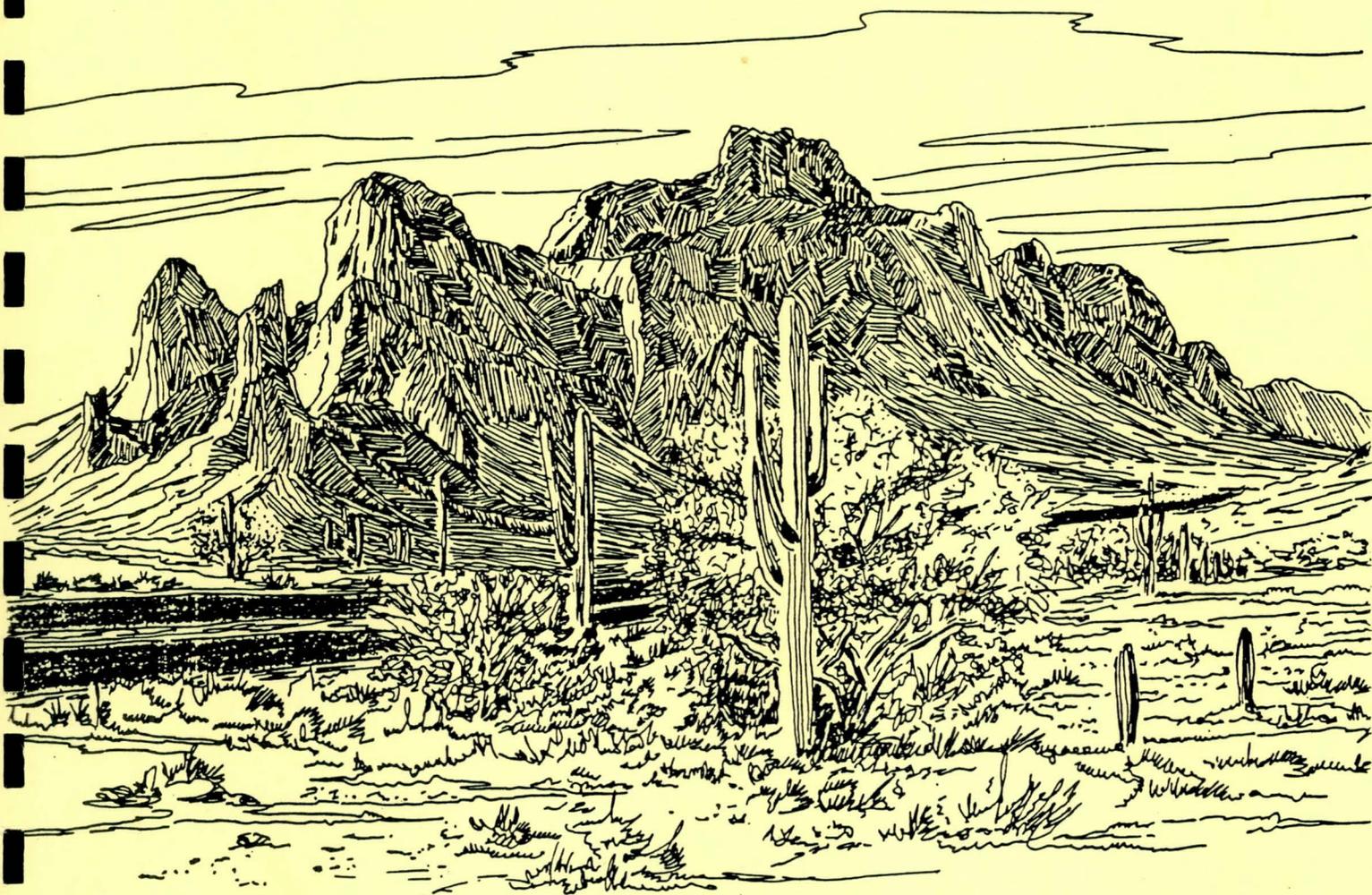


# Wickenburg Highway

## Scenic Corridor



## Development Guide

A901.972

# **WICKENBURG HIGHWAY SCENIC CORRIDOR PLAN**

## **DEVELOPMENT GUIDE**

**PREPARED FOR THE WICKENBURG HIGHWAY SCENIC  
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## Preface

Scenic roadways are important. They provide an escape route for city dwellers in search of unspoiled environments and rural traditions. They tie together our open spaces and parks with graceful ribbons of pavement and provide important links with communities whose economic fortunes are closely tied with tourism revenue. But most important they remind us that "pleasure driving" is not a thing of the past.

Just exactly what constitutes a scenic corridor may be difficult to define because the definition brings into play aesthetic considerations that are difficult to quantify. However, a scenic corridor includes much more than just the roadway pavement, right-of-way area, and adjacent roadside. Its boundaries include the elements that make up outstanding scenic vistas as well as the facilities for enjoying them. The features found within these areas may include streams and wastelands, outstanding desert or mountain views, notable urban scenes, and historic and cultural resources. In areas of flat terrain or on high ground, the corridor may extend for miles in horizon-to-horizon vistas. Narrow valleys, on the other hand, will greatly limit the depth of the scenic corridor.

