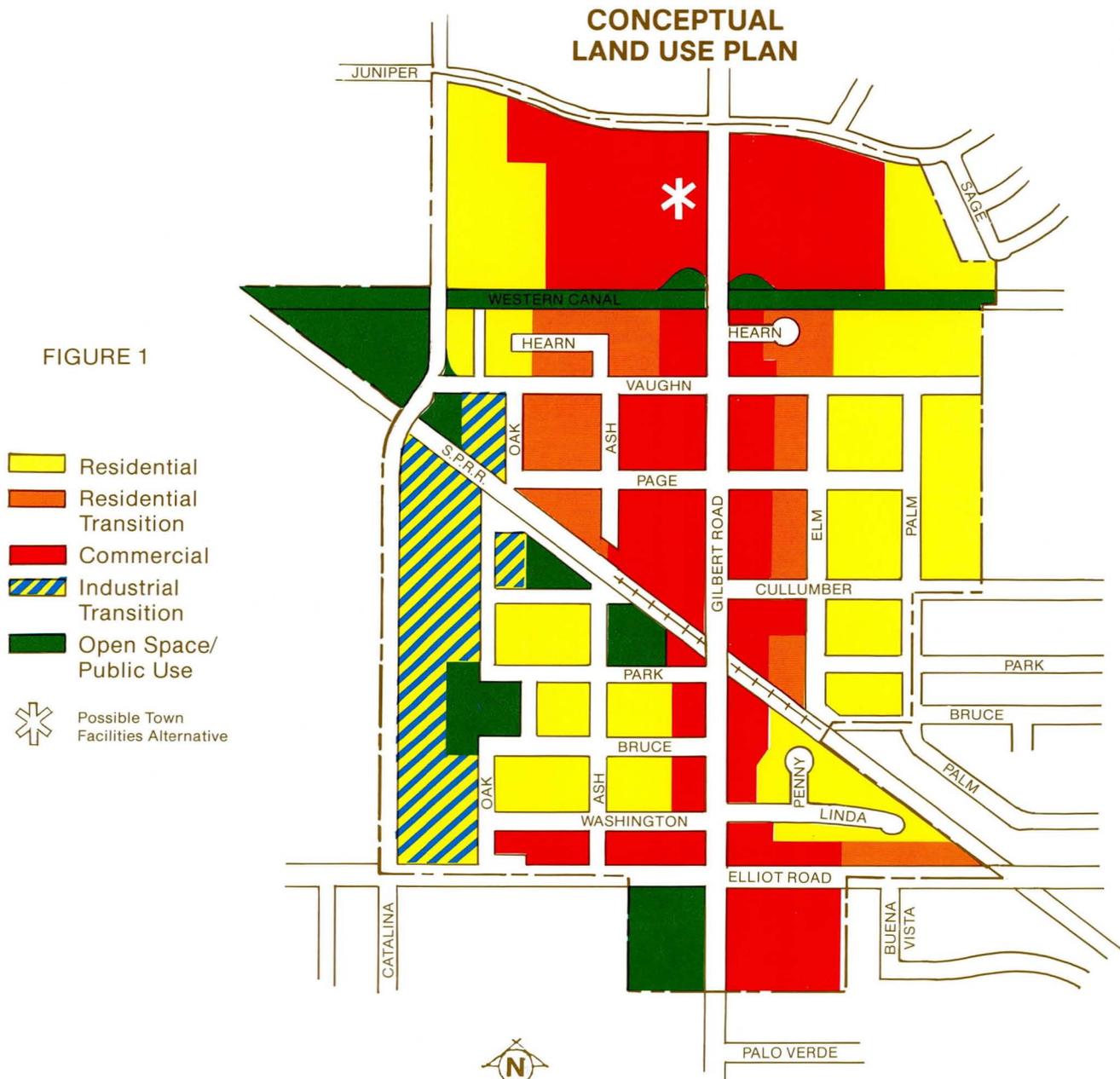
DOWNTOWN HERITAGE DISTRICT DEVELOPMENT GOALS

MISSION STATEMENT: *To develop a unifying vision for the Heritage District that will actively encourage and guide future development.*

Means to satisfy the mission statement:

1. Define via logical and consistent criteria an exact boundary for the Heritage District.
2. Develop and adopt a master development plan for the Heritage District that:
 - A. Defines appropriate zoning districts.
 - B. Establishes visual elements that through development will unify and connect diverse uses.
 - C. Promotes logical and appropriate infill and redevelopment.
 - D. Clearly delineates priority or focus areas.
 - E. Acts as a guide for future development.
 - F. Addresses the potentially positive influence of existing geographical features such as the railroad, the Canal and powerline easement and alleyways.

