

A REPORT UPON

Property of
REGIONAL SERVICE CENTERS
Flood Control District of MC Library

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2801 W. Durango
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A. REPORT UPON

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2801 W. Durango
Phoenix, AZ 85009

Prepared by

THE PLANNING DEPARTMENT

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July 7, 1969



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INTRODUCTION

This report upon regional service centers for Maricopa County contains recommendations for the general location of proposed service centers and their suggested operational boundaries or areas of service. This report has been undertaken pursuant to memorandum dated May 23, 1969 to the Director of Planning and Zoning from the County Manager, which states in part as follows:

"A study recently completed by the Vehicular Policy Planning Committee recommended immediate establishment of three all-purpose service centers strategically located in the west, north and east portions of the County. These service centers would be used primarily by the Highway and Parks and Recreation Departments for storage of their vehicles, equipment and supplies. In addition, the Mechanical Equipment Department would have facilities for their preventive maintenance program and routine servicing of other County vehicles deployed in these service areas.

"Initially it is anticipated that we would acquire sites containing 10 to 15 acres, provide necessary utilities and equip them with gas pumps, lift rack, wash stall, parts storage, restroom, office, hardstand for heavy equipment, parking area for county cars and light trucks parking area for personal cars, road materials storage bins and a site for a house trailer. For security reasons, there would also be fencing, outside lighting and a part-time resident watchman."

As also suggested in the aforementioned memorandum, this report does not contain recommendations for specific service center sites nor is it concerned with service center layout plans or priorities.

In preparing this study helpful information was obtained from the following County departments and offices: Highway Department, Mechanical Equipment, Department, Parks and Recreation Department, Health Department, Flood Control District and the Sheriff's Office.

This report is based upon certain determinations or premises as follows:

- 1) That three outlying service centers are needed and warranted on a cost-benefit basis.
- 2) That major maintenance will continue to be provided by the Mechanical Equipment Department located at West Durango Street.
- 3) That the county service station located at the southwest corner of South First Avenue and West Jackson will be retained and continue to provide preventative maintenance and service as at present.
- 4) That incorporated cities and towns will continue to expand their corporate limits by the gradual annexation of adjoining fringe areas now located in the unincorporated area.
- 5) That major population growth and subdivision development will continue in the unincorporated area.
- 6) That a considerable amount of present and future development will require that county services continue to be provided over a widespread geographical area.
- 7) That the major adopted street and highway system will continue to be gradually implemented as conditions and finances warrant and that in all probability this will require that county highway improvement programs increase rather than decrease in the future.

Certain conditions that make it particularly difficult to design a system of service centers are: The large amount of land lying within the unincorporated area that requires county services; irregular patterns of annexation that have left scattered pockets of unincorporated land, streets, and highways within the county jurisdiction and; uncertainty regarding the exact location and extent of future subdividing that will result in creation of new streets that will be brought into the county system for maintenance.

The following sections of this report discuss principles for the size and location of service centers, existing conditions and facilities, growth trends and improvement programs, and proposed service facilities.

CHAPTER I

PRINCIPLES FOR THE SIZE AND LOCATION OF SERVICE CENTERS

There are no universal principles or standards concerning the size and location of service centers. However, the following are suggested for application to the needs of Maricopa County:

