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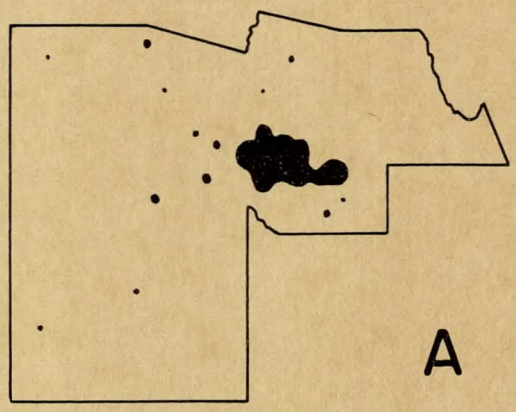

A REPORT UPON

FUTURE GENERAL LAND USE

FOR MARICOPA COUNTY, ARIZONA

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A REPORT UPON

FUTURE GENERAL LAND USE

FOR MARICOPA COUNTY, ARIZONA

Part Three of the Comprehensive Plan

By

THE MARICOPA COUNTY PLANNING AND ZONING DEPARTMENT

1967

Price: Five Dollars

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PREFACE

This report upon future general land use in Maricopa County is Part III of a series of reports that comprise the Comprehensive Plan for Maricopa County. The report is primarily concerned with the extent of physical urbanization in Maricopa County that can be expected by the year 1980 and the geographical relationship of urbanized areas to other land areas in Maricopa County. It is hoped that this report will be of interest to the general public and of use to the various public and private agencies engaged in planning activities.

It is not within the scope of this report to provide a detailed general land use plan for Maricopa County. Because Maricopa County contains such a vast land area, 9,226 square miles, it would not be practicable to attempt to prepare a detailed land use plan for all of Maricopa County that would be comparable to the detailed planning possible for cities and towns and certain other areas that are suitable and appropriate for urban development.

The County and the various cities and towns have, or are currently engaged in the preparation of detailed plans for various parts of the County. This report contains the discussion of the extent and status of planning for the various geographical areas of Maricopa County. It also contains a discussion of the various plans being undertaken by other agencies such as the Maricopa County Flood Control District, Valley Area Traffic and Transportation Study (VATTS), and the Maricopa County Health Department. The latter portion of this report deals with planning administration with emphasis upon planning functions and responsibilities.

This report is related to other reports of the Comprehensive County Plan series: Part I of the Comprehensive Plan discussed history, economic and physical features; Part II discussed the population, community growth, and existing land use. This report is related also to other separately bound studies: "Present and Future Water Use and Its Effect on Planning in Maricopa County", prepared by Dr. Heinrich J. Thiele, Consulting Hydrologist, in 1965; "Report Upon the Land Area Required for Future Urban Uses in Maricopa County", prepared by the County Planning and Zoning Department in 1966; "Economy of Maricopa County 1965 to 1980", by Western Management Consultants, in 1965. In addition to the foregoing, this report makes reference to separately bound reports upon

population growth and land use of the Phoenix Urban area prepared by the Maricopa County and Phoenix Advance Planning Task Force in 1959 and the "Major Street and Highway Plan of Maricopa County", prepared by Wilbur Smith and Associates in 1960, which plan was subsequently adopted by Maricopa County and various cities and towns therein.

County planning jurisdiction (e.g. zoning and subdivision control) is limited to the unincorporated areas of Maricopa County. Advisory consulting services of the County Planning and Zoning Department have been made available to various cities and towns as authorized by statutory authority. Insofar as feasible, the County Planning and Zoning Department endeavors to serve as a source of area-wide information and as a coordinating agency between adjoining jurisdictions particularly where unincorporated territory is involved. This is a significant and important objective since the cities and towns grow by annexation of adjoining territory, much of which is usually developed under County jurisdiction before annexation.

The following chapters of this report discuss population trends, existing land use, future general land use, planning study areas, other area studies completed, underway or needed, and planning administration.

Donald W. Hutton
Director

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CHAPTER I

SUMMARY OF MAJOR FINDINGS

A listing of major findings is as follows:

1. Population Growth

From 1900 to 1960 the total population in Arizona increased from 122,931 persons in 1900 to 1,302,361 in 1960. During this same period, Maricopa County increased its population from 20,457 persons in 1900 to 663,510 in 1960. Population has been increasing at a greater rate in Maricopa County than in the State as a whole.

2. Present and Future Urban Land Area

The total land area occupied by urban uses in Maricopa County is expected to increase from 160 square miles in 1964 to 451 square miles in 1980. Most of this urban growth is projected for the Phoenix Urban Area, which is expected to increase from 151 square miles in 1964 to 398 square miles in 1980. (The aforementioned figures should not be confused with incorporated land area.)

3. Land Use Patterns

In general, present patterns of land use will largely determine future patterns except for large-scale development where large land areas are under unified ownership, control or guidance (e.g. Litchfield Park, Sun City and Carefree). Also, certain areas that have been bypassed by previous development will be gradually utilized.

4. Trends in Agricultural Land Use

Within the central portion of Maricopa County there has been a constant absorption of agricultural land by urban development. Increasing land value near the Phoenix Urban Area has contributed to the continuing use and development of agricultural land in the western portion of Maricopa County. More acreage will probably be developed for

agriculture in western Maricopa County as agricultural land is converted to urban use in the Phoenix Urban Area. However, the total land area presently used for agriculture in Maricopa County is expected to decline from an estimated 860 square miles in 1964 to approximately 707 square miles in 1980 as a result of urban development of lands presently used predominantly for agriculture. Even with the declining acreage, however, agriculture will continue as an important source of income in Maricopa County.

5. Major Public Land Areas

Major public open spaces in Maricopa County comprise 2,425 square miles which represent 26.3 percent of the total area in Maricopa County. This includes Tonto National Forest, lands in the County Regional Park System, large parks in the Phoenix Park System, lands reserved for military installations and airports.

The Tonto National Forest includes 1,082 square miles of area in Maricopa County. It has many lakes, wilderness and scenic areas. At various locations, facilities are available for boating, fishing and camping.

6. Maricopa County Regional Park System

The Maricopa County Regional Park System, containing more than 93,000 acres of County owned or leased land, presently includes four regional and five semi-regional parks. Plans for the development of regional parks include scenic drives, picnic and camping areas, hiking and riding trails, interpretive centers and botanical exhibits. The semi-regional parks will contain development such as play fields, golf courses, tennis courts and swimming pools.

7. Large Parks

The large parks in the Phoenix Park System are Encanto Park (219 acres), Papago Park and Botanical Gardens (1,176 acres), South Mountain Park (14,817 acres), Squaw Peak Park (546 acres) and North Mountain Park (275 acres). Encanto and Papago Parks are developed and used intensively. South Mountain, Squaw Peak and North Mountain Parks are desert mountain parks with facilities such as scenic drives, picnic and camping areas, and hiking and riding trails.

8. Military Installations

Military reservations in Maricopa County comprise 1,223 square miles.

9. Airports

As of May 1967, there were 38 airports in Maricopa County. Of this number, nine are listed in the 1966-67 "National Airport Plan."

10. Indian Reservations

There are five Indian reservations in Maricopa County: Salt River, Fort McDowell, Gila River, Gila Bend and Papago. These reservations comprise 415 square miles of land. Certain portions of the Salt River, Fort McDowell and Gila River Indian Reservations are potentially suitable and appropriate for urban development because of their geographical locations.

11. Flood Conditions

The drainage channels and their adjoining flood plains are subject to periodic flooding. The major flood problem areas are located in or near the urbanized areas. Flood damage can be reduced through corrective and preventive measures. Corrective measures include construction of dams and channel improvements. Preventive measures are primarily flood plain management methods. Consideration should be given to both in order to reduce the hazard, damage and cost of periodic flooding.

12. Major Streets and Highways

The Adopted Major Street and Highway Plan for the Phoenix Urban Area and Maricopa County, prepared by Wilbur Smith and Associates in 1960, is a system of major streets and highways designed to provide adequate service to the major traffic desires throughout the County to the year 1980. Since 1960, there have been certain changes made in the Adopted Major Street and Highway Plan. Currently, the Valley Area Traffic and Transportation Study (VATTS) is reviewing the Adopted Major Street and Highway Plan. Unforeseen developments and new needs may warrant further revision of the present system and subsequent changes thereof.

13. Hiking and Riding Trails

The Board of Supervisors in 1964 adopted a comprehensive plan for a system of hiking and riding trails. Sun Circle Trail is the main focal point of the trail system. This trail contains approximately 140 miles. The primary trails connect all the urban areas of the County to the Sun Circle Trail and include approximately 380 miles. The secondary trails connect the Sun Circle Trail and primary trails to parks in the County Regional Park System and add approximately 200 more miles to the system. The overall trail system provides for 720 miles of hiking and riding trails.

14. Planning Studies

There are several comprehensive planning studies or programs completed or in progress for various planning study areas within Maricopa County and several other possible future study areas. The existing study areas include 13 of the 18 incorporated cities and towns in Maricopa County. Each of these cities and towns have comprehensive planning studies or programs for their defined area of study. In addition, planning studies have been made for Sun City, by Del E. Webb Corporation; Litchfield Park, by Victor Gruen & Associates; and the Desert Foothills area of Cave Creek and Carefree, by various public and private agencies. Also, planning studies have been made or are currently being made by various public and private agencies for the Gila River and Salt River Indian Reservations. Possible future study areas suggested in this report include Aguila and vicinity, Buckhorn and vicinity, Cashion-Tolleson and vicinity, Goodyear and vicinity, New River and vicinity, North Paradise Valley, Peoria and vicinity, and West Chandler and vicinity.

In addition to plans and reports prepared by the Maricopa County Planning and Zoning Department and other planning agencies, there are several other area studies completed or underway as follows: "The Maricopa County Regional Park System Plan," prepared by Sam L. Huddleston & Associates; a comprehensive flood control program to establish flood control improvements, prepared by the Maricopa County Flood Control District; a series of reports being prepared by the U.S. Army Corps of Engineers to provide information about flood hazards in flood plains along several streams in the County; and traffic studies and highway planning begun under the direction of the Phoenix-Maricopa County Traffic Coordinating Committee and now continuing under the Valley Area Traffic and Transportation Study (VATTS).

The Maricopa County Health Department is engaged in the preparation and establishment of a solid waste disposal plan to serve the entire County and has underway the effectuation of a master plan for a unified sewer disposal system. It has also undertaken studies pertaining to the problem and control of air pollution.

A metropolitan or area-wide approach is indicated in this report for the possible future study of the following: transportation (mass transit, rail and air), schools and parks, and other recreational facilities.

15. Authority for Planning and Zoning

Authority for county planning and zoning and for the cities and towns to adopt zoning regulations is derived from the Arizona Revised Statutes. Chapter VII of this report contains a detailed discussion of existing legislation, deficiencies and needs.

TABLE 1

POPULATION TRENDS FOR ARIZONA AND MARICOPA COUNTY[1]

Year	State of Arizona			Maricopa County		
	Total Population	Total Urban Population	Percent Urban	Total Population	Total Urban Population	Percent Urban
1900	122,931	19,495	15.9	20,457	7,851	38.4
1910	204,354	63,260	31.0	34,488	17,016	49.3
1920	334,162	120,788	36.1	89,576	45,170	50.4
1930	435,573	149,856	34.4	150,970	69,798	46.2
1940	499,261	173,981	34.8	186,193	92,756	49.8
1950	749,587	273,794	36.5	331,770	160,885	48.5
1960	1,302,161	970,616	74.5	663,510	574,204	86.5
1965	1,684,000	1,161,960	69.0	877,619	738,078	84.1
1970	2,118,000	1,556,730	73.5	1,226,000	1,005,320	82.0
1975	2,493,000	1,944,540	78.0	1,501,000	1,290,860	86.0
1980	2,929,000	2,407,638	82.2	1,831,000	1,638,745	89.5
1985	3,440,000	2,975,600	86.5	2,229,000	2,077,428	93.2

(1) Source: "A Report upon the Land Area Required for Future Urban Uses in Maricopa County, Arizona."

CHAPTER II

POPULATION TRENDS

This chapter contains a brief resume' of population trends to indicate the magnitude of past and projected population growth in Maricopa County. The distribution and density of present and future population by geographical area is not dealt with herein as such studies are part of the detailed planning for various cities, towns and other urban areas.