Maintaining the integrity of a corridor presents particular problems in the face of rapid urban development. Corridor improvement efforts in established areas also pose a significant challenge.

This report, based on extensive research by the Maricopa County Department of Planning and Development staff, and also input from the many agencies involved, provides several guidelines for future development in the corridor. Development Standards in the corridor will be formulated by the Wickenburg Scenic Corridor Committee. This report will then be presented to Maricopa County and other jurisdictions and agencies for adoption.

The adopted development standards, then, will hopefully provide the necessary guidelines and protection needed to maintain the integrity and quality of the Wickenburg Highway Scenic Corridor.

DEVELOPMENT GUIDE

TABLE OF CONTENTS

	PAGE NO.
INTRODUCTION .....	4
Planning Process .....	4
Desired End Result .....	4
Development Implications of the Wickenburg Highway .....	6
DEVELOPMENT GUIDELINES AND STANDARDS .....	7
Goals and Policies .....	7
Land Use Plan .....	13
Traffic Circulation Plan .....	14
Scenic Corridor Overlay Zoning District Regulations .....	16

FIGURES	PAGE NO.
1 Wickenburg Highway Scenic Corridor Land Use Plan .....	25
2 Wickenburg Highway Scenic Corridor Traffic Circulation Plan .....	26
3 Wickenburg Highway Development Typical .....	27
4 Scenic Corridor Overlay Zoning District - Class Boundaries .....	28

## INTRODUCTION

The Wickenburg Highway Scenic Corridor Plan has been divided into two reports. The Technical Report summarizes information on the history, existing conditions, and future trends of the scenic corridor. The Development Guide presents the problems, opportunities and recommended standards for development within the corridor.

The Introduction is presented in the following sections:

Planning Process

Desired End Results

Development Implications of the Wickenburg Highway

### Planning Process

In July of 1989, the Maricopa County Board of Supervisors designated the Wickenburg Highway as a scenic corridor. The Wickenburg Highway Scenic Corridor Committee was then appointed to formulate recommendations for future development in the corridor area. The Committee requested that the Department of Planning and Development complete a study of the scenic corridor and formulate recommendations for development and standards.

The planning process has involved many committee meetings with accompanying public forums. All affected agencies and jurisdictions have been contacted for their input and information. Property owners along the Wickenburg Highway were also mailed notices of committee meetings and agendas.

### Desired End Result

The following is a composite list of "goals" or desired end results formulated by the Wickenburg Highway Scenic Corridor Committee.

Coordination/cooperation and awareness by everyone involved in the corridor, including the following groups:

Town of Surprise	A.T. & S.F. Railroad
Town of Wickenburg	Luke Air Force Base
AZ Dept. of Transportation	Developers
State Land Department	Public Utility Companies
Bureau of Land Management	Maricopa County

A Master Plan for transportation along the Wickenburg Highway addressing the following factors:

Drainage	Fence Policy
Frontage Roads	Access and Visibility
Financial Responsibility	Continuity
Safety	Railroad crossings
Intersections	Four-lane Highway

Standards for new development that is safe and attractive, as well as visually pleasing from the highway.

A Land Use Plan with Policies promoting the following:

- Orderly Development
- Growth Accommodation
- Adequate Transportation and Utilities (water)
- No Down-zoning with negative impact

Address the environmental issues in the scenic corridor including the following:

- Monitor and minimize air, sound and groundwater pollution
- Protect existing natural environment
- Preserve and protect wildlife and habitat

### Development Implications of The Wickenburg Highway

The Wickenburg Scenic Corridor is approximately 34 miles in length. Of that distance, only a few miles of the highway could be considered developed, or urban, at the present time. Rather, urban development has slowly spread outwardly from Phoenix, bringing with it a mass of commercial and industrial uses along the highway. As the urbanization spreads outward into the scenic corridor, it will bring with it the current problems of congestion and aesthetics associated with Grand Avenue in the urban area.

The future of the Wickenburg Highway depends on planning ahead of development. The Wickenburg Highway Scenic Corridor must be planned and design standards established prior to urban development occurring.

## DEVELOPMENT GUIDELINES AND STANDARDS

Establishing higher standards for site planning and design within the Wickenburg Scenic Corridor is critical because these areas have such a profound impact on our perceptions of community character. Development standards that seek to enhance those features that make communities special should not be dismissed as mere window dressing. Improving the appearance of the corridor area can have positive effects that go beyond the superficial face-lift. Attractive and well planned areas along the Wickenburg Highway can prompt visitors to extend their stay or make a return trip; encourage appropriate development or redevelopment; and attract people for the first time.

Development Guidelines and Standards for the Wickenburg Highway Scenic Corridor are presented in the following sections:

- Goals and Policies
- Land Use Plan
- Traffic Circulation Plan
- Scenic Corridor Overlay Zoning District

### Goals and Policies

This section identifies specific goals relative to the scenic preservation and enhancement of the Plan area and establishes policies intended to achieve attainment of the stated goals.

The Goals and Policies section presents a course of action concerning each element of the plan. Effective implementation of the plan is predicated upon identification of specific goals and commitment to their respective policies.

#### A. Slopes and Hillsides

**GOAL:** Allow development within the Corridor area which is compatible to the natural environment and will not lead to its destruction.