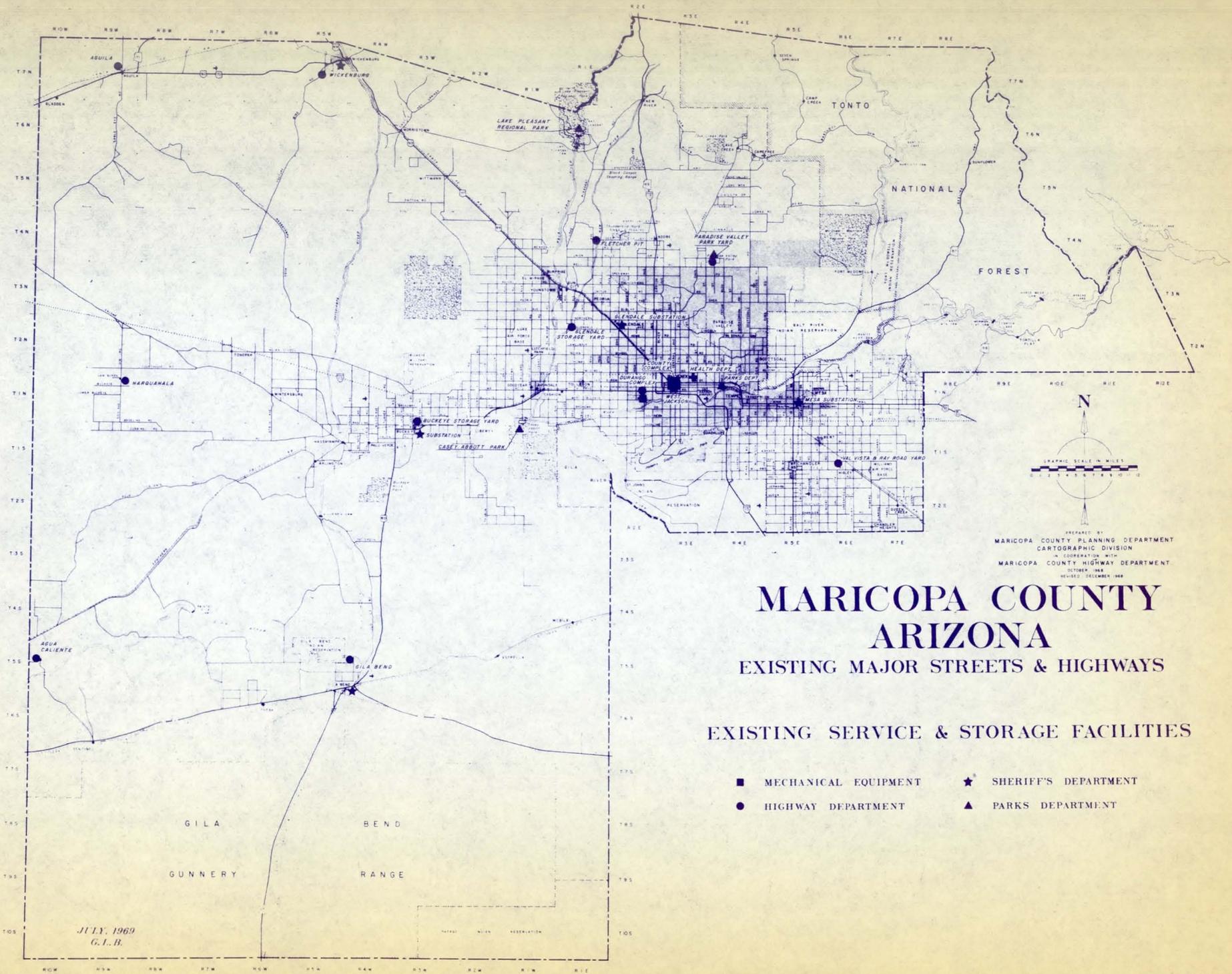
Size of Sites

In the memorandum dated May 23, 1969, the County Manager states that:

"Initially it is anticipated that we would acquire sites containing 10 to 15 acres, provide necessary utilities and equip them with gas pumps, lift rack, wash stall, parts storage, restroom, office, hard-stand for heavy equipment, parking area for county cars and light trucks, parking area for personal cars, road materials storage bins and a site for a house trailer. For security reasons, there would also be fencing, outside lighting and a part-time resident watchman."

Site Location Principles

The following principles are suggested for the location of Maricopa County Service Centers: 1) Service centers should be centrally located with respect to their present and probable future area of service. 2) Service centers should be conveniently located in relation to the present and probable future major street and highway system. 3) Service centers should be directly accessible from a local or feeder street rather than from a major arterial street or highway in order to reduce or eliminate conflicts with through traffic movements. 4) Service centers should be located in a light industrial zone or in an outlying Rural zone beyond present or potential urban development. 5) Service centers should not be located within or adjacent to existing or probable future residential development.



MARICOPA COUNTY ARIZONA

EXISTING MAJOR STREETS & HIGHWAYS

EXISTING SERVICE & STORAGE FACILITIES

- MECHANICAL EQUIPMENT
- HIGHWAY DEPARTMENT
- ★ SHERIFF'S DEPARTMENT
- ▲ PARKS DEPARTMENT

CHAPTER II

EXISTING CONDITIONS AND FACILITIES

This section contains a discussion on existing conditions and facilities that determine the need and influence the location of proposed service centers in Maricopa County. Plate 1 shows the location of major streets and highways, existing service and storage facilities including the location of the Mechanical Equipment Department, Highway Department, Sheriff's Department, Parks Department and County Health Department and County Complex.

The following is a discussion of the problems and needs of the Mechanical Equipment Department, Highway Department, Parks Department, Health Department, Flood Control District and Sheriff's Office.