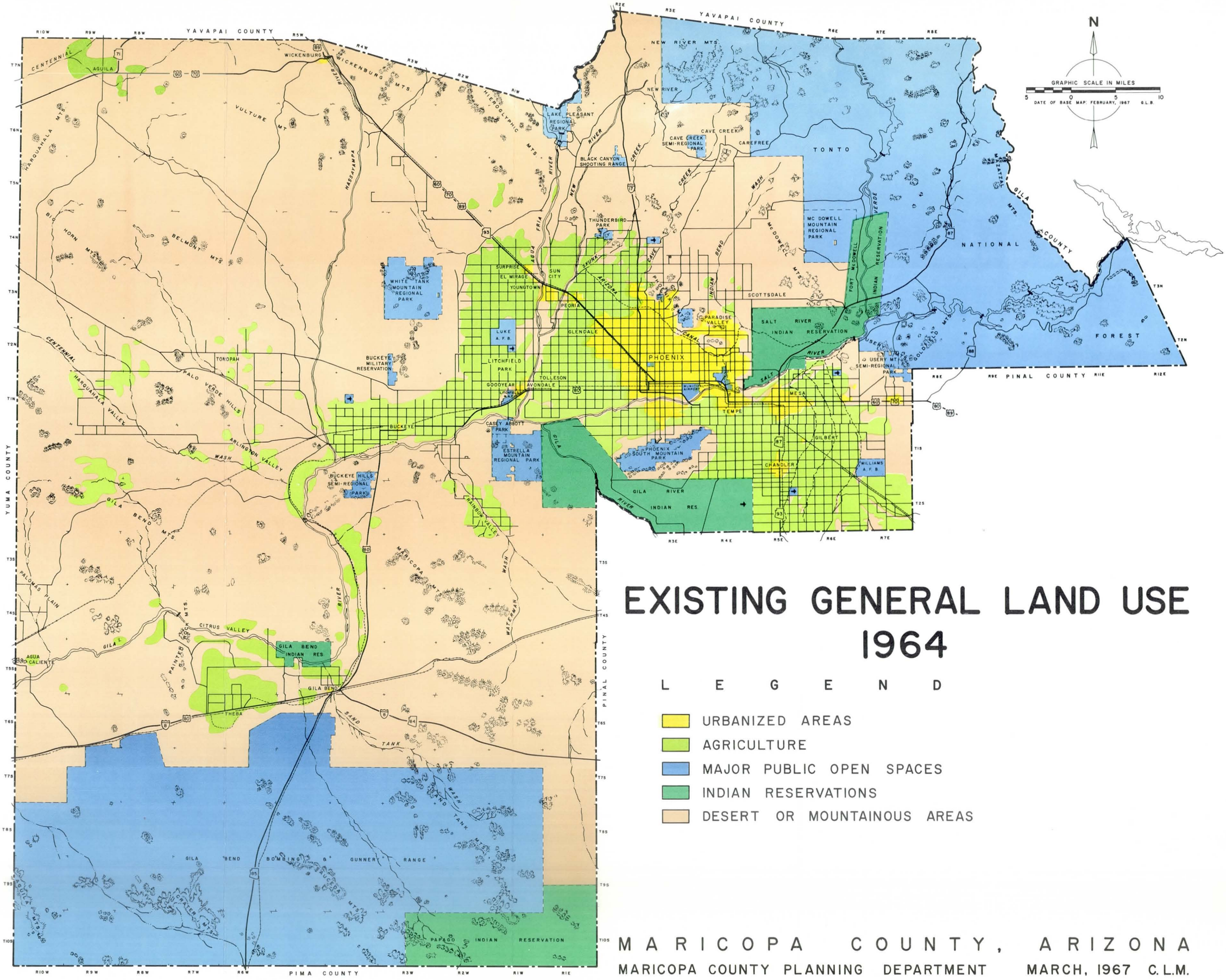
Table 1 shows population trends for Arizona and Maricopa County from 1900 to 1985. These trends are in terms of total population, total urban population, and percentage of total population represented by urban population.

From 1900 to 1960 the total population in Arizona increased nearly eleven times from 122,931 in 1900 to 1,302,161 in 1960. During this same period Maricopa County increased its population nearly thirty-three times from 20,457 in 1900 to 663,510 in 1960. Population has been increasing at a greater rate in Maricopa County than in the State as a whole.

The population of Maricopa County is expected to increase to 1,226,000 persons in 1970 and to 1,831,000 persons in 1980. An economic analysis for Maricopa County prepared in 1965 by Western Management Consultants estimated that the population of Maricopa County would reach 1,100,000 by 1970 and 1,620,000 by 1980. For purposes of County planning the higher estimates are used as they are preferable for purposes of physical planning; the methodology used is discussed in detail in Part II of "A Part of the Comprehensive Plan for Maricopa County".

The unprecedented population growth within recent years in Maricopa County has presented both a challenge and an opportunity for comprehensive planning. Insofar as planning, zoning, and subdivision of land is concerned, County planning jurisdiction includes the unincorporated area except federal land, state land, and Indian reservations.

For many years most of the new growth occurred in the unincorporated territory of the County prior to incorporation or annexation. For example, according to the 1960 Census, some 332,000 persons, which represented 75.7 percent of the Phoenix population, resided in territory annexed by Phoenix between 1950 and 1960. In June 1958 the incorporated area of Phoenix amounted to 52.5 square miles. It has since increased to 247.4 square miles as of May 1967. Total incorporated land area comprises only some four percent of the total area of Maricopa County



EXISTING GENERAL LAND USE 1964

L E G E N D

- URBANIZED AREAS
- AGRICULTURE
- MAJOR PUBLIC OPEN SPACES
- INDIAN RESERVATIONS
- DESERT OR MOUNTAINOUS AREAS

MARICOPA COUNTY, ARIZONA

MARICOPA COUNTY PLANNING DEPARTMENT MARCH, 1967 C.L.M.

PLATE I

CHAPTER III

EXISTING GENERAL LAND USE AREAS

This chapter contains a brief description of the magnitude and extent of present land utilization in Maricopa County. It is closely related to Part II of "A Part of the Comprehensive Plan for Maricopa County," which contains a detailed analysis of various categories of urban land use, located primarily in the central portion of the County. This chapter is intended to provide a basis for determining the magnitude and probable extent of future land utilization in Maricopa County as a whole.

General Land Utilization

Plate 1 shows graphically the general location and extent of the following: 1) urbanized areas, 2) agriculture, 3) major public open spaces, 4) Indian reservations, and 5) desert or mountainous areas. These are tabulated in Table 2 as follows:

TABLE 2

EXISTING LAND USES - 1964

Land Utilization	Area in Square Miles	% of Total County Area
Urbanized Areas	160	1.7
Agriculture	860	9.3
Major Public Open Spaces	2,425	26.3
Indian Reservations	415	4.5
Desert or Mountainous Areas	5,366	58.2
Total County Area	9,226	100.0

Urbanized Areas

Urbanized areas shown on Plate 1 include those areas predominantly developed for residential, commercial or industrial purposes in contradistinction to land areas that are predominantly rural in character.

The largest urbanized area is located in the east-central portion of Maricopa County. This urbanized area, otherwise known as the Phoenix Urban Area, extends from Mesa in the southeast to Surprise in the northwest. This central urbanized area comprises 151 square miles or less than two percent of the total area in Maricopa County, but contains 90 percent of the County's population.

Smaller urbanized areas include Chandler and Gilbert in the southeast portion of the County; the tri-city area of Avondale, Goodyear and Litchfield Park; and Buckeye, Gila Bend and Wickenburg in the western portion of the County. There is also scattered urban development along Apache Trail Highway east of Mesa. All of the smaller urbanized areas are not shown on Plate 1 because of the scale of the map.

Agriculture

Areas used for agriculture are largely located in the central portion of Maricopa County. These areas almost surround the Phoenix Urban Area and extend from Pinal County on the east to the White Tank Mountains and the Buckeye area on the west. There are smaller agricultural areas in the western portion of the County which promise to become more important as they increase in size. Agriculture covers an estimated 860 square miles or 9.3 percent of the total area in Maricopa County.

Agriculture has been made possible in Maricopa County because of irrigation. Surface water collected from the Salt and Gila Rivers is used on lands served by the Salt River Project. Ground water sources for agriculture vary widely throughout the County. A report on "The Present and Future Water Use and Its Effect on Planning in Maricopa County" contains qualitative and quantitative analyses of water conditions in Maricopa County.

Agriculture plays an important part in the economy of Maricopa County. It is second only to manufacturing as a major source of income, and as recently as 1953, it was the County's leading source of income.[1]

In recent years there has been a considerable reduction in agricultural lands because of urban expansion, changes in water conditions, or other economic factors affecting agriculture. Quantitatively, the lands recently developed for agriculture in the western portion of Maricopa County have not kept pace with the vast amount of land taken out of agricultural production in the Phoenix Urban Area. (Plate 1 shows graphically that the central urban area has absorbed agricultural lands.)

Major Public Open Spaces

The major public open spaces are the lands reserved for public or military purposes. These include Tonto National Forest, lands in the County Regional Park System, large parks in the Phoenix Park System, lands reserved for military installations, and airports. These major open spaces occupy some 2,425 square miles or 26.3 percent of the total area in Maricopa County.

The Tonto National Forest, with a total area of 4,531 square miles, includes 1,082 square miles of rugged territory in the northeast portion of Maricopa County and several lakes which furnish water for homes, industry and irrigation in Maricopa County. Of these lakes, Saguaro and Canyon Lakes are entirely within Maricopa County. This forest reserve, enhanced by recreation facilities constructed at Saguaro and Canyon Lakes in cooperation with the Maricopa County Board of Supervisors, offers a variety of outdoor recreation activities such as fishing, hunting, boating, swimming, picnicking, and camping for the County's population.

The Maricopa County Regional Park System presently includes nine regional or semi-regional parks. These are Cave Creek Semi-Regional Park, two miles west of Cave Creek; McDowell Mountain Regional Park, 21 miles northeast of Scottsdale; Usery Mountain Semi-Regional Park, 15 miles east of Mesa; Thunderbird Semi-Regional Park, four miles west of Black Canyon Highway and one mile north of Bell Road; Estrella Mountain Regional Park,

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(1) Part I of "A Part of the Comprehensive Plan for Maricopa County."

five miles south of Goodyear-Avondale; Casey Abbott Semi-Regional Park, three miles southwest of Goodyear-Avondale; Buckeye Hills Semi-Regional Park, seven miles southwest of Buckeye; White Tank Mountain Regional Park, 12 miles west of Youngtown-Sun City; and Lake Pleasant Regional Park, 17 miles north of Youngtown-Sun City. Except for Buckeye Hills Semi-Regional Park, Volume 11 of the "Maricopa County Regional Park Plan" includes a plan of development for each of these parks. A plan of development for Buckeye Hills Semi-Regional Park is currently under preparation.

The County Regional Park System provides facilities for hiking, walking, horseback riding, picnicking, nature study and sightseeing. Casey Abbott Semi-Regional Park, adjacent to and originally part of Estrella Mountain Regional Park, includes an 18-hole golf course. Thunderbird Semi-Regional Park includes land owned by the City of Glendale. The development of this park is a joint venture by the City of Glendale and Maricopa County. Lake Pleasant Park, which extends into Yavapai County, is the only County owned park oriented towards water; Lake Pleasant Dam stores water of the Agua Fria River.

The Black Canyon Public Shooting Range, located on Carefree Highway west of Black Canyon Highway, is the only public controlled shooting range in the County and it offers excellent and safe facilities for target shooting.

The large parks in the Phoenix Park System are Encanto Park (219 acres), Papago Park and Botanical Gardens (1,176 acres), South Mountain Park (14,817 acres), Squaw Peak Park (546 acres) and North Mountain Park (275 acres). Encanto Park is the oldest of these parks; oriented towards the needs of an urban population, it includes such facilities as an outdoor theater, kiddieland and two golf courses. Papago Park is the most complete regional park facility in the Phoenix Urban Area; it includes a zoo and an 18-hole golf course. South Mountain, Squaw Peak and North Mountain Parks are desert mountain parks similar in character to parks in the County Regional Park System. South Mountain Park includes 13 miles of paved roads and 40 miles of trails.

Military reservations in Maricopa County comprise 1,223 square miles. They include Williams Air Force Base, nine miles east of Chandler; Luke Air Force Base, ten miles west of Glendale; Buckeye Military Reservation, five miles north of Buckeye; and Gila Bend Bombing and Gunnery Range, three miles south of Gila Bend. The Litchfield Naval Air Facility,

adjacent to the west city limits of Goodyear, has been closed as a military installation. The Gila Bend Bombing and Gunnery Range covers some 1,206 square miles of area within Maricopa County. It also includes considerable amounts of land in Pima and Yuma Counties.