**POLICIES:**

- A-1: Approve land uses and development designs which are compatible with scenic hillsides.

- A-2: Require conformance with the Maricopa County Hillside Development Standards for all development on lands with slopes of 15 percent or greater.
- A-3: Restrict direct highway access in hillside areas where excessive cut and fill is required for roadway construction.
- A-4: Require native revegetation of all disturbed slope areas.

B. Hydrology

**GOAL:** Protect and preserve existing water resources.

**GOAL:** Minimize Flood hazards.

**POLICIES:**

- B-1: Encourage the location of land uses which rely on groundwater harvesting to locate in areas that have an adequate water supply.
- B-2: Support the regulation of land uses which are consistent with water conservation efforts mandated in the Arizona 1980 Groundwater Management Act or successor legislation.
- B-3: Allow developments which maximize recharges of groundwater supplies and utilize treated wastewater for water amenities and irrigation.
- B-4: Discourage locating structures which would increase water ponding and sheet flow in areas of extremely flat land and areas susceptible to sheet flow.
- B-5: Support Flood Control District policies and regulations on development within all floodplains of the County.
- B-6: Designate all flood hazard areas to be preserved as Open Space.

C. Vegetation and Wildlife

**GOAL:** Protect and preserve existing habitat areas for native plant and animal species.

**POLICIES:**

- C-1: Encourage the protection of native plant and animal species in the review of applications for land development.
- C-2: Support preservation practices in the Palo Verde-Saguaro Community and encourage the use of replacement vegetation for land developments which disturb that community.
- C-3: Encourage the submittal of sensitively designed developments for the projects proposed in the northeast portion of the Wickenburg Highway Corridor Study area to further the protection of the natural environment.
- C-4: Require the preservation and/or restoration of riparian habitats, such as those that occur along the Hassayampa River.

D. Scenic Qualities

**GOAL:** Protect and preserve scenic quality along the corridor, including views, vistas and natural aesthetics.

**POLICIES:**

- D-1: Support land uses and development designs that are compatible with environmentally sensitive areas i.e., floodplains, hillsides, wildlife habitats.
- D-2: Encourage the preservation of the scenic quality of the Hieroglyphic and other surrounding mountains ranges in the discretionary review of applications for land development and develop other preservation programs and strategies as deemed appropriate.

D-3: Pursue efforts that would minimize strip commercial development along Grand Avenue.

D-4: Place limitations on development along the Wickenburg Highway with regard to height, setbacks, signs and all aspects that would affect scenic quality.

E. Wickenburg Highway

**GOAL:** Establish the Wickenburg Highway as a functional and efficient roadway.

**POLICIES:**

E-1: Support the expansion of the Wickenburg Highway to a four-lane, limited access, divided highway.

E-2: Encourage all intersections to be ninety (90) degrees (right angles) along the Wickenburg Highway.

E-3: Support improvements to the Wickenburg Highway, from the Beardsley Canal to Morristown, according to the typical cross-section as shown in Figure 3, in this report. Specifically these improvements are 1) a four lane roadway; 2) landscaped median; 3) linear park or landscaping on both side of Wickenburg Highway extending to the full width of right-of-way; and 4) access road to provide local circulation except in areas of steep slopes.

E-4: Encourage the Arizona Department of Transportation to limit access to every 1/2 mile for the section of the Wickenburg Highway from Bell Road to the Beardsley Canal.

F. Atchison, Topeka And Santa Fe Railroad

**GOAL:** Cooperate with the A.T. & S.F. Railroad to plan for safe crossings, sufficient buffers and access for developments within the Corridor.

POLICIES:

- F-1: Work with the A.T. & S.F. Railroad to obtain at-grade crossings as necessary.
- F-2: Encourage use of Railroad rights-of-way in establishing a natural area between the railroad and the highway from Bell Road to Morristown.
- F-3: Support the railroads request for necessary buffering along the tracks.

G. Local Roads

**GOAL:** Provide safe and efficient local circulation throughout the corridor area.

POLICIES:

- G-1: Dedicate and improve section line roadways as necessary to provide improved legal access to developing areas.
- G-2: Utilize frontage roads or other alternatives along the Wickenburg Highway in appropriate areas to serve as collector streets between arterial intersections.

H. Land Use

**GOAL:** Allow more intense development to locate in or near the unincorporated areas of Sun City West, Wittmann, Circle City, Morristown and Wickenburg.

**GOAL:** Promote development along the Corridor that is orderly, efficient and functional.

**GOAL:** Allow high quality residential, commercial, and industrial land developments that are compatible with adjacent land use.

POLICIES:

- H-1: Encourage urban development where sufficient public services are available.
- H-2: Encourage commercial development to be limited to major intersections.
- H-3: Preserve the scenic vistas of the Wickenburg Highway Corridor through the creation of transfer of development rights and incentive programs.
- H-4: Promote measures to develop an image and character for the Wickenburg Highway Corridor.
- H-5: Encourage the compatibility of future development with existing development.
- H-6: Require the preservation of existing hiking and riding trails and encourage the development of additional trails to enhance the system.
- H-7: Encourage the use of "planned developments" for suburban/urban development projects which emphasize open space and clustered housing.
- H-8: Minimize the negative impact of some industrial and commercial uses by providing screening and setbacks.
- H-9: Encourage urban development to locate near existing urban areas to minimize urban/rural land use conflicts.