Mechanical Equipment Department

The following is a discussion of the Mechanical Equipment Department service and storage facilities:

Mechanical Equipment Center, 3325 West Durango

The existing automotive repair, service and storage facilities are shown on Plate 1, "Existing Service and Storage Facilities."

The Mechanical Equipment Department, with facilities at 3325 West Durango, is responsible for the maintenance and repair of all County vehicles. Facilities are provided there for the major overhaul of all County automotive equipment, and other machines such as graders, caterpillars and shovels. The Mechanical Equipment Department also repairs inboard and outboard motors on Sheriff's Department boats used in patrol work on nearby lakes.

There are 67 persons employed by the Mechanical Equipment Department. All personnel work at the West Durango installation except for two employees located at the service center at 111 West Jackson and one person who is located at the County Parks Department yard at 4701 East Washington. Equipment maintained by the Mechanical Equipment Department includes the following: 388 vehicles and other equipment for the Highway Department and 39 vehicles and tractors for the Parks Department.

The West Jackson Service Station

This branch of the Mechanical Equipment Department is situated at 111 West Jackson Street in Phoenix and is conveniently located in relation to the County Administration Building, Sheriff's Office and Courts Buildings. The site occupies one-fourth of an acre of land. Facilities include gasoline pumps, a building with a grease rack, office and storage. Covered parking is provided for 16 county pool cars and two spaces are provided for employees assigned there. This center performs preventative maintenance work and fueling on all automobiles assigned to the Sheriff's Office, Health Department, Civil Defense, Hospital and the 9 official cars as well as other county vehicles. After July 1, 1969, the 7 vehicles now assigned to the County Parks and Recreation Department will be serviced here. The present limited service facility at the Parks Department yard, which includes a gas pump and diesel fuel, will be discontinued at that time. Approximately 145 vehicles obtain periodic service at this center on Jackson Street. These services may include one or all of the following items: gasoline, oil changes, replacement of oil and air filters, lubrication, washing and changing of tires.

County Highway Department

The County Highway Department and the Mechanical Equipment Department are located at 3325 West Durango as shown on Plate 1. There are several County Highway Department storage yards scattered throughout the County. A brief discussion of those storage facilities visited during the preparation of this report is as follows:

Buckeye

This yard occupies one-fourth acre of land and is located on the north side of 6th Avenue, one eighth of a mile west of Pima Road in the Valencia District. Facilities include storage tanks for gasoline and diesel fuel with a small storage building. This site is located in a residential area and all adjoining property is used for residential purposes. This is an unattended unmarked facility.

Glendale

This site is located on the north side of Glendale Avenue approximately four-tenths of a mile west of 99th Avenue and is bordered by the Agua Fria River on the west. The facility is used for the storage of diesel fuel, explosives, and road surfacing material. It is also used for storage of miscellaneous used material including telephone poles, damaged steel posts and cement culverts. The facility has the appearance of a dump ground and like the Buckeye facility is unidentified with any sign or other marker showing that it is a County Highway Department facility. Considerable area is devoted to dumping tree limbs and trunks. The site is located on county owned land and contains approximately 10 acres.

Fletcher Pit

This gravel pit is located on state land approximately four-tenths of a mile east of 83rd Avenue on the south side of Union Hills Drive. The pit is in the New River basin a short distance to the south. Equipment is stored on privately owned property beside the road.

Paradise Valley Park

A storage area is located to the southwest corner of 40th Street and Union Hills Drive at the northern end of the Paradise Valley Park. The yard is enclosed with a chainlink fence and it is used for the storage of heavy equipment, graders

and the vehicles of the personnel using county equipment. Facilities include a small storage building and the site occupies 2 acres of park land. The surrounding area is open land and there are no near residences so there is no adverse affect on adjoining property values. However, if this facility is retained it should eventually be limited to County Park equipment needs.

Val Vista Road and Ray Road Yard

This is a one and one half acre site located on the south side of Ray Road just east of Val Vista Road. The site adjoins the canal on the east and on the west is a sanitary landfill operated jointly with Chandler, Gilbert and Maricopa County. The compound serves as a supply depot for fuel and the storage of vehicular equipment. This county owned site is enclosed by a protective fence. The aforementioned site is located in an outlying rural area.

In addition to the aforementioned storage yards, the County Highway Department reports storage facilities at the following outlying locations in the County:

Gila Bend

This is a one and one-half acre privately leased area enclosed with wire fence. Gasoline and diesel fuel and a storage building area located here.