FIGURE 1



3. Organize a Heritage District Redevelopment Commission whose primary responsibilities are to:
 - A. Enforce the master development plan by:
 1. Acting as the Design Review Board for projects within the Heritage District.
 2. Establishing simple and graphic guidelines for the Heritage District.
 - B. Promote and encourage new development and appropriate redevelopment by:
 1. Creating procedural and financial incentives.
 2. Actively campaigning through the Council, Community Affairs, Economic Development Office and the Chamber of Commerce.
 3. Maintaining a high public exposure through publicity and public awareness.
 - C. Act as the major governing body within the Heritage District with support from Council, Planning and Zoning, Building Safety and Engineering and Design Review.
4. Promoting a unique sense of place and identity by building upon the existing and perceived historical context of "Old Downtown."
 - A. Developing guidelines for architectural details, proportional systems, acceptable "styles," historical examples, signage and landscape criteria.
 - B. Encourage renovation of those existing buildings which have redevelopment potential.
5. Identifying and prioritizing residential areas within the Heritage District for renovation and improvement by:
 - A. Seeking all available Federal, State, County and Municipal Loans or Grants funding sources.
 - B. Implementing the goals and policies for the residential sector.

HERITAGE DISTRICT RESIDENTIAL AREA GOALS AND POLICIES

Stabilize the residential neighborhoods, promoting necessary changes which improve their integrity and quality while maintaining their historic character.

Reverse the past economic and physical decline and begin a new era of progress and property improvement through development of code enforcement.

Minimize the impact of commercial development on the residential areas through design guidelines.

Preserve existing historic character while creating an image of pride, quality, and permanence, along with progress in the downtown.

When redevelopment of a residential area is necessary, the highest priority shall be given to accommodation and negotiation in working with the residents with the following considerations:

1. Advanced notice that the residential area may be in a redevelopment transitional area.
2. At the choice of the homeowner, a fair price for their property plus up to \$15,000¹ to be used toward the purchase of another home or a trade for a home of equal or better value in which the total payments will be the same as in their present home.
3. At the choice of the homeowner, every effort shall be made to accommodate residents who choose to be relocated to another area of the downtown.
4. Financial assistance will be made available for relocation to a new home.
5. Tenants will be allowed to stay for the term of their lease, or shall be entitled to commensurate reimbursement for the term of the lease and \$50 per room for moving expenses.

¹As provided by the State and Federal Guidelines for redevelopment costs.

STUDY AREA: BOUNDARIES CRITERIA

1. The final configuration of the Heritage District Redevelopment area was determined using the following criteria:
 - a. logical boundary division, i.e.; along a street or existing physical delineator
 - b. need for redevelopment, revitalization or renewal
 - c. immediate proximity to the original Gilbert Downtown area
 - d. inclusion of any potentially historical sites
 - e. inclusion of those sites or buildings that should be influenced by Heritage Codes, standards and goals
 - f. any currently owned municipal property adjacent to downtown be included. (See Figure 1)
2. The primary purpose of defining a particular area is to:
 - a. develop a strong unifying element and procedure to guide development within a framework of historical context, public spaces, existing residential areas and blighted areas
 - b. encourage economic development through revitalization incentives, simplified planning and zoning procedures, economic breaks or incentives and streamlined municipal approvals
 - c. clearly indicate that area in which the Town desires public spaces and uses to occur and to create and encourage the economic and public synergy required for a successful downtown.