I. Zoning

**GOAL:** Create through the adoption and administration of appropriate zoning regulations an orderly, efficient and visually sensitive development of the Wickenburg Highway Scenic Corridor Area.

POLICIES:

- I-1: Adopt the proposed Scenic Corridor Overlay Zoning District.
- I-2: Remove or relocate through voluntary transfers, existing strip commercial zoning where feasible to encourage commercial development at appropriate locations along the Corridor.
- I-3: Approve zoning changes only when consistent with the Scenic Corridor Land Use Plan.
- I-4: Encourage commitment to vigorous enforcement of regulations and strict adherence to adopted Land Use Plans and policies.

J. Historical Sites

GOAL: Protect the Corridor's historical and archaeological resources.

POLICIES:

- J-1: Require an archaeological survey of all proposed development sites which are deemed to have possible archaeological significance by the State Historical Preservation Officer.
- J-2: Encourage the restoration and preservation of significant historical sites and buildings within the corridor.

Land Use Plan

The Wickenburg Highway Scenic Corridor Land Use Plan (Figure 1) encourages new development which will add quality to the scenic environment of the Corridor. The following is a description of each of the proposed designations which show the intensity of development through the year 2010.

Major Activity Center

Locations of primary industrial and commercial development in the scenic corridor.

### Minor Activity Center

Locations of retail commercial centers for neighborhood and local area services. Some industrial or employment related development is suitable on a small scale.

### Urban Area

Area along the corridor best suited for urban development through the year 2010. Urban development will require paved roads, sufficient utilities (water, sewer) and public services such as schools, fire protection, etc.

### Rural Area South

Area to remain rural through the year 2010. Urban uses may be suitable if sufficient public services are available.

### Rural Area North

Area to remain rural through the year 2010. Urban uses may be suitable if sufficient public services are available. Most of the area has limitations for development (flooding, steep slopes) which may impose severe constraints on any development.

### Traffic Circulation Plan

Traffic circulation is a vital function of land use planning and plays a key role in scenic corridor preservation. Figure 2 presents the traffic circulation plan for the Wickenburg Scenic Corridor. Figure 3 is an illustrative drawing of cross-section typicals for the Wickenburg Highway.

### Wickenburg Highway

The purpose of the traffic circulation plan for the Wickenburg Highway is to encourage a highway design that will compliment the scenic qualities and also provide for an efficient and safe highway.

The Plan has two main objectives; First, to improve remaining portions of the Wickenburg Highway to a four-lane limited access highway. Second, to provide limitations on access and roadside development which will allow safe and efficient traffic movement and provide a more aesthetic appearance for the Wickenburg Highway.

Access points are to be limited to every 1/2 mile, as will median breaks. Major intersections are proposed to occur every two to three miles as demand and physical features permit.

A frontage road is proposed along the west side of the Wickenburg Highway in the areas of level terrain where access to the highway is not provided by an alternate circulation plan. Traffic circulation on the east side of the highway will be internal and have access points as now exists or the railroad permits in the future. In areas of mountainous terrain, access points are to be minimized to reduce cuts in the existing slopes and improve traffic safety. Access points will be regulated according to the standards given in the proposed Scenic Corridor Overlay Zoning District.

#### Local Roads

Those local roadways that will provide the majority of access to the Wickenburg Highway are as follows:

- 163rd Avenue
- Crozier Road/211th Avenue
- Dove Valley Road
- Jomax Road

Other County and local roadways will be developed when justified by demand. Additional access points and intersections with the Wickenburg Highway will be developed along section line and mid-section line alignments, continuing as much as possible the grid pattern existing in the urbanized area.

Local roads north of Morristown will be minimized to preserve the natural features of the area.

## Scenic Overlay Zoning District Regulations

The Scenic Corridor Overlay Zoning District encompasses lands within two miles of the edge of the right-of-way of both sides of the Wickenburg Highway (U.S. Highway 60-89) extending from Bell Road (Surprise) to the Town of Wickenburg.

### Purpose

1. To maintain the scenic beauty that now exists along the Wickenburg Highway.
2. To encourage orderly and sensitive development within the scenic corridor.
3. To encourage safe and efficient traffic flow along the Wickenburg Highway.
4. To encourage and improve the economic, social and physical living environment for the residents within the scenic corridor.

### General Application

1. Persons with property divided by the scenic corridor boundary or intensity levels (Class 1-4) are required to comply with the district standards only for that segment of the property within the boundary according to Section 2315, Article XXIII, of the Maricopa County Zoning Ordinance.
2. When standards and requirements differ between the scenic corridor overlay zoning district and the existing zoning district classification, the more restrictive regulation shall apply.
3. All new development shall be required to conform with the scenic corridor overlay zoning district regulations. Existing uses shall be governed as provided by Article XXV, Non-Conforming Uses, of the Maricopa County Zoning Ordinance.
4. The Board of Adjustment, according to Article XXVII of the Maricopa County Zoning Ordinance, shall have the power to allow variance from the standards and regulations contained herein. In granting any variance it must be shown where, by reason of any peculiar situation, surrounding or

conditions of a specific property, or by reason of particular narrowness, shallowness or shape of a specific lot of record, or by reason of unusual topographical conditions, the strict application of any regulation of this Ordinance would result in practical difficulties or unnecessary hardship upon the owner of such property, provided such relief can be granted without substantially impairing the purpose of this Ordinance.