Sky Harbor Airport is the major municipal airport in Maricopa County. This airport handles general aviation, military and air carrier operations. Other municipal or privately owned airports in Maricopa County, shown on Plate 1, include Deer Valley, one mile north of Bell Road and one mile east of Black Canyon Highway; Falcon Field, seven miles northeast of Mesa; Chandler Municipal, three miles southeast of Chandler; Litchfield Park, one mile northwest of the Litchfield Park community; Buckeye Municipal, six miles northwest of Buckeye; and the Scottsdale Municipal Airport. Plate 1 also shows the Goodyear Auxiliary Airfield located on the Gila River Indian Reservation.

Indian Reservations

There are five Indian Reservations within Maricopa County. These are the Salt River and Fort McDowell Indian Reservations northeast of the Phoenix Urban Area, Gila Bend Indian Reservation north of Gila Bend, and portions of the Gila River Indian Reservation south of the Phoenix Urban Area, and Papago Indian Reservation southeast of Gila Bend. These reservations cover 415 square miles or 4.5 percent of the total area in Maricopa County. The status of these Indian reservations is unique in that they were established through separate treaties of the U.S. Government with the various Indian tribes. Consequently, the Federal government holds this property in trust for the Indians and because of this trust, the Federal government recognizes an obligation to work with the people residing on the reservations and their tribal councils to help conserve and protect their interests. Recently enacted legislation permits leasing of Indian lands on the Salt River Indian Reservation for periods up to 99 years.

Desert or Mountainous Areas

Desert or mountainous areas are the unreserved areas which have not been developed or used either because they have not been needed for urban development or because they are unsuitable for urban development or agriculture due to topographic conditions, geology and soil conditions, or inadequate water resources. They include 5,366 square miles or 58.2 percent of the total land area in Maricopa County.

TABLE 3

EXISTING URBAN LAND USES IN MARICOPA COUNTY[1]

Land Use Category	1958-1964 Average Acres Per 100 Persons	1958-1964 Acres Developed
Single-Family	6.13	29,899
Two-Family	.23	1,129
Multi-Family	.32	1,566
Trailer-Residential	.02	85
TOTAL RESIDENTIAL	6.70	32,679
TOTAL COMMERCIAL	.60	2,956
Light Industry	.43	2,113
Heavy Industry	.20	985
RR & Public Utilities	.14	677
TOTAL INDUSTRIAL	.77	3,775
Streets & Alleys	3.42	16,679
Parks & Playgrounds	.14	676
Public & Semi-Public	1.39	6,769
TOTAL PUBLIC & SEMI-PUBLIC	4.95	24,124
TOTAL DEVELOPED LAND	13.02	63,534

(1) Source: "A Report Upon the Land Area Required for Future Urban Uses in Maricopa County, Arizona."

Ratio of Existing Land Use to Population

Table 3 shows the ratio of existing land use area to population used for urban purposes in Maricopa County. This is an average of data compiled by the Maricopa County Planning and Zoning Department from land use surveys it made in various cities and towns. Information regarding the amount of land area used for 100 persons is useful in estimating future urban land use requirements and the adequacy of areas zoned for various purposes.

Compilation and analysis of land use data in Maricopa County and elsewhere reveals that a definite and predictable relationship exists between land use and population. For example, as population increases, less area is proportionately required for urban development. The same relationship is found for communities on the outer edge of urban areas although, as a general rule, a larger amount of land is used in these communities per unit of population than in the central city. Chapter IV of this report gives consideration to future land use requirements expressed as a ratio of land use to population.

CHAPTER IV

FUTURE GENERAL LAND USE

This chapter discusses the projected future general land pattern including the general location and extent of physical urbanization that can be expected by the year 1980 in Maricopa County. It is not within the scope of this chapter to provide a detailed general land use plan for Maricopa County, as the vast area of the County makes it impractical to attempt preparation of a land use plan on a scale possible for smaller geographic areas such as the various incorporated cities and towns within Maricopa County. The County and various cities and towns have or are engaged in preparation of detailed plans for various geographic areas in the County; Chapter V discusses the extent and status of planning for these areas.

As stated earlier in this report, compilation and analysis of land use data for many urban areas throughout the United States has established the fact that a close relationship exists between land use and population. This chapter includes a discussion of future land use requirements for urban purposes in Maricopa County.

General Land Utilization

Plate 2 shows graphically the present and projected land utilization expected by the year 1980, except for certain major street and highway routes shown thereon which are not expected to be completed until a later date. The land use categories shown on Plate 2 are: 1) existing or potential urbanized areas, 2) agriculture, 3) major public open spaces, 4) Indian reservations, and 5) desert or mountainous areas. This plate also shows the locations of various drainage channels, and primary hiking and riding trails. The foregoing land use categories are tabulated in Table 4 as follows:

TABLE 4

FUTURE LAND USES - 1980

Land Use Category	Area in Square Miles	% of Total County Area
Existing or Potential Urbanized Areas	451	4.9
Agriculture	707	7.7
Major Public Open Spaces	2,425	26.3
Indian Reservations	415	4.5
Desert or Mountainous Areas	5,228	56.6
Total County Area	9,226	100.0

Existing or Potential Urbanized Areas

The amount of area occupied by urbanized areas in Maricopa County is expected to increase from 160 square miles in 1964 to 451 square miles in 1980. The projected areas of urbanization are shown on Plate 2. Most of the urban growth is projected in the Phoenix Urban Area, which is estimated to increase from 151 square miles in 1964 to 398 square miles in 1980.

By 1980, the Phoenix Urban Area may be solidly developed along the Black Canyon Highway (Interstate-17) to Deer Valley Airport, and northeast and east to approximately the proposed location of the Indian Bend Freeway. The scattering of urbanized development along or near the Apache Trail Highway will probably consolidate. The southeast expansion of the Phoenix Urban Area may eventually extend to Chandler and Gilbert, but this is not expected to occur by 1980. Expansion in other directions will probably extend south to South Mountain Park, west along the proposed location of the Papago West (Interstate-10) Freeway to Litchfield Park, and northwest along Grand Avenue to Surprise.

Other urbanized areas in Maricopa County, such as Gilbert, Chandler, Buckeye, Gila Bend and Wickenburg will probably continue their outward expansion with development occurring first along or near major thoroughfares and then in the areas between these

thoroughfares. By 1980, the Cave Creek-Carefree area and the rural communities of New River, Aguila, and Harquahala Valley may become urbanized areas. The amount of area occupied by these urbanized areas in 1980 is expected to be 53 square miles.

Whether urbanization actually occurs as envisioned on Plate 2, is dependent upon a number of basic factors. Some of these factors are sociological, others are economic; but each must be considered within the framework of physical patterns already established and the limitations these patterns exert upon the use of the land itself.

The availability of suitable land in the proper location, in sufficient quantity and at a feasible cost are important factors in the future development of urbanized areas. Location and cost are of primary importance to residential development, while proper location is fundamental to successful commerce. In the development of extensive land uses, such as large industrial plants, institutions and parks, the availability of large parcels under single or unified ownership and proximity to major transportation routes frequently prove to be deciding factors in site selection.

The urbanized areas in Maricopa County, particularly the Phoenix Urban Area, contain a sufficient supply of vacant or undeveloped land in a variety of sizes and locations suitable for every urban purpose. There is no evidence that supply or availability of land will limit development within the urbanized areas. Availability and locations suitable for a specific purpose, however, will continue to influence land use patterns.

There are a number of factors which influence the suitability of land for urban development. Among these are topography and other natural features, existence of drainage and flood control problem areas, and the availability of public utilities.

Topographical features which render a particular piece of land unsuitable for the development of low or medium price homesites may constitute a valuable asset to expensive residences. The urbanized areas contain a certain amount of land with topography that is unsuitable for any type of intensive urban use. These areas may have great potential value to surrounding residences when included in a public reserve, which may or may not include intensive recreation uses.

Flood hazard areas exist in some portions of the existing and potential urbanized areas as a result of the flash floods typical of mountain and desert terrain and climate. Short

periods of heavy, localized rainfall, combined with relatively impervious soils and steep slopes cause "arroyos" to run full and overflow with serious hazard to life and property.

The value of sewer and water services to development in urbanized areas cannot be over-emphasized nor can the importance of orderly extension of these utilities and the influence this orderly extension can exert on the whole pattern of urban development be overlooked. Urban land uses are dependent upon a water supply of sufficient quantity and quality to meet future needs; therefore, the location, availability, quantity and quality of water influence or determine the location, type and extent of urban land uses that can be supported. Water resources are dealt with in a separately bound report, entitled "Present and Future Water Use and Its Effect on Planning in Maricopa County, Arizona." In sparsely settled rural areas, sewage may be disposed of satisfactorily by the use of septic tanks; however, in urbanized areas, sewer systems are a recognized necessity for the disposal of sewage.

Agriculture

Within the central portion of Maricopa County there has been a constant absorption of agricultural land by urban development. Rising land value near the Phoenix Urban Area has contributed to the continuing use and development of agricultural land in the western portion of Maricopa County. More acreage will probably be developed for agriculture in western Maricopa County as agricultural land is converted to urban use in the Phoenix Urban Area. However, land presently used for agriculture in Maricopa County is expected to decline from an estimated 860 square miles in 1964 to approximately 707 square miles in 1980 as a result of expansion of urban development over lands presently used predominantly for agriculture.

The future expansion of the Phoenix Urban Area will result in further retirement of agricultural land in central Maricopa County. The continuing development of agricultural land in western Maricopa County will probably concentrate around the community of Aguila, in Harquahala Valley, in the Tonopah area, in Arlington Valley, in Rainbow Valley southeast of Buckeye, in Citrus Valley northwest of Gila Bend, around the community of Theba, and on the Palomas Plain north of Agua Caliente. The intensity of agricultural development in these areas will directly relate to the quantity and quality of water available for irrigation.

Although the future trend in the amount of land used for agriculture in Maricopa County is almost certain to decline, the rate of decline will depend upon the availability and cost of water, the price of farm products, technological changes, and urban pressures upon land resources now utilized for agriculture. The transfer of agricultural activities to western Maricopa County may for a time slow the decline in the total County acreage, but water costs are likely to limit the extent to which increased agricultural acreage in western Maricopa County can offset the amount of land that will probably be taken out of agricultural production in the Phoenix Urban Area. Even with the declining acreage, however, agriculture will continue as an important source of income for Maricopa County.

Major Public Open Spaces

Throughout the nation, there is an increasing concern for reserving open space in or near the rapidly growing urban areas for two primary purposes: first, to give service to urban areas in the form of public parks and recreation facilities, to preserve scenic and historical sites, and to protect, develop and preserve other natural resources; and second, to give space and form to urban development in order to create a healthier, more livable, and more attractive urban environment.

The Tonto National Forest offers a great measure of recreational benefit to Maricopa County. The many lakes, wilderness and scenic areas in the Forest will continue to provide the County's population a wide variety of recreation. The Forest Service intends to seek private development of necessary facilities to accommodate visitors. Development sites will be concentrated at major focal points in or near the lakes. A typical development site might consist of a restaurant, lodge, trailer park, camp ground and picnic area.

The "Maricopa County Regional Park System Plan" contains an analysis of future needs in the County's Regional Park System as presently constituted by the four regional and five semi-regional parks discussed in Chapter III of this report. There is not an apparent need to expand this park system in the near future through land acquisition for additional park sites. Instead, the County's Regional Park Plan stresses the need to develop the parks which already constitute the County's Regional Park System.

Plans for development in the regional parks include scenic drives, picnic and camping areas, hiking and riding trails, interpretative centers and botanical exhibits. Large areas in

these parks will remain in their present natural condition. Areas developed for picnicking, camping and other facilities will be kept far apart so that the feeling of being crowded is avoided. All development will be carefully located and designed to conform to the present natural landscape.

While overall development in the semi-regional parks will be more extensive than that in the regional park, there will be many similar features such as in picnic areas, camp sites, and hiking and riding trails. At the same time, the semi-regional parks will contain facilities such as playfields, golf courses, tennis courts and swimming pools.

The five large parks of the Phoenix Park System are discussed in Chapter III. Two of these parks, Encanto and Papago, are developed and used intensively. The other three, South Mountain, Squaw Peak and North Mountain, are desert mountain parks developed with a limited number of facilities such as scenic drives, picnic and camping areas, hiking and riding trails. Facilities in these parks will be expanded as required to serve the future population of the Phoenix Urban Area.

The future size and function of military installations are not clear. Presumably the nation will have to maintain a very substantial defense posture for some decades as an important part of its foreign policy. However, it does not necessarily follow that the size and function of military installations will change merely because there is change in the nation's overall military posture. The size and function of military installations will change only if the nation's overall military posture requires it. For purposes of this report, it is assumed that military installations in Maricopa County will maintain their current size and function except for the Litchfield Naval Air Facility, which has been closed as a military installation.