LAND USE ELEMENT

PURPOSE: *Guide the decision of location, intensity, and amount of various types of land uses. Delineate uses which meet the needs and goals of the community, taking into consideration development constraints and opportunities, planned infrastructure and community facilities.*

GENERAL LAND USE GOALS

1. Create a diversified community where residents can live, work and play, and where all essential needs and services are provided.
2. Achieve an orderly land development pattern which provides for a compatible arrangement of land uses, is efficient, is cost effective, is adequately supported by required services and facilities, and conserves, to the extent possible, the natural and manmade environment.
3. Protect property values while providing opportunities for development, which meet the needs of the community in a manner that promotes the health, safety and welfare of Town residents.
4. Encourage the development and maintenance of a quality living environment.
5. Preserve an adequate percentage of the Town's land area as permanent recreational openspace.
6. Develop aesthetic and design standards to be met prior to granting land use allocations so as to aid in the beautification and improvement of living conditions in the community.
7. Encourage infilling and development in close proximity to existing facilities to promote orderly growth while reducing the cost and extent of public services.
8. Areas impacted by existing and future noise levels of 65 Ldn or greater should be designated as future employment centers and residential development shall be strongly discouraged. Appropriate economic development strategies should be pursued to ensure the ultimate development of employment and other non-residential uses within the existing or future 65 Ldn contours. However, the Town may allow residential land use within the Ldn 65 contour if constructed with noise attenuation. Also, there is a potential for aviation easements or specific notification requirements for prospective home buyers in the Ldn 65 contour areas as they are zoned or subdivided.



COMMERCIAL LAND USES

Commercial uses which serve the general shopping needs of the community will be conveniently dispersed throughout the Town at the intersections of arterial streets. These commercial uses have been classified into districts, based on the type of services and goods provided, trade area and the physical size of the facility. The location of each type of commercial district will be related to the purpose of the district, and the size of the streets which serve it, implementing the desire of the community to preserve a residential scale at intersections of minor arterials, creating

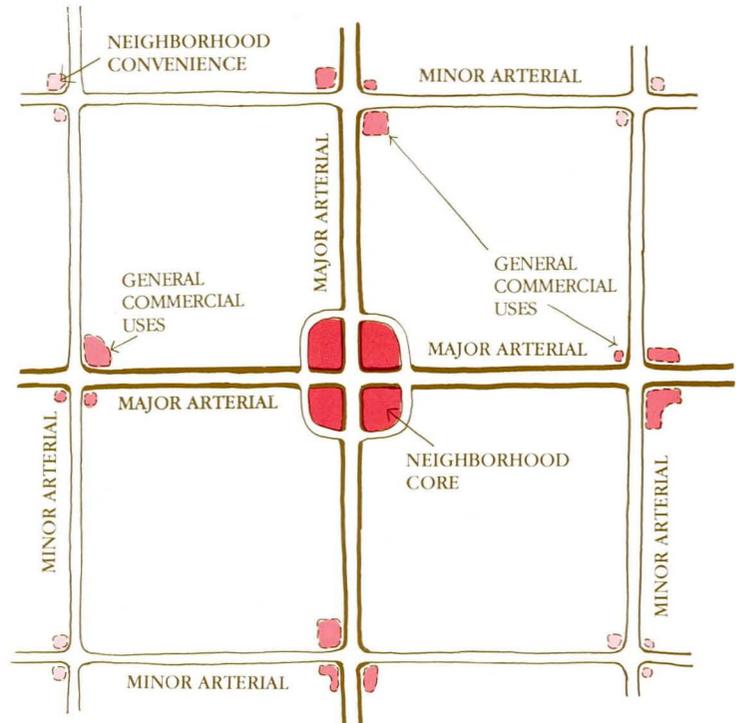
neighborhood commercial centers at intersections of major arterials and general commercial cores in designated locations in the community.

To avoid the creation of commercial strip type development along the arterial streets, commercial uses will be located at intersections of arterials or within planned commercial core areas.

At any given intersection, time limits will be placed on all commercial corners to allow the owners to compete for users.

■ **Neighborhood Cores** will be located at the intersection of two major arterials (designated 6 lanes). The size of the neighborhood core area including all four corners of the intersection will be approximately fifty acres but may vary based on predictable or determined market within the neighborhood trade area. Uses within neighborhood cores would provide for the sale of daily living needs of the population within the surrounding neighborhoods (20,000-40,000 people). Major uses in this type center will provide food, medicine, hardware and personal services. Secondary stores in these centers would offer apparel, banking, home furnishings, fabrics and specialty items.