5. The Wickenburg Scenic Overlay Zoning District has been divided into four intensity levels according to location and physical features of the scenic corridor. These are as follows:

Class 1 - 1/4 mile to 2 miles from Wickenburg Highway Right-of-way.

Class 2 - 300 feet to 1/4 mile from Wickenburg Highway Right-of-way.

Class 3 - 0 to 300 feet from Wickenburg Highway Right-of-way; from Rocking Hills Drive alignment (Morristown) north to the Town of Wickenburg.

Class 4 - 0 to 300 feet from Wickenburg Highway Right-of-way; from Rocking Hills Drive alignment south to Bell Road (Surprise).

6. Uses allowed within the scenic corridor are those uses allowed per the Maricopa County Zoning Ordinance. However, because of the amount and proliferation of existing commercial zoning, additional commercial zoning that is not located within an activity center, along major arterial streets or within an approved Development Master Plan, will be discouraged. To accommodate needed commercial uses, transfer of commercial zoning within the scenic corridor is allowed. Commercial Zoning may be changed to another commercial classification of equal or less intensity (where C-O is the least intense and C-3 is the most intense). To encourage commercial development in the appropriate areas, bonus ratios will be allowed in certain circumstances. Ratios vary according to class designation as follows:

TRANSFER OF COMMERCIAL ZONING

BONUS RATIO\*

Class 3 to Class 1 or 2 (Arterial Intersections)	2
Class 3 to Class 4 (Activity Centers)	2
Class 4 to Class 1 or 2 (Arterial Intersections)	2
Class 4 (Non-activity Center) to Class 4 (Activity Centers)	1.5

\*Ten acres of C-2 Zoning in Class 3 could be used to designate 20 acres of C-2 Zoning (or C-1, C-0, C-S) in Classes 1, 2 or 4 at arterial intersection or activity centers.

Standards

The following standards apply in each intensity level Class category:

CLASS 1

1. Land Use Plan - Rezoning shall be consistent with the Scenic Corridor Plan (Goals and Policies and Land Use Plan).
2. P.D. Overlay - Rezoning shall comply with the procedural requirements of the Planned Development (PD) Overlay Zoning District. When considering the P.D. Overlay Zoning, the Planning Commission may include reasonable requirements as deemed necessary to promote the purpose of the Scenic Corridor.

## CLASS 2

1. Land Use Plan - Rezoning shall be consistent with the Scenic Corridor Plan (Goals and Policies and Land Use Plan).
2. P.D. Overlay - Rezoning shall comply with the procedural requirements of the Planned Development (PD) Overlay Zoning District. When considering the P.D. Overlay Zoning, the Planning Commission may include reasonable requirements as deemed necessary to promote the purpose of the Scenic Corridor.
3. Building Height - Building heights for new development shall be limited to 33 feet above grade.

## CLASS 3

1. Land Use Plan - Rezoning shall be consistent with the Scenic Corridor Plan (Goals and Policies and Land Use Plan).
2. P.D. Overlay - Rezoning shall comply with the procedural requirements of the Planned Development (PD) Overlay Zoning District. When considering the P.D. Overlay Zoning, the Planning Commission may include reasonable requirements as deemed necessary to promote the purpose of the Scenic Corridor.
3. Building Height - Building heights for new development shall be limited to 33 feet above grade.
4. Screening - All non-residential uses shall comply with the following provisions in regard to screening:
  - a) Outdoor storage of all items except display goods shall be located to the rear of the principal building, and screened with a solid fence.
  - b) Loading areas shall be screened and located to the rear of structures.
  - c) All parking areas shall be screened from the Wickenburg highway.
  - d) Natural drought tolerant landscaping shall be placed in front of any wall facing the Wickenburg Highway.

5. Signs - All new signs (as defined in the Zoning Ordinance for Maricopa County) shall conform to the following regulations:
- a) All signs shall be kept to a minimum size and height required for reasonable exposure of said signs.
  - b) Advertising and directional signs will be encouraged to be placed along the Wickenburg Highway on Arizona Department of Transportation Highway "logo" signs.
  - c) A maximum of one freestanding sign shall be allowed for each lot.
  - d) All signs shall be made of or appear to be made of natural materials.
  - e) All signs shall not use more than three (3) different colors. One color must match the principal building color.
  - f) Off-site advertising signs shall be prohibited.
6. Architecture - All non-residential uses shall meet the following architectural standards:
- a) A minimum of 80 percent of surface material, excluding doors and windows, shall be made to appear as if natural materials were used in construction. The use of reflective glass shall be prohibited.
  - b) All accessory structures and improvements must be similar in style and appearance to the architecture of the principal building.
7. Access - The number of access points to the Wickenburg Highway shall be minimized. A minimum separation of one-half (1/2) mile between access points on either side of the highway is required unless otherwise approved by the Board of Supervisors after finding that no alternative is available. Common access points will be encouraged for all new development. All intersections of local roads shall be at ninety (90) degrees (right angle) with the Wickenburg Highway.