As of May 1967, there were 38 airports in Maricopa County. Of this number, nine are listed in the 1966-67 "National Airport Plan." This plan sets forth the general requirements of the national system for airport development. The need for such airport development is affirmed by the continuous growth and demands for air transportation and its significant contribution to the nation's economic progress. Airport development is of major importance in Maricopa County, which is an area with unexcelled flying weather.

Table 5 includes the nine airports in Maricopa County listed in the 1966-67 "National Airport Plan". The general location for eight of these airports is shown on Plate 2. The exception is the "New" Phoenix Municipal Airport for which the site is yet to be determined. Plate 2 also shows the general location of Deer Valley Airport and Goodyear Auxiliary Airfield, and the proposed location for a future airport facility on the Salt River Indian Reservation. It is beyond the scope of this report to determine the exact location, number, type and size of airports needed for all aviation purposes to serve future urban development in Maricopa County. Air transportation should be the subject of a separate report or reports.

TABLE 5

AIRPORT FACILITIES (1)

Airport Type	Area	Airport Name	Recommended Runway (Feet)
B2	Buckeye	Municipal	3,600
GU	Chandler	Municipal	4,400
B2	Gila Bend	Municipal	3,600
GU	Litchfield Park	Private	4,300
GU	Mesa	Falcon Field	4,400
TR	Phoenix	Sky Harbor Municipal	10,300
GU	Phoenix	New	4,500
GU	Scottsdale	Municipal	4,800
B2	Wickenburg	Municipal	4,300

B2 - Basic utility airport, or one that can accommodate 95 percent of the aircraft types in the general aviation fleet except for transport type aircraft and some twin-engine aircraft over 8,000 pounds in weight.

GU - General utility airport, or one that can accommodate all the aircraft types in the general aviation fleet except for transport type aircraft.

TR- Air carrier airport, or one that can accommodate all types of aircraft in the general aviation and air carrier fleets.

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(1) National Airport Plan, 1966-67: Federal Aviation Administration, 1967.

Indian Reservations

There has been considerable interest in opening land on the Indian reservations for private development. Indian lands, whether tribally or individually owned, located on the Salt River Indian Reservation may be leased by the Indian owners, with the approval of the U.S. Secretary of the Interior, to private developers for periods up to 99 years. Various studies have been undertaken under the auspices of the U.S. Department of Interior and Bureau of Indian Affairs to determine the possibility and potential for industrial and other development on Indian reservations in Maricopa County.

The Salt River, Fort McDowell and Gila River Indian Reservations are the only Indian reservations in Maricopa County which appear to have foreseeable potential for extensive private development. Future decisions relating to the location of the proposed Orme Dam will influence the type and extent of development of lands in the eastern portion of the Salt River Indian Reservation and on the Fort McDowell Indian Reservation. The Salt River Indian Reservation, because of its location in relation to the Phoenix Urban Area, can be expected to develop earlier and more rapidly than the somewhat more remote Fort McDowell and Gila River Indian Reservations.

The western portion of the Salt River Indian Reservation appears to have the earliest potential for private urban development as land in this portion of the reservation lies closest to the Phoenix Urban Area. Also, the land is topographically suited for urban development. However, south of the Arizona Canal, much of the land is in individual allotments and their assemblage for large-scale urban development would be difficult at best, if not impossible. Thus, it appears likely that the eastward expansion of the Phoenix Urban Area on to the Salt River Indian Reservation will first occur on the land north of the Arizona Canal. Pressures of urban expansion may then cause urban development to locate on the land south of the Arizona Canal.

Of all the areas on the Gila River Indian Reservation which may have potential for extensive private development, the Kyrene Industrial District appears to have certain advantages. Upon completion of the Pima Expressway (Interstate-10), this area will become more accessible to Phoenix and Tucson; there are plans to develop a sewer system which is designed to serve a geographical area that includes Chandler and the Kyrene Industrial

District; and the nearby Goodyear Auxiliary Airfield should prove to be a valuable facility in promoting the area for industrial development.

The Kyrene Industrial District, as shown on Plate 6 of this report, includes 36 square miles of land area. The "Proposed General Development Plan for the Kyrene Industrial District," prepared by the Maricopa County Planning and Zoning Department in 1961, designates four square miles of this area for industrial development and the remaining area for residential, recreational, commercial, agricultural and desert uses.

The rate of growth on other portions of the Salt River, Fort McDowell and Gila River Indian Reservations, and on the Gila Bend and Papago Indian Reservations may not change significantly by 1980. Scattered residences will continue to locate on the reservations, but perhaps at a decreasing rate, since past population trends indicate a decline in the number of Indians residing on reservations. Agriculture will continue to be an important land use. Much of the land on the Indian reservations will remain undeveloped or unused either because it is not needed for urban development or because it is not suitable for urban development or agriculture due to topographical conditions, geology and soil conditions, or inadequate water resources in some instances.

The extent to which development actually occurs on the Indian reservations will depend in large part upon decisions made by the Indians and their Tribal Councils. The Department of Interior and Bureau of Indian Affairs are encouraging the Indians to utilize the development potential of their lands, and long-term leasing legislation will help to make these lands more attractive for private development.

Desert or Mountainous Areas

The amount of area considered desert or mountainous in Maricopa County is expected to decrease from 5,366 square miles in 1964 to 5,228 square miles in 1980. This decrease of 138 square miles is expected to be the direct result of urban expansion in urbanized areas of Maricopa County.

The desert or mountainous areas in 1980 will still include considerable quantities of lands physically suited for urban or agricultural development. Some future development can be expected to occur in these areas. The location of this development would be influenced by topographical conditions, geology and soil conditions, and water resources.

Drainage Channels

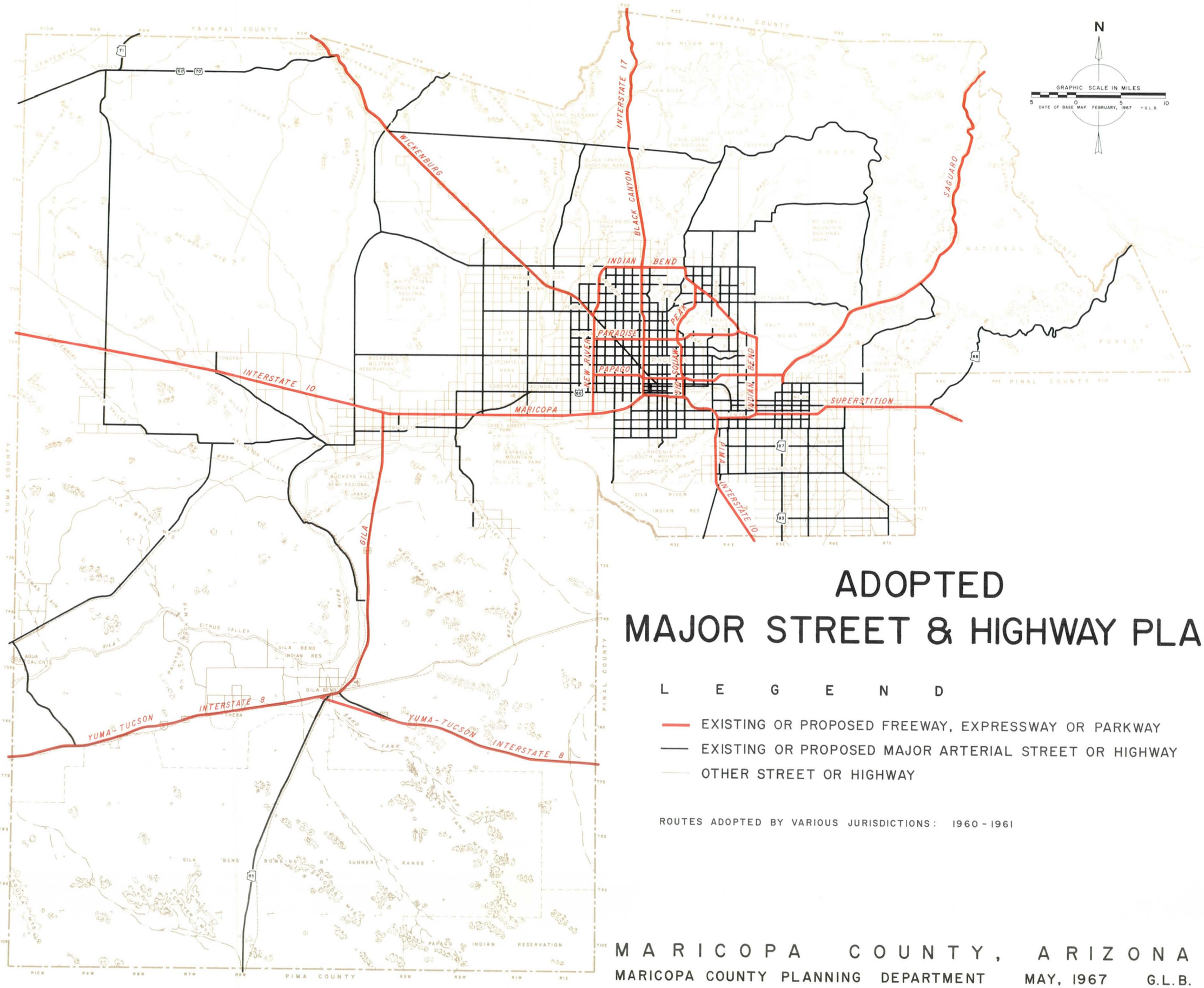
The drainage channels shown on Plate 2 are the major drainage channels in Maricopa County. The Gila and Salt River Basin is the main natural drain from the east side of the County until it leaves the County just south of Agua Caliente. Virtually all the County drains into this system, with the main tributaries being Indian Bend Wash, Cave Creek, Skunk Creek, New River, Agua Fria and Hassayampa Rivers. The drainage channels and their adjoining flood plains are subject to periodic flooding. The major flood problem areas are located in or near the urbanized areas.

Flood damage can be reduced through corrective measures and preventive measures. Corrective measures are primarily the construction of dams and channel improvements. Preventive measures are primarily flood plain management methods, such as zoning ordinances that would preserve or establish floodways and thus provide safety for life and property.

High priority should be given plans for corrective flood control measures. Steps should be taken to preserve adequate floodways as indicated by various detailed studies undertaken by the U.S. Corp of Engineers for Maricopa County.

Preventive measures for reducing flood damage require management of the flood plain. Flood plain management involves controlling the use of the flood plain by legal and logical measures. Such management should be by means of realizing maximum community benefits, taking into account the most profitable or beneficial uses to which the flood plain can be put and the flood damage to which those uses would be subject. Some uses would be subject to very little damage; for example, recreational uses for parks and playgrounds.

When plans have been developed for the use of the flood plain, the establishment of flood plain regulations may be necessary to accomplish the desired results. Flood plain regulations are established by state statutes, county and city ordinances. Such regulations include zoning ordinances, floodway-encroachment limits, subdivision regulations, building and housing codes, and other similar regulations. The type of measures necessary to regulate



ADOPTED
MAJOR STREET & HIGHWAY PLAN

L E G E N D

- EXISTING OR PROPOSED FREEWAY, EXPRESSWAY OR PARKWAY
- EXISTING OR PROPOSED MAJOR ARTERIAL STREET OR HIGHWAY
- OTHER STREET OR HIGHWAY

ROUTES ADOPTED BY VARIOUS JURISDICTIONS: 1960 - 1961

M A R I C O P A C O U N T Y , A R I Z O N A

MARICOPA COUNTY PLANNING DEPARTMENT MAY, 1967 G.L.B.

PLATE 3

the use of a flood plain depends upon the nature of the hazard. The more restrictive measures would be used where the flood hazard might include loss of life, property, damage or floodway obstruction. Maricopa County has adopted a zoning ordinance, but it does not include provision in regard to flood hazards.

Maricopa County has a comprehensive flood control program. This program is administered by the Flood Control District of Maricopa County. It concerns drainage areas within or adjacent to the County, major flood control problems, recommended solutions to prevent or minimize flood damage, and cost estimates of structural measures required. Although flood control is the primary objective of this program, consideration has been given erosion control, recreation, irrigation, water storage and ground water recharge.

The U.S. Army Corps of Engineers is preparing a series of reports to provide information about flood hazards in flood plains along several streams in the County. The published reports in this series are listed in the appendix to this report.

Major Streets and Highways

The following is a discussion of the present adopted major street and highway plan and certain revisions thereto that have been approved or that are under consideration by various jurisdictions.

Adopted Plan

Plate 3, the "Adopted Major Street and Highway Plan", shows the general location of the various types of major streets and highways that will be needed to serve the Phoenix Urban Area and Maricopa County. The adopted system is based upon traffic demands projected to the year 1980 and it is designed to serve a population of 1,440,000 persons in Maricopa County.