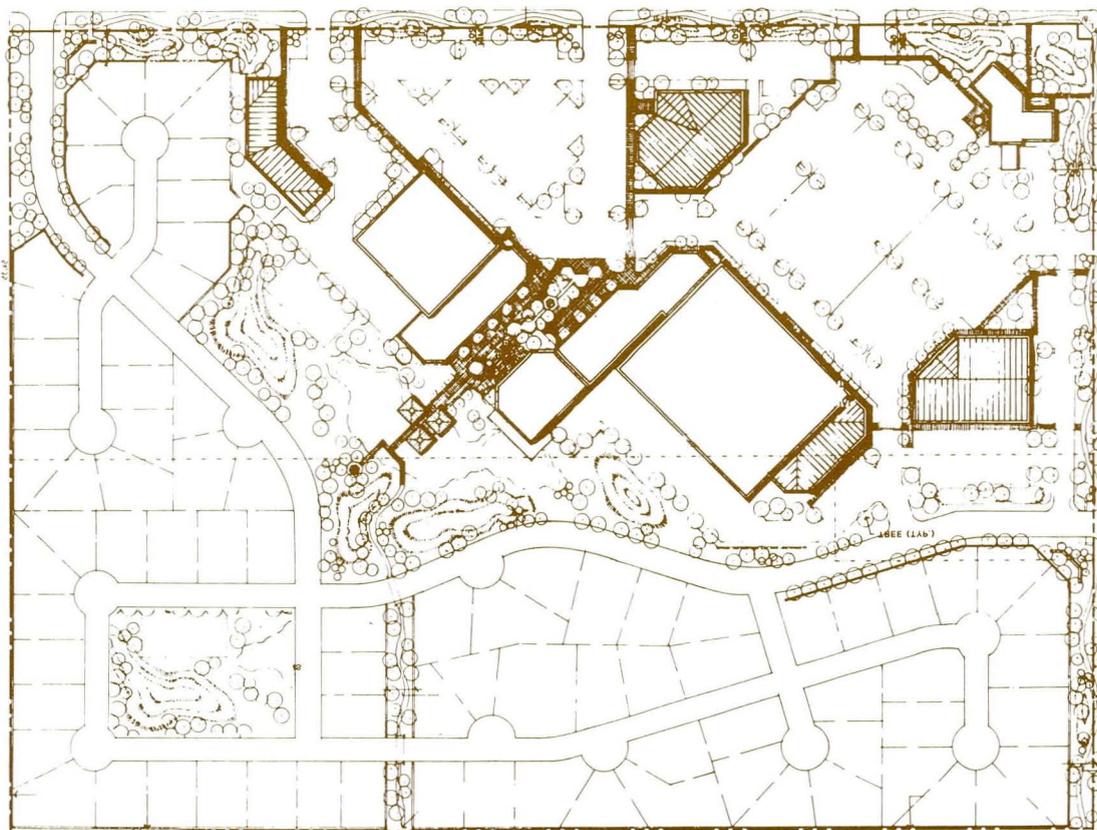
■ **Neighborhood Convenience Centers** will be located at the intersection of two minor arterials (designated 4 lanes). The purpose of these centers is to provide convenience shopping and easy access to basic services and personal needs for the immediate neighborhood. The size of these centers will be from one to five acres and typically the total area at the intersection would not exceed twelve acres. Commercial uses might not occur at all four corners of this type of intersection. Uses which may be found in these centers could include a collection of small shops or professional services, offices, family restaurant, convenience store, banking, delicatessen, bakery, specialty food store, beauty and barber shops, and similar uses. Fast foods and similar, more intense commercial uses should not be allowed at these minor arterial intersections. The center would be tied together by plan and theme. Building scale and architecture should be residential and uses should relate to the lifestyle and character of the surrounding neighborhood.



■ **General Commercial Uses** will be allowed at the intersection of major (6 lane) and minor (4 lane) arterials. The type of uses envisioned at these intersections include those allowed in the Neighborhood Convenience Centers, stores with 100,000 square feet or more such as junior department stores, furniture stores, office complexes, theatres, hardware store, nursery, and other compatible uses. The total area of retail commercial uses at these intersections will be approximately twenty acres and not all four corners of every intersection of this type is expected to be retail use. Some may be office uses, others may be multi-family; each will be determined based on market area absorption and the quality of the proposed development.