8. Slope - Development on steep slopes within Class 3 shall be regulated by the following provisions:

- a) Maricopa County Zoning Ordinance, Article XXII, Hillside Development Standards, shall apply to all development on slopes greater than fifteen percent (15%).
- b) The existing natural slope of property for all new development shall be maintained according to the following schedule:

Slope Gradient	Percentage of property to keep existing natural Slope
0 to 5%	25%
5 to 15%	60%
15 to 25%	80%
25% +	90%

- c) No cuts, fills or grading for development shall be made prior to final approval of a Precise Plan of Development by Maricopa County.

9. Landscape Setback - All structures, parking areas, and other improvements, except driveways and free-standing signs, shall be setback a minimum of twenty-five (25) feet from the ultimate right-of-way line of the Wickenburg Highway (U.S. 60-89). For lots less than 250 feet in depth, the minimum setback shall be ten percent (10%) of lot depth except that the minimum setback shall not be less than that required by the underlying zoning district. Existing natural vegetation within the required landscape setback shall be preserved. Additional natural desert vegetation shall be provided if there is insufficient existing vegetation.

10. Noise Abatement - Residential uses adjacent to the Wickenburg Highway or the Santa Fe Railroad shall include noise abatement improvements when warranted.

#### CLASS 4

1. Land Use Plan - Rezoning shall be consistent with the Scenic Corridor Plan (Goals and Policies and Land Use Plan).
2. P.D. Overlay - Rezoning shall comply with the procedural requirements of the Planned Development (PD) Overlay Zoning District. When considering the P.D. Overlay Zoning, the Planning Commission may include reasonable requirements as deemed necessary to promote the purpose of the Scenic Corridor.
3. Building Height - Building heights for new development shall be limited to 33 feet above grade.
4. Screening - All non-residential uses shall comply with the following provisions in regard to screening:
  - a) Outdoor storage of all items except display goods shall be located to the rear of the principal building, and screened with a solid fence.
  - b) Loading areas shall be screened and located to the rear of structures.
  - c) All parking areas are to be screened from the Wickenburg highway.
  - d) Natural drought tolerant landscaping shall be placed in front of any wall facing the Wickenburg Highway.
5. Signs - All new signs (as defined in the Zoning Ordinance for Maricopa County) shall conform to the following regulations:
  - a) All signs shall be kept to a minimum size and height required for reasonable exposure of said signs.
  - b) Advertising and directional signs will be encouraged to be placed along the Wickenburg Highway on Arizona Department of Transportation Highway "logo" signs.

- c) All signs shall not use more than three (3) different colors. One color must match the principal building color.
- d) All signs shall be made of, or appear to be made of, natural materials.
- e) Off-site advertising signs shall be prohibited.

6. Architecture - All non-residential uses shall meet the following architectural standards:

- a) A minimum of 80 percent of surface material, excluding doors and windows shall be made to appear as if natural materials were used in construction. The use of reflective glass shall be prohibited.
- b) All accessory structures and improvements must be similar in style and appearance to the architecture of the principal building.