The adopted system is designed to serve present and future land use patterns insofar as these can be foreseen. The present adopted plan is based upon recommendations made by Wilbur Smith and Associates in their 1960 study which was sponsored jointly by the City of Phoenix, Maricopa County and the Arizona State Highway Commission in cooperation with the U.S. Department of Commerce, Bureau of Public Roads.

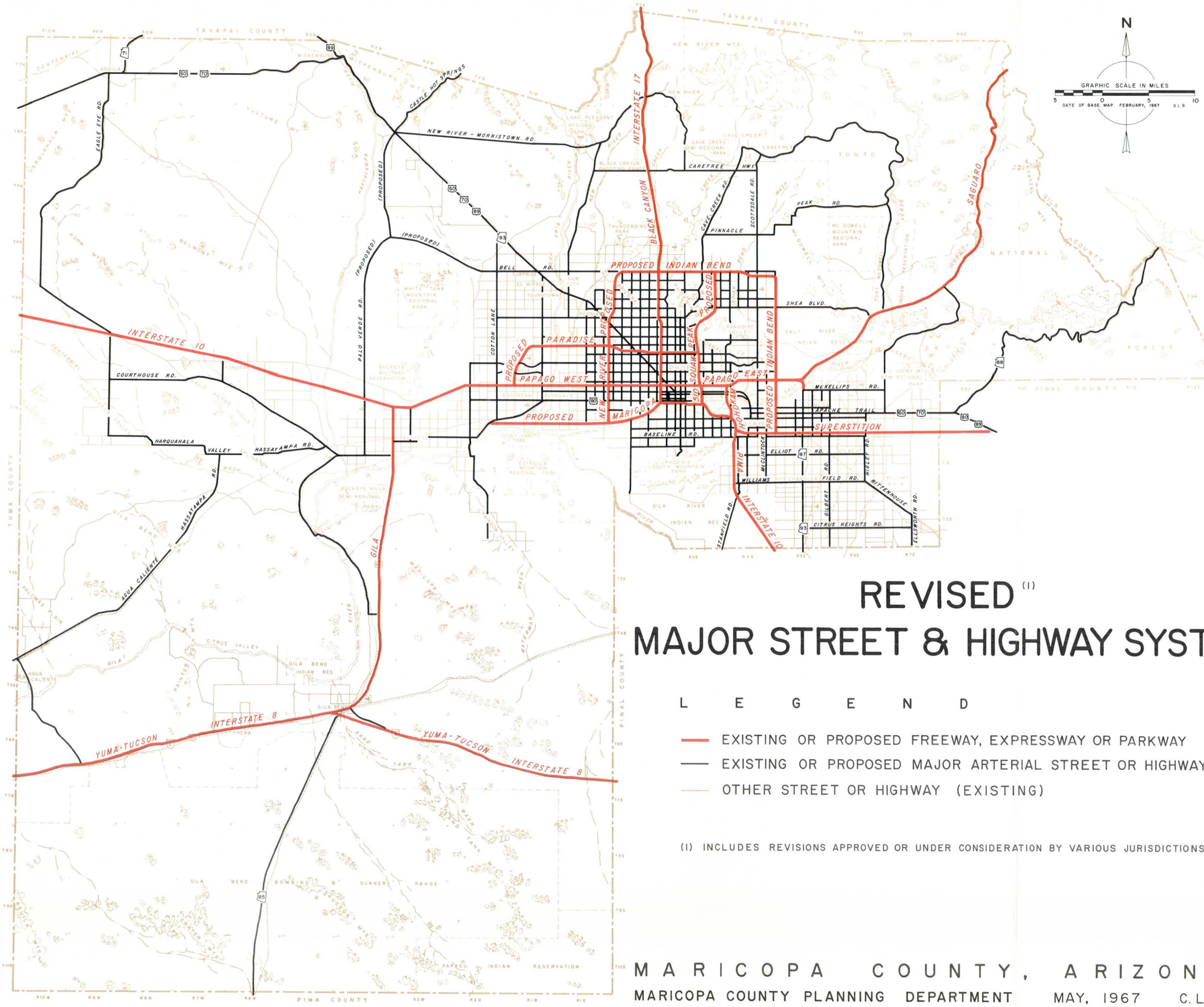
Continuing Studies

Pursuant to requirements of the Federal-Aid Highway Act of 1962, with its "continuing, comprehensive, cooperative planning requirements affecting highway programs in urban areas above 50,000 population," the Valley Area Traffic and Transportation Study (VATTS) was established by official action of the U.S. Bureau of Public Roads, the Arizona Highway Department, Maricopa County and 15 incorporated cities and towns in the Phoenix Urban Area (Avondale, Chandler, El Mirage, Gilbert, Glendale, Goodyear, Mesa, Paradise Valley, Peoria, Phoenix, Scottsdale, Surprise, Tempe, Tolleson and Youngtown).

VATTS is currently reviewing and updating the 1960 Major Street and Highway Plan. Upon completion of the aforementioned work, analyses and forecasts should be made that would evaluate the total requirements for all modes of transportation taking into account present and estimated future population growth and land use patterns.

Since the 1960 Major Street and Highway Plan was prepared and adopted by Maricopa County and various cities and towns, there have been various revisions made in the plan from time to time. Some of these revisions have been approved. Others are under consideration by various jurisdictions. Consequently, the present adopted plan shown on Plate 3 does not reflect current thinking in all respects and it should be amended where changes are warranted by new development and trends that could not be foreseen when the original plan was prepared. In order to be of maximum benefit there should be a periodic review of the adopted street and highway plan and amendments thereto. Based upon necessary detailed studies, right-of-way needed for widening, extensions, and new routes should be acquired as finances and other conditions warrant.

Certain major revisions that have been made by various jurisdictions or that are under advisement and study are indicated on Plate 4, entitled "Revised Major Street and Highway System." Plate 4 shows the adopted routes with certain major changes or revisions approved or under consideration by various jurisdictions for the following freeway, expressway, or parkway locations: Superstition, Indian Bend, Paradise, Wickenburg, Maricopa, and Hohokam. Not shown are various changes in other major streets and highways. Plate 4 illustrates the magnitude and extent of changes that have taken place over a period of the past seven years since the present official major street and highway plan was adopted.



REVISED [1]
MAJOR STREET & HIGHWAY SYSTEM

L E G E N D

- EXISTING OR PROPOSED FREEWAY, EXPRESSWAY OR PARKWAY
- EXISTING OR PROPOSED MAJOR ARTERIAL STREET OR HIGHWAY
- OTHER STREET OR HIGHWAY (EXISTING)

(1) INCLUDES REVISIONS APPROVED OR UNDER CONSIDERATION BY VARIOUS JURISDICTIONS

MARICOPA COUNTY, ARIZONA

MARICOPA COUNTY PLANNING DEPARTMENT MAY, 1967 C.L.M.

PLATE 4

Hiking and Riding Trails

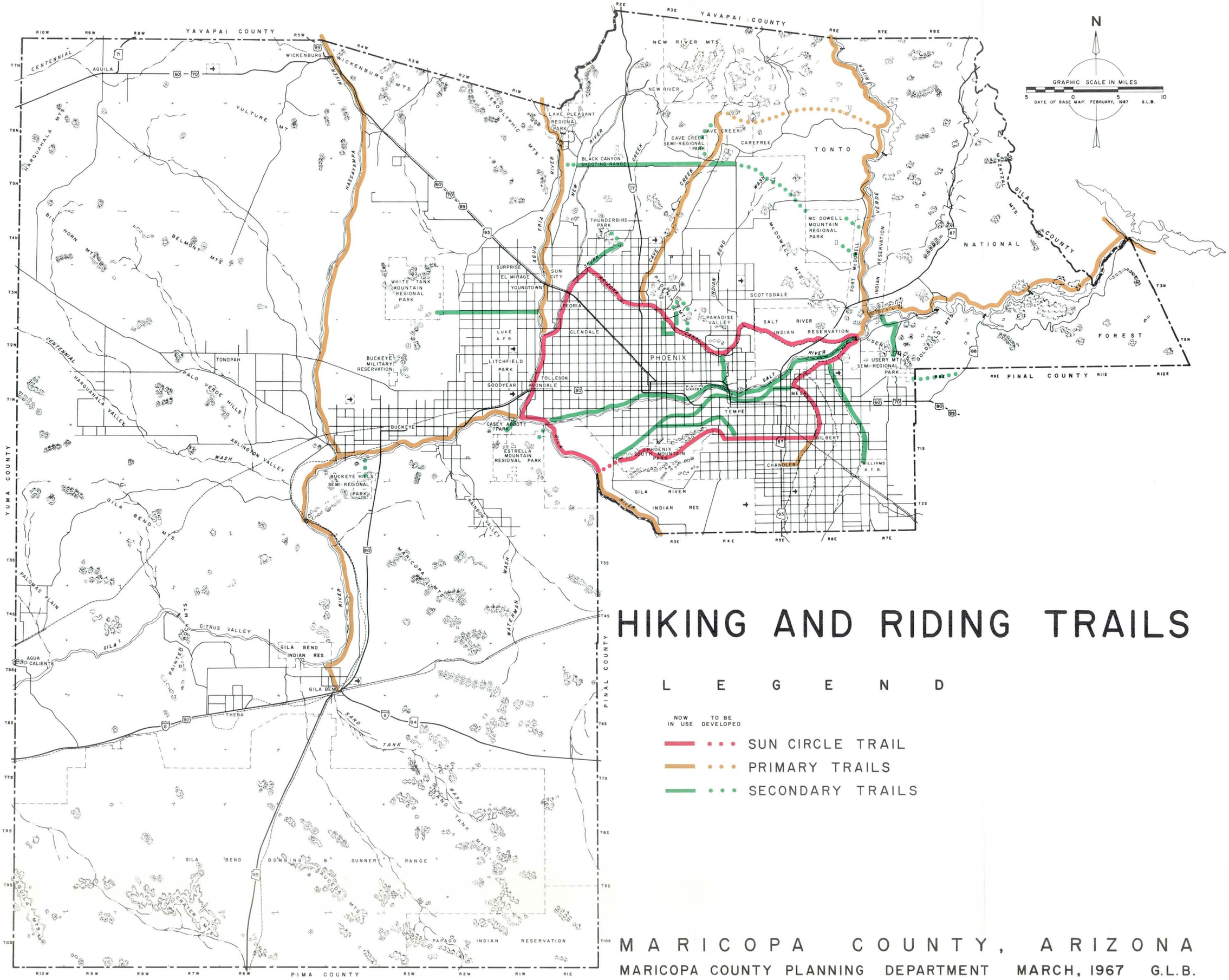
Hiking and horseback riding for pleasure are popular recreational activities in Maricopa County. In recognition of the need to provide for these activities, the Board of Supervisors in 1964 adopted a comprehensive plan for a system of hiking and riding trails. This system, shown on Plate 5, includes the Sun Circle Trail, primary trails and secondary trails.

Sun Circle Trail is the main focal point of the trail system. This trail contains approximately 140 miles. The primary trails connect all the urban areas of the County to the Sun Circle Trail, and include approximately 380 miles. The secondary trails connect the Sun Circle Trail and primary trails to parks in the County Regional Park System, and add approximately 200 more miles to the system. The overall trail system provides for 720 miles of hiking and riding trails.

In developing the comprehensive plan for a system of hiking and riding trails, it was recognized that several miles of trails already exist within the Tonto National Forest and the Superstition Wilderness, and that a great many more will be established in these areas in the future. Also, as the Maricopa County Regional Park System is developed, it will provide additional miles of trails to the system. Various parks in the Phoenix Park System, such as Papago, South Mountain, Squaw Peak and North Mountain Parks, will provide additional trails.

Future Land Use Requirements

Table 6 contains estimates of future urban land use requirements for Maricopa County. By 1980, it is estimated that Maricopa County may attain a total population of 1,831,000 persons. The County's urban population at that time is expected to be 1,638,745 persons or 89.5 percent of the total population estimated for 1980. This urban population is expected to require 227,293 acres or 355 square miles of land for all urban purposes which is a ratio of 13.87 acres per 100 persons. This compares with 63,534 acres or 99 square miles occupied by existing urban land uses in Maricopa County which is a ratio of 13.02 acres per 100 persons. The amount of land actually occupied by urban uses is less than the total area shown on Plate 1 as "urbanized areas", but this is because the map pattern of urbanized areas includes a considerable amount of vacant land.



HIKING AND RIDING TRAILS

L E G E N D

NOW IN USE — TO BE DEVELOPED

- SUN CIRCLE TRAIL
- PRIMARY TRAILS
- SECONDARY TRAILS

M A R I C O P A C O U N T Y , A R I Z O N A

MARICOPA COUNTY PLANNING DEPARTMENT MARCH, 1967 G.L.B.