COMMERCIAL LAND USE GOALS

1. Promote and maintain balanced commercial activity that is economically viable and responsive to the needs of the community.
2. Allow only the development of retail and service establishments which are safe, attractive, convenient, expand the Town's tax base and provide the citizens with a wide selection of goods, merchandise and services.
3. Promote the location of commercial establishments in core areas at the neighborhood, community, and regional levels. Avoid strip development along arterial streets by limiting commercial uses to arterial intersections and planned core areas.
4. Promote safe and convenient access to shopping and services from residential areas by providing pedestrian and bicycle access.
5. Establish four commercial core areas as major retail service, and financial areas of the Town.
 - a. Preserve the Gilbert Road Corridor as a prime commercial center of the Town allowing a mix of commercial, retail, office and high intensity residential uses.
 - b. Encourage the development of a regional commercial center along the Superstition Freeway Corridor to serve Gilbert and adjacent cities.
 - c. Facilitate the development of an intensive, regional commercial and business core near the geographic center of the community which will be served by the southeast freeway loop, the Higley Superstreet and, possibly, a light rail mass transit link.
 - d. Encourage the development of retail uses along the Town's northeast borders to capitalize on the regional commercial uses in the adjacent community.
6. Develop a mixed use area around the proposed civic center complex to provide complementary uses, promote efficient development, and enliven the civic center with supportive businesses, accommodating both day and night time activities.



MAJOR COMMERCIAL CENTERS

Four Major Commercial Centers are indicated on the land use map.

- **The Commercial Area in the Northeast** is in response to the adjacent regional Commercial Area. Uses located in proximity to a regional scale center can capitalize on the attraction of shoppers. The success of this commercial area would bring sales tax revenues into the Town. Intense commercial development with an emphasis on retail sales will be encouraged in this area. Complementary uses such as office, retail, hotel, single and multi-family residences will be allowed to create a "mixed use" core. A mixed use development is a symbiotic mix of all of the above uses to create an exciting environment for working, shopping and living. The ratio of single and multi-family residences will be reviewed and set on a case by case basis. Some of the criteria to be used to determine the mix may include the proximity to the Commercial area; proximity to the 65 Ldn noise contours; and buffering of adjacent neighborhoods.
- **The Regional Commercial Center** located adjacent to the Superstition Freeway will be a variety of major retail sales outlets such as department stores and specialty shops planned into one large shopping facility. It may include other types of land uses which would benefit from the freeway location such as hotels and motels or large office complexes.
- **The Gilbert Road Corridor** has established commercial land uses and will continue to follow its historic growth pattern. Commercial and Office uses, as well as High Intensity Residential uses will be allowed in this area.
- **High Intensity Core.** One of the four major commercial areas shown on the Land Use Map is a high intensity business/commercial core to be located near the geographic center of the community. Served by the Santan Freeway and Higley Superstreet, the Crossroads Center will be one of the long range regional activity centers in the Southeast Valley.

A competitive mixed use activity center analysis was prepared to identify the types and intensity levels of the uses within the area. Given the land use recommendations, the Crossroads Center can clearly distinguish itself from its immediate geographic competitors by a more comprehensive mix of "destination" land uses aimed at meeting market realities. Studies show that there is an existing need for a large medical complex within the Southeast Valley. With a possible higher education association, a well planned medical center will provide Gilbert a competitive stance over other mixed use developments.

The Crossroads Center core will include approximately 2000 acres, of which over one half will be devoted to nonresidential development. This could include hotel/resorts, retail, office, medical, public or quasi-public, and research and development activities. Employees of these areas may reside in single and multi-family neighborhoods which range in density of 8 to 20 dwellings per acre. The commercial and residential areas will be linked and buffered by open space that will make up approximately 10 percent of the core. Mitigation measures for a high intensity area such as this will be developed through special zoning features that may become an overlay district. Extra requirements shall be reflected in the overlay district because of the intensity of the area.

The principal goal is to transform the Crossroads Center into an efficient, mixed use, regional center with distinct character. A distinct character for the core can be established utilizing the site attributes such as:

- linkage of land uses through a unified streetscape and open space system
- utilizing the canal as an amenity feature and/or source of water
- integrate the open space system with a golf course amenity to facilitate resort and office development and to stimulate evening and weekend activities in the Crossroads Center
- buffering of residential areas from visual, noise, and automobile intrusion
- the transportation recommendations will match the needs of ADOT and the core.