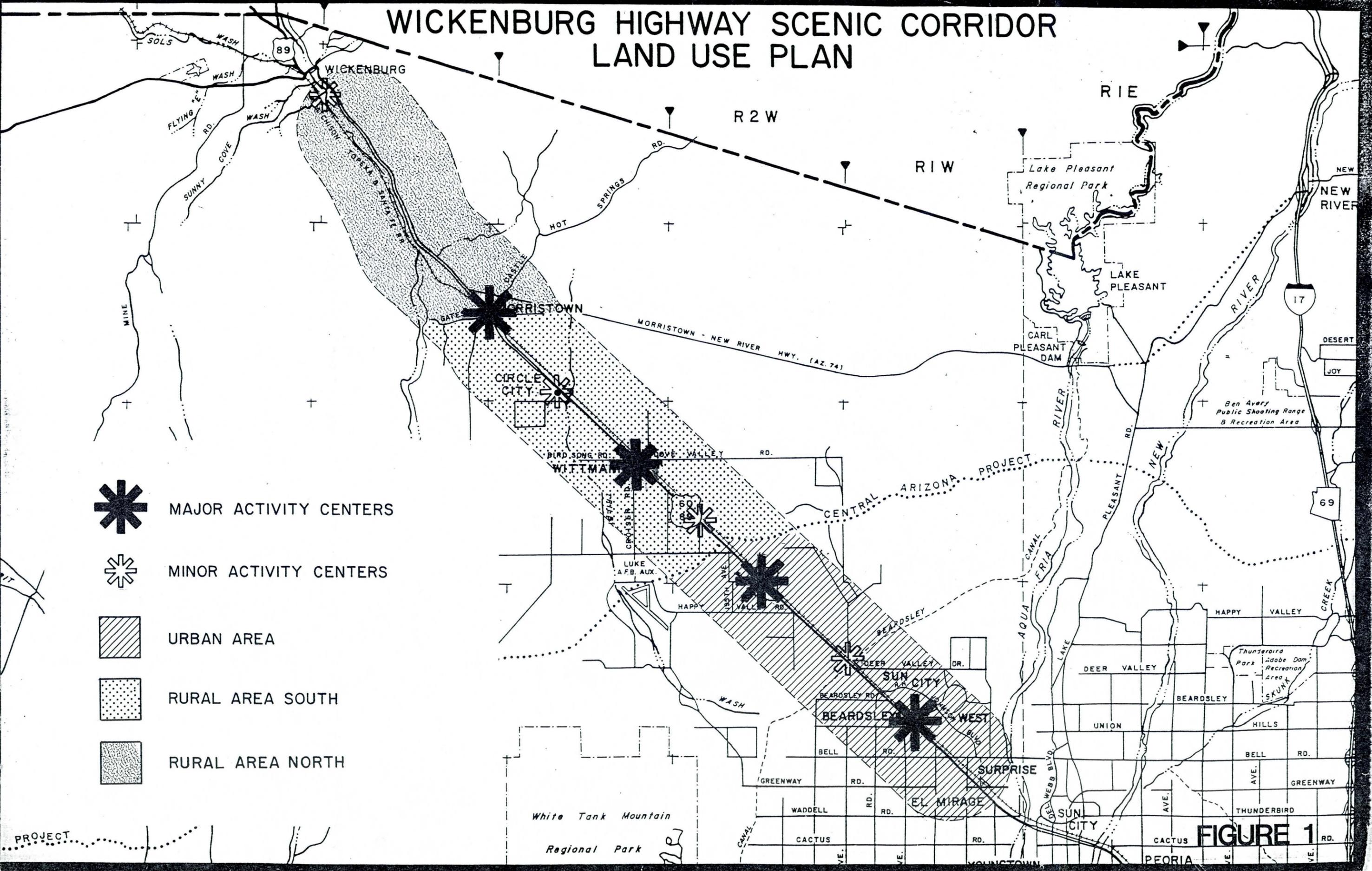
7. Access - Direct access to the Wickenburg highway from adjacent property shall be prohibited, except existing development will be allowed temporary access until an alternative method of access is in place. The following access controls shall be implemented as funding becomes available and/or development is approved.

- a) Access points shall be limited to one-half (1/2) mile along the Wickenburg Highway.
- b) All intersections of local roads shall be at ninety degrees (right angles) with the Wickenburg Highway.
- c) An alternate internal circulation plan which uses existing access points at railroad crossings, shall be developed for that area east of the Wickenburg Highway.
- d) A frontage road and/or an alternate internal circulation plan shall be developed for those areas west of the Wickenburg Highway which are undeveloped and have parcels of sufficient size to accommodate an internal traffic design.
- e) Where property adjacent to the Wickenburg Highway (to the west) is developed or there are small parcels for which an alternate method of access cannot be developed, a frontage road shall be constructed on or

within Arizona Department of Transportation right-of-way, where possible and necessary.

- f) Improvements, and right-of-way dedications when necessary, for access including frontage roads, signalization and intersections shall be the responsibility of new development.
8. Landscape Setback - All structures, parking areas, and other improvements, except driveways and free-standing signs, shall be setback a minimum of twenty-five (25) feet from the ultimate right-of-way line of the Wickenburg Highway (U.S. 60-89). For lots less than 250 feet in depth, the minimum setback shall be ten percent (10%) of lot depth except that the minimum setback shall not be less than that required by the underlying zoning district. Existing natural vegetation within the required landscape setback shall be preserved. Additional natural desert vegetation shall be provided if there is insufficient existing vegetation.
  9. Noise Abatement - Residential uses adjacent to the Wickenburg Highway or the Santa Fe Railroad shall include noise abatement improvements when warranted.
  10. If additional right-of-way acquisition is needed, the Railroad will be considered as a viable option.

# WICKENBURG HIGHWAY SCENIC CORRIDOR LAND USE PLAN



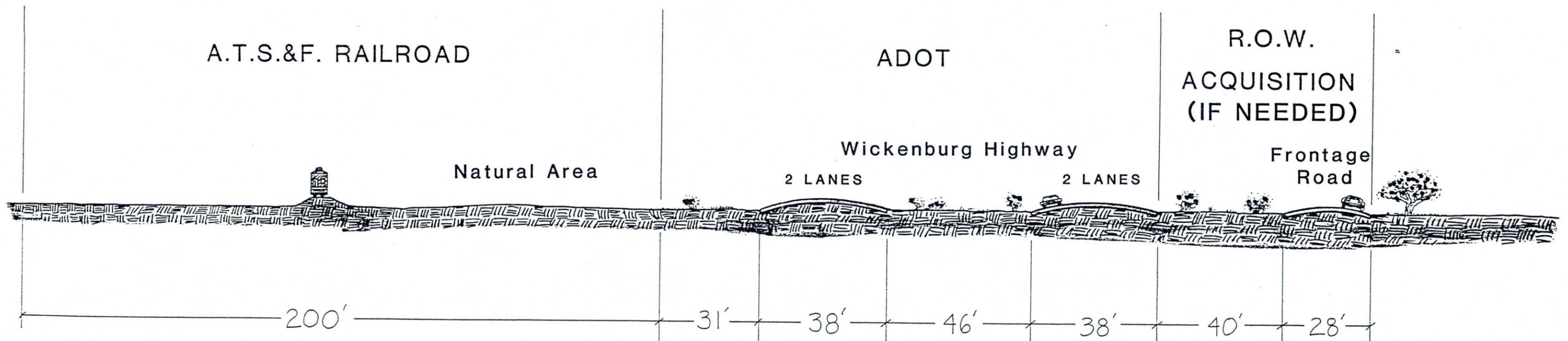
-  MAJOR ACTIVITY CENTERS
-  MINOR ACTIVITY CENTERS
-  URBAN AREA
-  RURAL AREA SOUTH
-  RURAL AREA NORTH