Agua Caliente

This is a one acre site (Blademan's Yard) enclosed with a fence. Gasoline and diesel fuel and a storage building are located here.

Harquahala

This half acre site is used for gasoline and diesel storage.

Aguila

This area (Blademan's Yard) consists of one fourth acre enclosed with a chain-link fence. Gasoline and diesel fuel are stored here.

Wickenburg

This privately owned property contains one acre and it is enclosed with a chain link fence. Gasoline and diesel fuel are stored here.

Grading Districts

There is approximately 5,000 miles of streets and highways in the County system. This mileage is gradually increased when new roads are built and accepted into the County system.

The County Highway Department, which is responsible for grading all roads in the rural areas of the County, has divided the County into 31 grading districts. One man is assigned to each district and it is his responsibility to grade the roads in that district. Also, each man in these districts has a pickup truck in which he drives from home to work each day. He is responsible for the maintenance of the grader and the pickup truck assigned to him. A portable lubrication truck from the Mechanical Equipment Department periodically goes out to each district and services the grader and pickup truck. This operation has been in effect for several years and probably will not be changed even when the service centers are established since it has proven to be the most practical way of maintaining the roads in the rural sections of the County. However, it is expected that ^{when} the proposed service centers are established, savings in employee travel time for fuel and other supplies will be realized.

County Parks and Recreation Department

This section contains a discussion of county parks and recreation facilities and needs. The Parks and Recreation Department is responsible for maintenance and operation of a regional park system consisting of more than 94,000 acres of land, and the administration of 28 community recreation programs.

A comprehensive master plan for development of the system has been completed. Detailed plans have been prepared for eight of the nine regional parks. Certain facilities are to be developed along the irrigation canals, and the 140-mile Sun Circle Hiking and Riding Trail System.

A brief description of the county parks and their location is as follows:

Lake Pleasant Regional Park

This park is located 10 miles west of Black Canyon Highway on Carefree Highway about 30 miles north of Phoenix. This 14,367 acre park is partially developed with two lakes, sandy beach, picnic and camping areas, hiking and riding trails. Construction will soon be starting on concrete boat launching ramps and development of picnic areas on the upper lake.

Estrella Mountain Regional and Casey Abbott Semi-Regional Parks

This park is located 3 miles south of Goodyear. This 18,592 acre park contains an 18-hole golf course, driving range, putting green, pro shop, amphitheater, picnic and camping areas, and hiking and riding trails.

McDowell Mountain Regional Park

This 20,941 acre undeveloped park is located northeast of Scottsdale and it adjoins the Tonto National Forest and Fort McDowell Indian Reservation.

White Tank Mountain Regional Park

This 26,340 acre undeveloped park is located in the west central part of the County.

Usery Mountain Semi-Regional Park

This 3,324 acre undeveloped park is located in the eastern part of the County adjoining the Tonto National Forest.

Cave Creek Semi-Regional Park

This 2,592 acre undeveloped park is located in the northern part of the county in the Desert Foothills Area.

Buckeye Hills Semi-Regional Park

This 3,627 acre undeveloped park is located 5 miles south of Buckeye west of U.S. Highway 80.

Black Canyon Shooting Range and Recreation Area

This is located west of Black Canyon Highway on Carefree Highway. The 1,541 acres here are partially developed with rifle, trap, skeet, and archery ranges.

Motorcycle Raceway

This is located 5 miles southwest of White Tank Mountain park. The 140 acres here are pending development.

Thunderbird Semi-Regional Park

Located 9 miles north of Glendale, this 720 acre park is partially developed with picnic areas and an amphitheater.

Paradise Valley Community Park

This park is located at 40th Street at Union Hills Drive. It contains 340 acres, which are partially developed.

Neighborhood Parks

The following neighborhood parks are not shown on Plate 1:

Donnie Hale. Located on Highway 80 near Cashion, 6 acres, developed.

Oasis. Located 5 miles south of Highway 70-80 in Apache Junction, 10 acres, developed, Community Center Building.

Arlington. Located 4 miles south of Liberty west of Jack Rabbit Road; 6 acres, undeveloped.

Desert Foothills Scenic Drive

There are two entrance area parks of five acres each, with ramadas, tables, rest rooms, and entrance signs to the scenic drive. One park is located on Cave Creek Road and the other is located on Scottsdale Road.

County Parks Department Equipment

Certain equipment needed to maintain park areas should continue to be stored at the various parks as at present. The following is a discussion of parks department equipment.