III THE CIVIC CENTER COMPLEX

In addition to the four major commercial areas, the area around the civic center complex is a designated study area on the land use map and will be planned using a mixed use concept. Substantial commercial

uses which are supplementary and complementary to the civic center will be planned for this area. The area could become a business, cultural and commercial center for the Town.

BUFFERING BETWEEN LAND USES

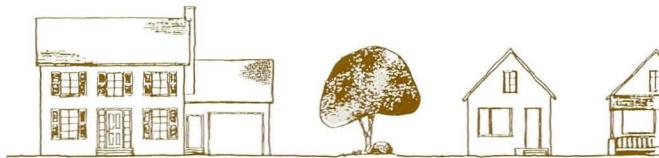
Adequate and appropriate buffering shall be provided between land uses depending on their relative compatibility and the needs of the community.

LAND USE BUFFER GOALS

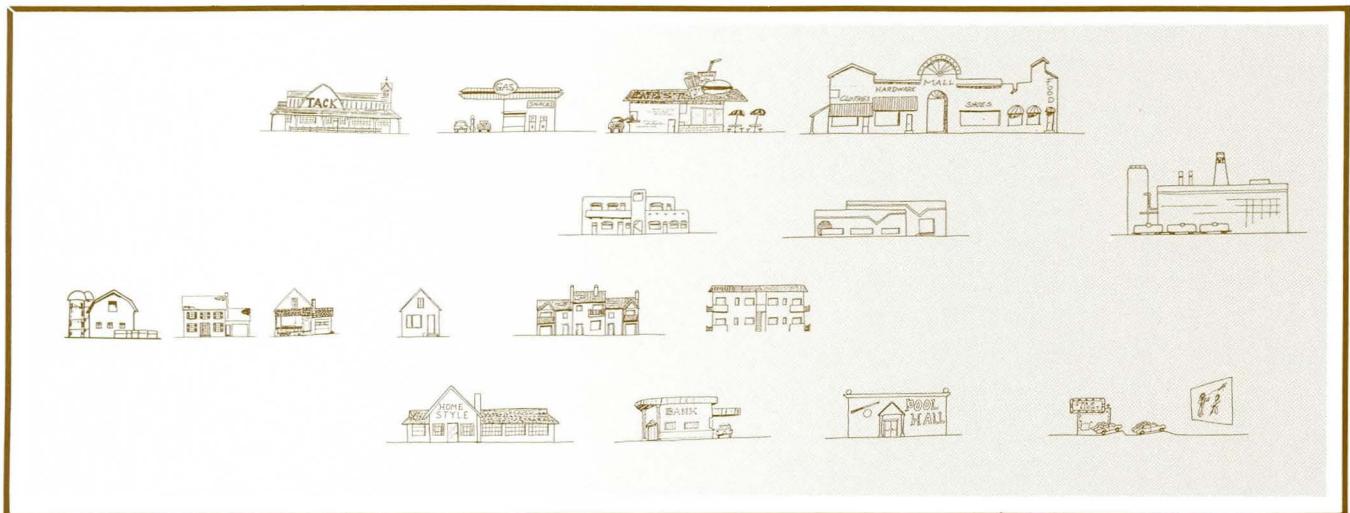
1. Require the provision of adequate buffering techniques to assure compatibility between adjacent land uses.
2. Develop a variety of buffering alternatives which can be applied to specific circumstances. This will allow the flexibility needed to address the many individual situations that occur between dissimilar intensities of land use, and assure land owners a known level of protection.
3. Modify the Zoning Code to incorporate a land use intensity classification system which separates uses into groupings of relatively equal nuisance value. This will accommodate selection of appropriate buffering techniques between zoning districts.
4. Continue to use existing buffering policies to review development proposals. Each proposal will be individually measured against the standards of buffering policies.



MAJOR DIFFERENCE-LARGE BUFFER



SMALL DIFFERENCE-SMALL BUFFER



Low

INTENSITY

High

CIRCULATION

PURPOSE: *Provide a safe, convenient and efficient system of transporting both people and goods to, from and throughout the Town.*

GENERAL CIRCULATION GOALS

1. Provide ease of movement, clarity of route, and safety for auto, bicycle, pedestrian, and equestrian modes of transportation.
2. Protect the livability of the community by assuring that other activities do not become subordinate to automobile transportation.
3. To minimize the number of trips made by automobile, make Gilbert safe, pleasant, and convenient for bicyclists and pedestrians.