**FIGURE 1**



# Wickenburg Highway

**DEVELOPMENT TYPICAL  
ILLUSTRATED GENERAL DESIGN ONLY  
INDIVIDUAL SECTIONS OF HIGHWAY MAY VARY**



**NOTE: ACCESS POINTS LIMITED TO EVERY 1/2 MILE.  
ALTERNATIVES TO FRONTAGE ROAD ENCOURAGED.  
(SUCH AS INTERIOR CIRCULATION PLAN)**

**FIGURE 3**

# SCENIC CORRIDOR OVERLAY

## Class Boundaries

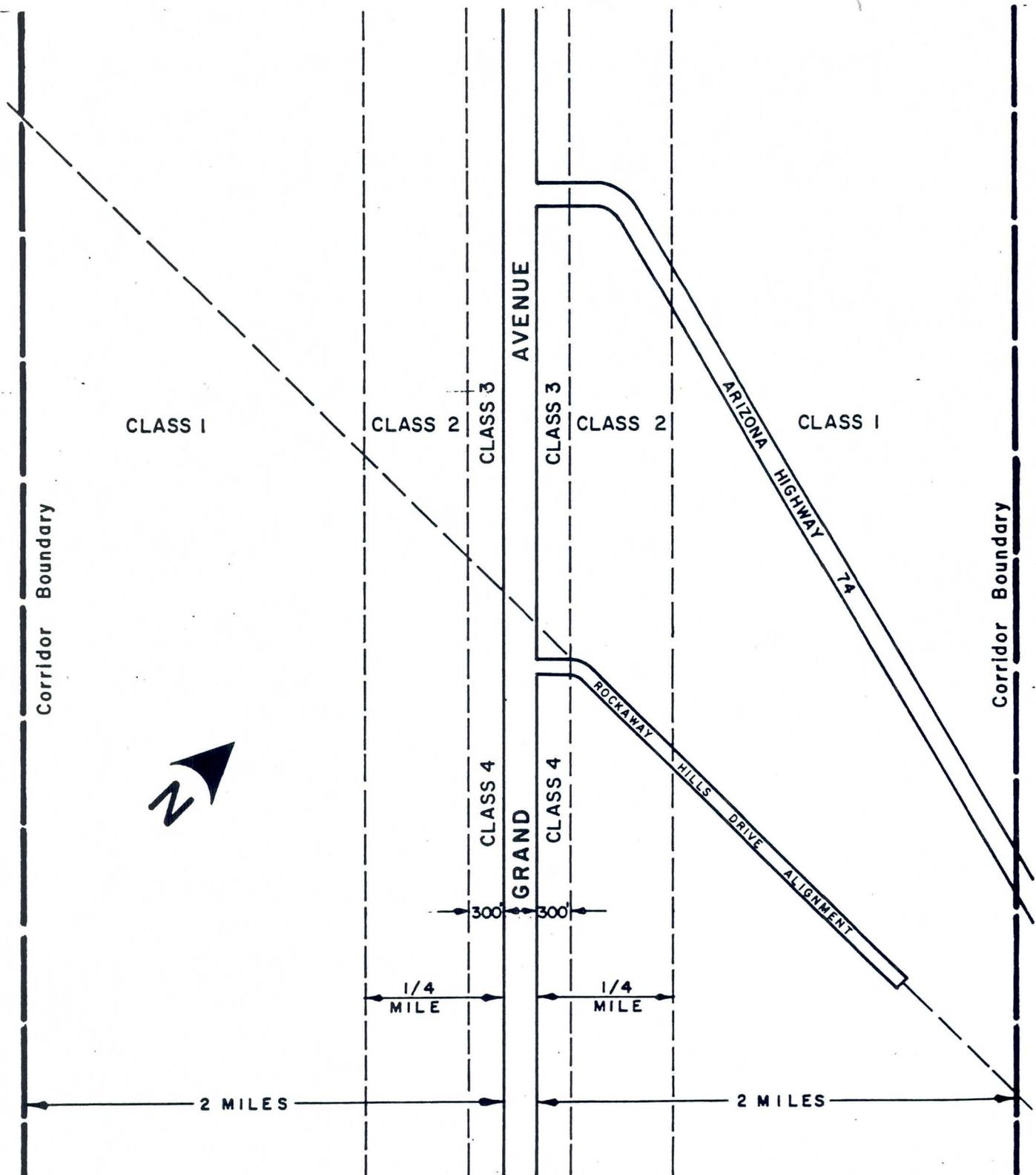


FIGURE 4