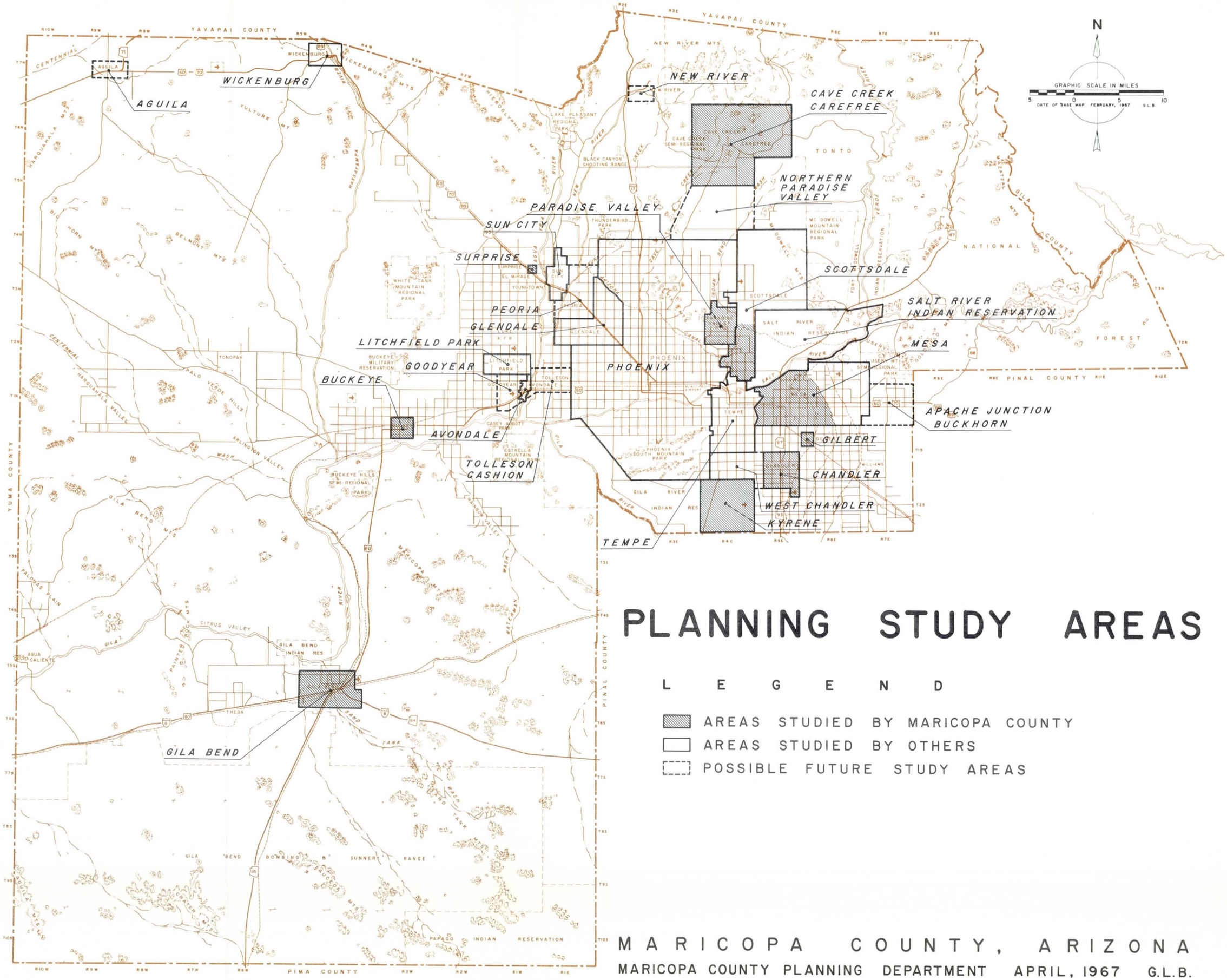
PLATE 5

TABLE 6

FUTURE URBAN LAND USE REQUIREMENTS IN MARICOPA COUNTY[1]

Land Use Category	1980 Acres Per 100 Persons	1980 Acres Required
Single-Family	6.13	100,455
Two-Family	.23	3,769
Multi-Family	.32	5,244
Trailer-Residential	.02	328
TOTAL RESIDENTIAL	6.70	109,796
TOTAL COMMERCIAL	.60	9,832
Light Industry	.43	7,047
Heavy Industry	.20	3,277
RR & Public Utilities	.14	2,294
TOTAL INDUSTRIAL	.77	12,618
Streets & Alleys	3.42	56,045
Parks & Playgrounds	1.00	16,387
Public & Semi-Public	1.38	22,615
TOTAL PUBLIC & SEMI-PUBLIC	5.80	95,047
TOTAL DEVELOPED LAND	13.87	227,293

(1) Source: "A Report Upon the Land Area Required for Future Urban Uses in Maricopa County, Arizona."



PLANNING STUDY AREAS

L E G E N D

- AREAS STUDIED BY MARICOPA COUNTY
- AREAS STUDIED BY OTHERS
- POSSIBLE FUTURE STUDY AREAS

M A R I C O P A C O U N T Y , A R I Z O N A

MARICOPA COUNTY PLANNING DEPARTMENT APRIL, 1967 G.L.B.

PLATE 6

CHAPTER V

PLANNING STUDY AREAS

This chapter discusses comprehensive planning studies or programs completed or in progress for the various planning study areas within Maricopa County and identifies other possible future study areas. These areas are shown on Plate 6. An appendix to this report lists the several reports referred to in this chapter.

Existing Study Areas

The existing study areas include 13 of the 18 incorporated cities and towns in Maricopa County. Each of these cities and towns have comprehensive planning studies or programs for their defined areas of study. In addition, there are comprehensive planning studies or programs which establish planning study areas for the Sun City, Litchfield Park and Cave Creek-Carefree communities. Also, there are several planning studies pertaining to the Gila River and Salt River Indian Reservations.

Avondale

Avondale entered into a planning program with private consultants which includes a planning study area of 2.7 square miles. Scheduled for completion by the end of 1967, this program includes a survey and analysis of history, natural features, population growth and characteristics, existing land use and development, economic growth and development, housing and residential development, transportation and public utilities, and community facilities. The program also includes a general plan for Avondale, a capital improvement program, recommendations for plan effectuation, and zoning and subdivision regulations.

Buckeye

The Maricopa County Planning and Zoning Department prepared for Buckeye a zoning ordinance in 1960 and a planning report in 1961. Both documents were subsequently adopted by the Town Council. The planning report includes a planning study area of 3.5 square miles;

reviews the town's history, economic base, population characteristics and existing land use; and contains plans for future land use, and major streets and highways.

Cave Creek-Carefree

The Maricopa County Planning and Zoning Department prepared a planning study for the Cave Creek-Carefree community in 1962. This study, revised in 1966 with an expanded planning study area of 69 square miles to include the surrounding desert foothills, contains an analysis of existing conditions, a discussion of various community planning elements, a proposed general land use plan, and a schematic plan for improvement of Cave Creek Road in the central portion of Cave Creek.

Chandler

Chandler's planning program contains a planning study area of 5.2 square miles. It includes two comprehensive planning reports, an economic analysis, and zoning and subdivision regulations. The comprehensive plan reports and zoning regulations were prepared by the Maricopa County Planning and Zoning Department.

The first comprehensive planning report, published in 1961, includes estimates of the amount and distribution of present and probable future population, present use of land, future land use requirements, and a future land use plan. The second comprehensive planning report, published in 1962, includes a plan of major streets and highways, an analysis of existing parking facilities and future parking requirements for the business district. The economic analysis, published in 1961, evaluates the growth potential of Chandler and surrounding area.

The zoning regulations, prepared in 1961, were adopted by Chandler in 1964. Chandler has recently prepared subdivision regulations. It is anticipated that these regulations will be adopted by the end of 1967.

Gila Bend

A planning report for Gila Bend was prepared by the Maricopa County Planning and Zoning Department in 1960. The planning study area contains 3.8 square miles. The

planning report reviews the town's history, economic base, population characteristics and existing land use, and includes a future general land use plan, a schematic plan of possible future development, and a plan of major streets and highways.

Gila River Indian Reservation

There are three significant reports relating to development on the Gila River Indian Reservation. The first report, entitled, "The Kyrene Industrial District", was prepared by private counsultants in 1960; this report is an economic analysis of the Kyrene Industrial District which is located on the Gila River Indian Reservation. The second report, prepared by the Maricopa County Planning and Zoning Department in 1961, is the "Proposed General Development Plan for the Kyrene Industrial District," discussed in Chapter IV of this report. A third report entitled, "The Industrial Development Potential of the Gila and Salt River Indian Reservations," was prepared by private consultants in 1963; this report assesses the economic potential for industrial development on the Gila River Indian Reservation.

Gilbert

A planning report for Gilbert was prepared in 1960 and subsequently adopted by the Town Council. The planning study area includes approximately one square mile. The planning report includes an economic analysis, population and land use studies and physical plans for future development in Gilbert. The economic analysis was prepared by private consultants. The population and land use studies and physical plans were prepared by the Maricopa County Planning and Zoning Department.

Glendale

Glendale has entered into a planning program with private consultants, which includes a planning study area of 36 square miles. This program includes development plan proposals with due regard for the main findings from an analysis of factors concerning land use, the economy, central business district, population and housing, transportation and circulation,

public utilities and community facilities, and regulatory codes such as zoning and subdivision regulations. Maps will be used to show the spatial and functional design considerations involved in the physical expression of a development plan. This program is scheduled for completion by mid 1967.

Litchfield Park

Litchfield Park Properties has had private consultants prepare for their property in the Litchfield Park area a plan which envisions a new town of 75,000 to 100,000 residents. The area of study contains approximately 40 square miles. The plan was published in 1966.

Briefly, the form of the new town, as envisioned by the plan, will include a series of six residential communities containing a variety of housing types. Each of these communities, housing 15,000 to 20,000 persons, will contain a high school and community shopping facilities. Throughout the residential area of these communities, elementary schools will be located where their playgrounds can serve school physical education programs as well as neighborhood recreation.

In addition to the six residential communities, the plan includes a college center, hospital complex and regional shopping center. The area served by some of these facilities may extend considerably beyond the new town site. The elements which tie the various communities and other activities together will be the arterial street system and pathway system extending throughout the town. The plan for this town site provides for industries as well as residential and commercial facilities.

Mesa

Mesa proposes to review, update and extend their planning program to include an expanded planning study area of 79 square miles. This program would include studies of land use and zoning, streets and transportation, public utilities and services, conservation, recreation, public buildings and schools, and economics and population; and preparation of a comprehensive general plan to guide growth and development to the year 1986, a zoning ordinance, a community design program and capital improvement program. Also there would be specific studies concerning Mesa's downtown area and industrial potential.

In 1961, the Maricopa County Planning and Zoning Department prepared a planning report for Mesa in cooperation with the Mesa Planning Department. This report contains a planning study area of 25.3 square miles, estimates of the amount and distribution of present and probable future population, present use of land, future land use requirements and a future land use plan for the year 1980. The report also includes an economic analysis prepared by private consultants.

Paradise Valley

Zoning and subdivision regulations prepared for Paradise Valley in 1961 by the Maricopa County Planning and Zoning Department were subsequently adopted by the Town Council. The Maricopa County Planning and Zoning Department also prepared for Paradise Valley a land use planning report in 1964. The planning report, adopted in 1965, includes a planning study area of 19.3 square miles, reviews the town's history and existing conditions, discusses public buildings with respect to future needs, includes a suggested general land use plan together with a general plan of development, and recommends means by which the planning objectives may be accomplished.

Phoenix

The Phoenix Planning Department has undertaken a planning program which includes a planning study area of 391 square miles. Scheduled for completion in 1970, this program will investigate and evaluate the structure and function of the city's economy, people, land, public facilities and transportation network. A series of long-range development objectives will be considered in guiding Phoenix to its physical, cultural, economic and governmental potential from which different policy alternatives will be developed. The first policy alternative will express a continuation of current trends to the year 1990 relating to population density, land development, transportation and community facilities. A second major policy alternative will express higher density, more concentrated land development, utilization of rapid transit and intensive community facilities as an alternative to urban sprawl. A third major policy alternative will stress lower density, less intensive land development, greater use of freeways, and decentralized community facilities. Other major alternatives may also be considered. Each major alternative will include a set of policies related to residential, commercial, industrial, transportation and other types of development; and a schematic plan designed to achieve the expressed goals.

The major policy alternative and plan selected to guide the future growth of Phoenix towards its desired goals will be developed and refined into stages of time to 1990. These stages will be expressed in a program of major actions to be taken and a capital expenditure program indicating the timing and probable sources of required public investment.