AUTOMOBILE TRANSPORTATION GOALS

1. Develop a safe and efficient system of streets which meets the circulation needs of the community based on a hierarchy which is sensitive to the land uses served.
2. Maintain the street system of arterial streets based on the one-mile grid, but provide relief by curving arterials whenever possible.
3. Create quality development and landscaping along arterial streets in order to beautify the streetscape and develop a unique appearance which will give the Town its own motif and community identity.
4. Protect the carrying capacity of arterial streets by encouraging site designs which minimize the number and frequency of curb and median cuts necessary to serve the site.
5. Develop neighborhood street patterns and circulation systems which: preserve neighborhood integrity by limiting traffic volume, traffic speed, noise and fumes; promote the safety and convenience of vehicular traffic; protect the safety of neighborhood residents; encourage efficient use of land; minimize the number of crossings between collector streets and pedestrian/bicycle paths; discourage non-neighborhood, or through traffic.
6. Establish a north-south transportation corridor at Higley Road between the Southeast Loop and Superstition Freeways. Within the corridor a "superstreet" will be constructed. The superstreet differs from a major arterial by limiting access to primarily the mile, one-half mile, and quarter mile points only. In addition major arterial intersections may be grade separated to further reduce the delay of motorists on the superstreet. The Higley Superstreet can be accomplished through implementation of the following goals:
 - A. Take immediate steps to reserve 150 feet of right-of-way one-quarter mile north and south of each major cross street.
 - B. Avoid, wherever possible, the placement of utilities in Higley Road.
 - C. Avoid, wherever possible, the placement of major gravity flow utilities such as sewers and storm drains in the major cross streets.
 - D. Advocate the addition of the Higley Superstreet into the regional and state systems.
 - E. Explore funding options with city, regional and state officials.
 - F. Improvement of the superstreet will require appropriate buffering of existing and proposed residential neighborhoods.
7. Work with the Arizona Department of Transportation in determining the alignment, interchanges, buffering and design of the proposed Southeast Freeway Loop.
8. Improved access to the Heritage District is vital for economic development and to link the neighborhoods within the District to the greater community. Therefore the following new roadways are necessary for new development or redevelopment.
 - A. Provide a north-south collector between Elliot Road and Juniper Street along the Catalina Street alignment.
 - B. Connect Vaughn and Cullumber Streets to the north-south collector.
 - C. Provide a linkage to the east between Vaughn and Cottonwood Drive.
 - D. Provide pedestrian links between the Western Canal bike, pedestrian, and equestrian way.



BICYCLE/PEDESTRIAN/EQUESTRIAN GOALS

1. Establish a dependable, predictable system of bicycle routes throughout the Town to serve as a secondary transportation system and for recreational purposes.
2. Develop canal banks, transmission line easements, railroad corridors, and drainage ways into paths for bicycle, pedestrian and equestrian use.
3. Secure pedestrian and bicycle access across major barriers such as canals and railroads and provide bicycle paths along arterial streets to enhance safe, convenient use of the path system.
4. Sponsor annual educational programs, in cooperation with schools and service clubs, to teach bicyclists the laws and give them bicycle safety tips.
5. Link neighborhoods with schools, community and district parks, and commercial centers, with bicycle/pedestrian paths.

MASS TRANSPORTATION GOALS

Actively participate in planning with other valley communities to establish an integrated public transit system linking Gilbert to other communities and regional facilities when feasible in the future.

Town of Gilbert GENERAL PLAN

Amendments Adopted May 23, 1989

MAYOR

Jim Farley

TOWN COUNCIL

Eldon Hastings, Vice Mayor

Steve Chader

Tim Falconer

Ron Rodriguez

Steve Berman

Debbi Wright

PLANNING AND ZONING COMMISSION

Don Allen

Paul Rogers

Clarke Stephan

Joseph O'Reilly

Chester Pitman

Kenneth Simpkins

Edwin Lamoreaux

TOWN MANAGER

Kent L. Cooper

PLANNING DIRECTOR

W. Scott Anderson

PLANNING STAFF

Glen Van Nimwegen

Curtis Fawley

Debora Schrader

Paula Olson

Maria Cadavid

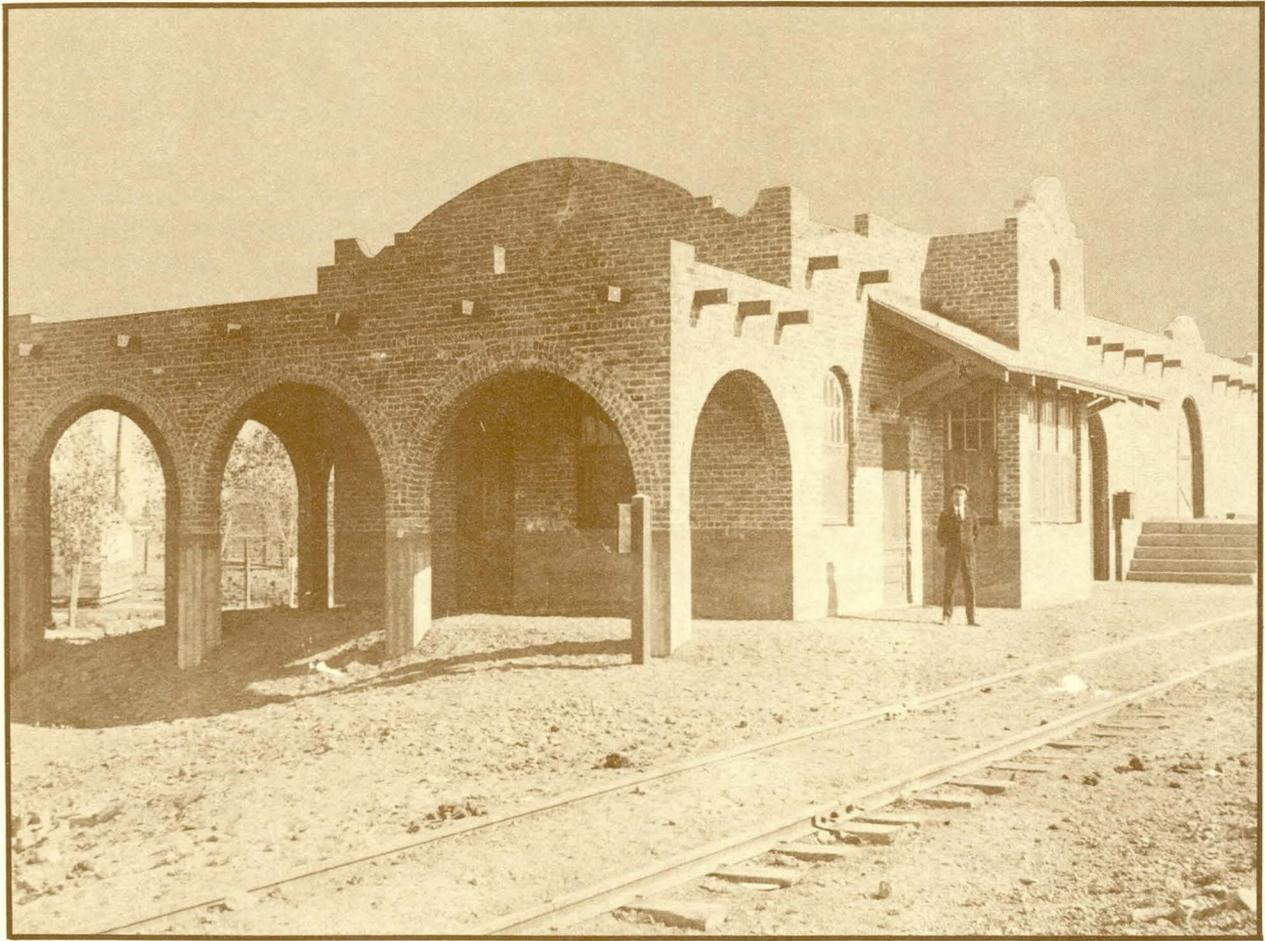
Lori Eparvier

Kia Gearhart

Sue Campbell

TOWN STAFF

George PettitAssistant Manager
Phyllis Alberty..... Town Clerk
Charles Strand Public Works Director
Raymond Patten.....Building Official
Pat CastanedaDirector of Library Services
Maury AhlmanRecreation Director
Fred Dees..... Director of Public Safety
Greg TilqueEconomic Development Director



Gilbert Depot 1905

Photo courtesy of
Gilbert Historical Society