Earlier planning studies for the Phoenix Urban Area, carried out by a joint task force formed in 1958 by the Phoenix Planning Department and Maricopa County Planning and Zoning Department, include the reports on "Population Growth of the Phoenix Urban Area" and "Land Use of the Phoenix Urban Area". These reports were published in 1959.

Salt River Indian Reservation

The Salt River Indian Reservation recently entered into a two-year comprehensive planning program with private consultants that provides for the preparation of a general plan. Preparatory studies to the plan will consider community development on the reservation, planning education, land ownership, land use, circulation, utilities, land development potentials and planning techniques. The general plan will include recommendations concerning goals and objectives, plan implementation and function of a tribal planning commission.

Several prior planning reports have been accomplished for the Salt River Indian Reservation. They include a study of land use, published in 1960 by the Maricopa County Planning and Zoning Department, the study of "The Industrial Development Potential of the Gila and Salt River Indian Reservations", previously mentioned in discussion concerning planning studies for the Gila River Indian Reservation, and a general plan study, published in 1965.

Scottsdale

Scottsdale recently completed a two-year comprehensive planning program prepared by private consultants, which includes a planning study area of 88 square miles. This planning program establishes future needs based on present trends and community goals; develops a general plan policy guide for future development; provides a procedural system of data collection and updating program to monitor development in Scottsdale; provides a program for close coordination with other governmental agencies, public utility companies and special

service districts; recommends modification of land use regulations to conform with proposals of the plan; proposes the establishment of a capital improvement program for coordinating community services with growth and development; and recommends other programs such as city appearance and maintenance to carry out proposals of the general plan. Recommendations of the general plan are based upon a land use analysis and economic base study prepared in conjunction with this program.

An earlier planning program prepared for Scottsdale by the Maricopa County Planning and Zoning Department includes a planning study area of 29 square miles. This planning program consisted of two published comprehensive planning reports. The first report, published in 1960, includes an economic analysis, estimates of the amount and distribution of present and probable future population, present use of land, future land use requirements and a future land use plan. The second report, published in 1962, includes a plan for major streets and highways and an analysis of parking facilities in the central business district. As part of this program the Maricopa County Planning and Zoning Department also prepared a zoning ordinance in 1961. This basic ordinance was subsequently adopted in 1962 after various revisions and changes were made.

Sun City

The Del Webb Corporation has had a continuing planning program for the Sun City retirement community since 1960. As part of this program, a planning report, which includes a future plan of land use and circulation, has been prepared to serve as a general guide. The area of study includes 13.2 square miles.

The future plan for Sun City shows residential land uses in locations selected for their desirable topographical characteristics. Commercial and industrial land uses are shown in locations close to major highway and rail facilities. The shopping centers are shown in locations near the center of their respective service areas. The public and semi-public uses are shown in locations determined on the basis of reasonable standards for community development. The Sun City retirement community is designed to include community centers, golf courses and other facilities necessary for active retirement.

Surprise

In 1961 a planning report and zoning ordinance were prepared for Surprise by the Maricopa County Planning and Zoning Department. The planning study area includes approximately one square mile. The planning report contains an analysis of existing conditions, estimates of present and probable future population distribution, future land use requirements for various urban purposes, a future land use plan, and a suggested major street and highway plan. The zoning ordinance was subsequently adopted by the Town Council.

Tempe

Tempe has entered into a two-year comprehensive planning program with private consultants. The planning study area embraces 40 square miles. Scheduled for completion by the end of 1967, this program will include planning proposals based upon preceding research and analyses of individual elements and contain recommended actions, policies and regulations for accomplishment of the stated community goals and objectives. Preceding research and analyses will concern historical factors influencing growth and development; geographic and physical characteristics as they affect current and future needs; existing land use; recommendations as to community policy related to future utilization of land and development of resources; past and present population characteristics; projection of future population and estimates of its characteristics; past and present trends in economic activities; economic potentials and limitations; existing housing and residential environment; projection of future housing needs; projection of trends and future needs for transportation and parking facilities within the city; recommendations on water work facilities, sanitary sewers and water collection and disposal systems as to present adequacy and suitability for future expansion or extension to serve future land use and development; and recommendations on community facilities as to present and future need.

The Tempe comprehensive planning program will include special studies concerning: business districts with respect to their physical condition, preservation and future expansion; industrial districts with respect to their present and future potential; Arizona State University with respect to problems of mutual concern as related to future needs for campus expansion, off-campus housing, streets and thoroughfares, parking and utilities; and neighborhood planning units with respect to definition, and present or future land use development. This

program will also include a capital improvement program and capital budget, and recommend amendments to the existing zoning and subdivision regulations.

Wickenburg

In 1966 a general plan was completed for Wickenburg by private consultants. Subsequently adopted in 1967, this plan includes a planning study area of 20 square miles; survey and analyses of history, regional location, physical features and resources, existing land use, basic economics and population; and special studies concerning housing and residential environment, transportation, utilities and community facilities.

Wickenburg is now in the process of preparing a program for implementing the general plan. This program will include recommended zoning and subdivision regulations, and a capital improvement program that will include an analysis of fiscal structure and capacity and recommendations for capital improvements within the framework of the general plan.

Youngtown

A planning report, zoning and subdivision regulations for Youngtown were prepared by the Maricopa County Planning and Zoning Department in 1961. As the planning report is an unpublished document, its area of study is not shown on Plate 6. The zoning and subdivision regulations were published and subsequently adopted by the Town Council.

Possible Future Planning Study Areas

Plate 6 shows the general location of several geographical areas for which planning studies may be eventually warranted. These areas embrace existing or potential areas of urbanization, and are listed as follows:

1) Aguila and vicinity - an area of approximately eight square miles located at the intersection of U.S. Highway 60-70 and Arizona Highway 71, approximately 25 miles west of Wickenburg.

2) Buckhorn and vicinity - an area of approximately 23 square miles extending from the Pinal County line on the east to the Mesa planning study area on the west, and from the southern limits of Usery Mountain Semi-Regional Park on the north to Baseline Road on the south.

3) Cashion-Tolleson and vicinity - an area of approximately 11 square miles extending from the Phoenix planning study area (91st Avenue) on the east to Avondale on the west, and from a line midway between Thomas and McDowell Roads on the north to a line approximately one-half mile south of Buckeye Road on the south.

4) Goodyear and vicinity - an area of approximately 11 square miles extending from the Litchfield Park planning study area on the north to a line approximately one-half mile south of Buckeye Road on the south, and from Avondale on the east to a line one-half mile west of Reems Road on the west.

5) New River and vicinity - an area of approximately five square miles extending along both sides of New River Road, from New River School on the east to Black Canyon Highway on the west.

6) North Paradise Valley - an area of approximately 46 square miles extending from the Cave Creek-Carefree planning study area on the north to the Phoenix planning study area on the south, and from the Pima Road alignment on the east to Cave Creek "wash" on the west.

7) Peoria and vicinity - an area of approximately 22 square miles extending from Bell Road on the north to the Glendale planning study area (Northern Avenue) on the south, and from the Glendale planning study area (71st Avenue) on the east to the Sun City planning study area on the west.

8) West Chandler and vicinity - an area of approximately 19 square miles extending from the Tempe planning study area on the north to the Kyrene Industrial District on the south, and from the Chandler planning study area on the east to the Phoenix planning study area on the west.

CHAPTER VI

OTHER AREA STUDIES

In addition to plans and reports prepared by the Maricopa County Planning and Zoning Department and other planning agencies, there are several other area studies completed, underway or needed that should be mentioned. There is the "Maricopa County Regional Park System Plan," discussed earlier in this report. This plan is for a system of regional and semi-regional parks that comprise more than 93,000 acres.

The Maricopa County Flood Control District has prepared a comprehensive flood control program to establish flood control improvements. The U.S. Army Corps of Engineers is preparing a series of reports to provide information about flood hazards in flood plains along several streams in the County. These reports for Indian Bend Wash, Cave Creek, Skunk Creek, the Wickenburg area and New River have been published.

Earlier traffic studies and highway planning undertaken under the direction of the Phoenix-Maricopa County Traffic Coordinating Committee are continuing under the Valley Area Traffic and Transportation Study (VATTS). As mentioned in Chapter IV of this report, an initial task of VATTS is review of the Adopted Major Street and Highway Plan, prepared under the direction of the Phoenix-Maricopa County Traffic Coordinating Committee.

The County Health Department, working with the major municipalities of the County, is engaged in the establishment of a solid waste disposal plan to serve the entire County, and has underway the effectuation of a master plan for a unified sewer disposal system encompassing the needs of all the major areas of urbanization in central Maricopa County. The County Health Department has also undertaken studies pertaining to the problem and control of air pollution.

In addition to the above mentioned studies and other studies mentioned earlier in this report, metropolitan or area-wide planning studies which appear to be warranted in Maricopa County are as follows: transportation (mass transit, rail and air), schools and parks, and other recreational facilities. Other studies may suggest themselves in the future.

Future land use plans are particularly needed for all the cities and towns which comprise the Phoenix Urban Area, as this is the area where most of the future urban growth is foreseen. The preparation of these plans is fundamentally the responsibility of each political jurisdiction concerned. The jurisdictions having yet to prepare a plan, nevertheless, should agree as to form, content and scope of their plans in order that there may be a uniform tabulation, consolidation, evaluation and projection of data pertaining to cities and towns in the Phoenix Urban Area. These jurisdictions should also coordinate their work closely with one another in order to harmoniously relate the land use patterns of adjoining political jurisdictions and provide for a reasonable and suitable use of land.

A study should be made to determine the adequacy of present bus service, problems, and needs to meet present and future population requirements. Planning is concerned with the routing of transit vehicles to and through the city. The planning of a transit system should be closely inter-related with street and highway planning and other plan elements. Failure to develop comprehensive plans for a transit system could result in lost opportunity to solve transportation problems economically and efficiently. A mass transit study of the Phoenix Urban Area should include a study of the location, character, extent and adequacy of inter-city and intra-city bus service in Maricopa County.

Railroad transportation has played an important role in both the location and development of most large cities. Consequently, many aspects of railroad transportation, including the character of terminal facilities and many phases of railroad operations, are matters of comprehensive planning. A railroad transportation study should include a study of location and extent of railroad services and facilities and any other changes that may be desired in the future.

Airport planning is concerned with the many aspects of air transportation but particularly with the location and development of airports and the coordination of air transportation with other means of transportation. In recent years, the location and development of airports have influenced the pattern of growth of many communities as have the development of railways and highways. While airport planning should relate to present and future local requirements, it may also be guided by standards and requirements established by the Federal Aviation Administration. A study of a system of airports should be concerned with the kind, location and extent of facilities needed to meet present and future air traffic requirements.

There appears to be a need to develop and promulgate uniform principles and standards for schools. These principles and standards would pertain to the minimum, maximum and optimum school capacity for various types of schools, location of schools in relation to the area to be served, and the size of school sites. Similarly, there appears to be a need to develop principles and standards concerning the location and size of parks and other recreational facilities required to adequately serve the future population that may be expected within the service area of these facilities.

Other studies needed, which are primarily the responsibility of individual political jurisdictions, concern housing conditions, zoning and subdivision regulations, building codes and other related codes, and capital improvement programming.

CHAPTER VII

PLANNING ADMINISTRATION

This chapter contains a discussion of existing state enabling legislation for planning and zoning, certain problems and needs, major features of standard state enabling legislation for planning and zoning, and coordination between planning agencies.

Existing State Enabling Legislation for Planning and Zoning

Authority for county planning and zoning is derived from Title 11, Chapter 6, Articles 1 and 2 of the Arizona Revised Statutes. Authority for cities and towns to adopt zoning regulations is derived from Title 9, Chapter 4, Article 6. There is no permissive state enabling legislation for planning by cities and towns. The following is an extract from the state enabling legislation for county planning and zoning:

"11-821. County Plan

"A. The commission shall formulate and adopt a comprehensive long term county plan for the development of the area of jurisdiction. The county plan, with accompanying maps, plats, charts and descriptive matter, shall show the commission's recommendations for the development of the area of jurisdiction together with general zoning regulations. The county plan shall be made with the general purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the area of jurisdiction. In the preparation of the county plan the commission shall make surveys and studies of present conditions and prospective future growth of the area of jurisdiction.

"B. The county plan shall provide for zoning, and shall show the zoning districts designated as appropriate for various classes of residential, business and industrial uses, and provide for the establishment of setback lines and other plans providing for adequate light, air and parking facilities, and for expediting traffic within the districts. The plan may establish the percentage of a lot or parcel which may be covered by buildings, and the size of yards, courts and other open spaces."

"11-822. Adoption of county plan by commission; notice; hearing

"The commission may adopt the county plan as a whole, or by successive actions adopt separate parts of the plan corresponding with functional divisions of the subject matter, and from time to time, subject to the limitations of this chapter, amend, extend or add to the county plan. Before adoption of the plan or any part, amendment, extension or addition, the commission shall hold at least one public hearing thereon, after giving at least fifteen days notice thereof by publication once in a newspaper of general circulation in the county seat. In addition, the notice shall be published in a newspaper of general circulation in the area to be affected, or adjacent thereto, if the area affected is other than the county seat. Adoption of the plan or any part thereof shall be by resolution, and shall require the affirmative votes of a majority of the members.

"11-823. Submission of county plan to board; hearing; notice

"After adoption of the county plan or any section thereof by the commission the plan shall be submitted to the board for its consideration and official action. The board shall hold at least one public hearing at which residents of the county shall be heard concerning the matters contained in the plan. At least fifteen days notice of the hearing shall be given by one publication in a newspaper of general circulation in the county seat. The board shall consider protests and objections to the plan and may change or alter any portion of the county plan including the zoning regulations. However, before any change is made, the portion of the plan proposed to be changed shall be re-referred to the commission for their recommendation, which may be accepted or rejected by the board.

"11-824. Adoption of county plan by board

"The board may adopt the county plan as a whole, or by successive actions adopt separate parts of the plan. Upon adoption, the plan, or any part thereof, shall be the official guide for the development of the area of jurisdiction. Any change, amendment, extension or addition of the county plan may be made only in accordance with the provisions of this chapter."

Preparation of County Plan

A major function of a county planning commission is to prepare a comprehensive county plan. This function is envisaged and provided for in the present enabling legislation as cited in the aforementioned section 11-821A. Unfortunately, the present enabling legislation does not list or describe the elements that should or may be contained in a comprehensive county plan. This omission is one of the deficiencies that should be corrected in any new enabling legislation. Notwithstanding this lack of adequate enabling legislation, various departments and agencies within the County have been or are presently engaged in area-wide planning.

The County Planning and Zoning Department and the County Highway Department actively participated in the preparation of the major street and highway system for Maricopa County that was subsequently adopted by the County and various cities and towns therein. The Flood Control District of Maricopa County in cooperation with the U.S. Corps of Engineers has prepared plans for various flood control structures and other improvements throughout the County, as discussed elsewhere in this report, and the County Health Department is undertaking a study of solid waste disposal matters.

Zoning Regulations

Section 11-821B provides for county zoning regulations. Zoning regulations are primarily concerned with the use of land, maximum height of structures, and open space around buildings which are usually established by yard requirements.

Maricopa County has had the benefit of zoning regulations since 1951 when the first regulations were originally adopted for all of the unincorporated area. The present zoning regulations now in effect for Maricopa County were adopted by the Board of Supervisors on November 27, 1959, and effective February 27, 1960. From time to time, these regulations have been amended to meet new needs and unforeseen conditions. Although the present regulations have served the County very well, there is a need for review, updating and modernization of the present regulations to reflect the improved techniques in zoning procedures. With this purpose in mind, the Planning and Zoning Department has prepared a suggested new zoning ordinance which is currently under advisement by the Planning and Zoning Commission. This suggested ordinance does not envisage that there would be any major change in the present district boundaries.

Virtually all cities and towns in Maricopa County have zoning regulations in effect. The County has endeavored to promulgate uniform zoning regulations and to a considerable extent, it has been able to accomplish this objective in those instances where it has been commissioned to prepare zoning regulations for various cities and towns in the County. Uniform regulations would, among other things, provide a greater stability in the zoning of property that changes from one jurisdiction to another by virtue of annexation. However, because of differences in the various zoning ordinances throughout the County and because of differences in viewpoints, land upon being annexed to a community quite often is subject to a different type of zoning

regulation than was in effect prior to annexation. To a great extent these differences have been minimized through cooperation between adjoining jurisdictions involved, but where zoning regulations are different and zoning districting is different for land that is adjacent and in different jurisdictions, inequities can result since land situated alike should be zoned alike.

Subdivision Regulations

The present zoning enabling act for counties contains no provision for the preparation and adoption of subdivision regulations. There is a need for specific enabling legislation for this purpose and several attempts have been made to secure the necessary legislation. Notwithstanding, the County does have subdivision procedures and requirements which are set forth in a manual which deals with the form, content and process of platting land, and with subdivision design principles and standards that should be observed. As part of the routine process of plat review, other County departments of government are consulted. These include the Highway Department, Health Department, Parks and Recreation Department, and Flood Control District. In addition, the subdivider must refer his plat to any incorporated city or town that has adopted subdivision regulations and which lies within three miles of the area to be subdivided for their review and recommendation to the County. Subdivision procedures contain no provision with respect to the type, scope and extent of physical improvements that may be required. However, the County does not accept into its system any street or highway that is not built to County standards.

Major Features of Standard State Enabling Legislation for Planning and Zoning

It is not within the scope of this chapter to make a detailed analysis of present Arizona planning and zoning enabling legislation and its deficiencies. However, the majority of states have adopted planning and zoning enabling legislation that is superior to the legislation existing in Arizona.

Many states have adopted all, or in part, the Standard State Zoning Enabling Act and the Standard City Planning Enabling Act. These two companion acts were prepared by an Advisory Committee appointed in 1921 by the President of the United States. The U.S. Department of Commerce assisted in the preparation and promulgation of this legislation.

Major features of these two standard permissive acts are listed below. Items marked with an asterisk are missing, all or partly, from Arizona legislation.

Standard State Zoning Enabling Act.

1. Empowers local legislative body to adopt zoning regulations.

2. Permits division of area of jurisdiction into zoning districts to "regulate and restrict the erection, construction, reconstruction, alteration, repair, or use of buildings, structures, or land."

*3. Describes the purposes of zoning regulations and elements to be considered in their preparation.

4. Requires that procedure be established for public notice and hearing prior to adoption of zoning regulations.

5. Provides for changes in regulations.

6. Requires appointment of a zoning commission and describes their duties.

7. Provides for appointment of a board of adjustment and describes their powers and duties.

8. Provides for enforcement of zoning regulations.

Standard City Planning Enabling Act.

1. Provides for creation of a planning commission and describes its composition, tenure, organization, and general powers and duties.

*2. Lists the elements that comprise a comprehensive plan and provides for the preparation and adoption of plans, purposes, procedure for adoption of plans, and legal status of adopted plans.

*3. Provides for subdivision control including preparation and adoption of regulations governing platting of land.

4. Provides for preparation, adoption, and enforcement of building lines.

In summary, new state enabling legislation for planning and zoning is badly needed in Arizona. Previous attempts to secure new and improved permissive legislation have failed.

Coordination and Cooperation Between Planning Agencies

Various facilities needed to serve the present and future population of Maricopa County transcend corporate limit lines (e.g. major streets and highways, flood channels, and utility lines). An ideal unit for planning would be an area that lies within a single political jurisdiction. However, in metropolitan areas such as Maricopa County, there are many political jurisdictions involved which necessitates a high degree of coordination and cooperation between the various agencies concerned and the various political jurisdictions. Of necessity, cooperation and coordination are largely voluntary on the part of the various entities involved. The jurisdiction of county planning and zoning is limited to the unincorporated area. Similarly, planning activities of cities and towns are limited to their incorporate areas since they lack extra-territorial jurisdiction except for review of subdivision plats under certain conditions.

The County Planning and Zoning Commission refers applications for subdivision and changes of zoning to any adjacent community for their advice and comment. Likewise, on occasion cities and towns refer similar matters to the County for its review and comment when the land area concerned is located adjacent or near common boundary lines. Also, there appears to be a considerable degree of coordination between adjoining cities and towns with respect to any proposed plan for development of land at their borders. There is no statutory requirement that the various city and town plans be filed with the County for its information. Notwithstanding, various cities and towns do send the County Planning and Zoning Department copies of their planning reports and publications. However, there should be a requirement that as an aid toward the coordination of city and town plans with any County plan, it shall be the duty of every city and town within the County to file copies of its comprehensive plan with the County Planning and Zoning Commission from time to time noting thereon the official status of such plans. In a similar manner the County planning function has an obligation to inform cities and towns of any County plan it may have that affects cities and towns in order to have the benefit of their review and comments.

APPENDIX

APPENDIX

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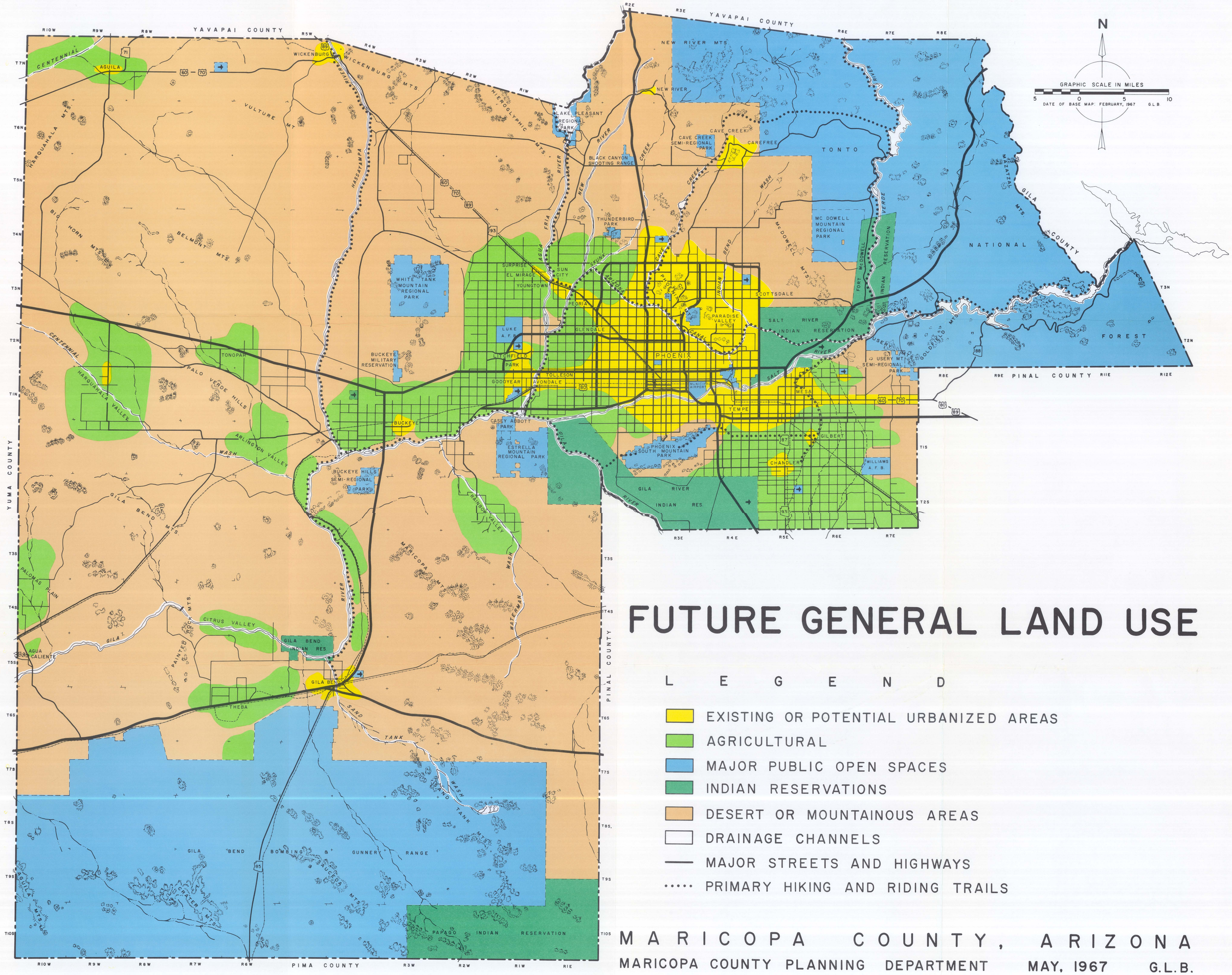

FUTURE GENERAL LAND USE

L E G E N D

- EXISTING OR POTENTIAL URBANIZED AREAS
- AGRICULTURAL
- MAJOR PUBLIC OPEN SPACES
- INDIAN RESERVATIONS
- DESERT OR MOUNTAINOUS AREAS
- DRAINAGE CHANNELS
- MAJOR STREETS AND HIGHWAYS
- PRIMARY HIKING AND RIDING TRAILS

M A R I C O P A C O U N T Y , A R I Z O N A

MARICOPA COUNTY PLANNING DEPARTMENT MAY, 1967 G.L.B.

PLATE 2