The Maricopa County Parks and Recreation Department currently operates 43 pickups and trucks which require regular maintenance and service. Most of the maintenance work for Parks Department vehicles is now done at 4701 East Washington where one man from the Mechanical Equipment Department is permanently stationed. This man at 4701 East Washington usually takes care of 6 to 9 vehicles a day. This department has gasoline facilities at Casey Abbott Semi-Regional Park, Lake Pleasant Regional Park and at 4701 East Washington. Along with the Parks and Recreation Department vehicles, 6 Vector Control vehicles and some of the Civil Defense vehicles are serviced at this location.

The County Highway Department and the County Parks Department presently use a compound on Parks Department property located at 40th Street and Union Hills Drive. Both departments use the yard for overnight storage of vehicles and other equipment. The Shooting Range, another facility belonging to the County Parks Department, is used by both the Parks and Highway Departments for overnight storage of vehicles or other materials.

Parks Department vehicles now stationed at the Casey Abbott Semi-Regional Park or the Lake Pleasant Regional Park must be taken to the Durango or Jackson service centers for preventative maintenance service. Because of the distance

involved, personnel with cars stationed at Lake Pleasant Regional Park, must now spend approximately one half day's time driving to and from existing service centers in order to obtain preventative maintenance work on their cars. Many other similar examples of lost time due to travel distance to service centers could be cited for vehicles of other County departments.

Current projects of the Parks and Recreation Department call for minimum development of facilities in the Utery Mountain Semi Regional Park and the White Tank Mountain Regional Park. With the addition of these facilities in the near future, increased deployment of men and vehicles will be necessary.

County Health Department

The County of Phoenix and County Health Departments merged in 1957. All public health facilities in Maricopa County and its cities and towns are now carried out by the County Health Department. The County Health Department main office is at 1825 E. Roosevelt. Other facilities are as follows: Avondale Clinic at 23 South Central, Avondale; Chandler Clinic at 200 West Chicago, Chandler; Child Evaluation Center, 2214 North Central; First Avenue Health Center, 715 South First Avenue; Glendale District Office, 7115 North 57 Drive, Glendale; Mental Health, 2214 North Central; Mesa District Office, 112 West First Street, Mesa, South Phoenix District Office, 4732 South Central; Veterinary Center, 2204 South 26 Street. However, by the Fall of 1969 a new Veterinary Center will be located at 35 Avenue and Durango.

The County Health Department has 13 mobile trailers assigned to permanent or temporary locations depending upon their purpose. Clinics are used for a variety of purposes such as air pollution lab, mobile Xray, migratory family health, mobile dental clinics, etc. In addition the County Health Department has 33 vehicles which are assigned to the office at East Roosevelt. A few vehicles operate out of or are stored for convenience at the Parks Department facilities at 4701 E. Washington. All rabies control trucks are parked at the Veterinary Center at night after the last shift.

Flood Control District

The Flood Control District Office is located at the County Highway Department building at 3325 West Durango. The Flood Control District has three vehicles: 2 sedans and 1 jeep station wagon. The vehicles are kept in the compound of the County Highway Department at 3325 West Durango. Field trips originate from that point. The Flood Control Chief Engineer and General Manager advises that "no additional sites are now required or will be in the foreseeable future". He further advises that "as Flood Control projects are completed in the future it is possible that the District will obtain maintenance equipment and that this equipment should be kept at the headquarters of the Flood Control District because of the county-wide scope of the Flood Control projects and the usual lengthy interval between maintenance for each separate project." The Flood Control Chief Engineer also further advises that "the only anticipated future need for additional storage space of this department would be at the County Highway Department yard on West Durango for maintenance which might be obtained in future years."

The location of Flood Control projects are shown on Plate 6.

Office of the Maricopa County Sheriff

The Maricopa County Sheriff's central office is at 102 West Madison. Ninety-eight vehicles are assigned to the Sheriff's office. Fifty-four of these cars and trucks operate from the downtown central office, 24 cars operate out of the Mesa Sheriff's Office, 112 West First Street in Mesa. Twelve cars operate out of the Glendale Sheriff's Office at 7115 North 57th Drive. There are three cars stationed in Buckeye, two cars stationed in Gila Bend, and three cars stationed in Wickenburg. Some of the Sheriff's cars assigned to outlying areas of the County use credit cards for gasoline purchases or for lubrication. However, all 98 vehicles must come into the Jackson Station for periodic inspection and servicing. The Sheriff's office in letter dated June 10, 1969 advise that they "probably could use any available vehicle service centers in conjunction with the County Highway Department".

CHAPTER III

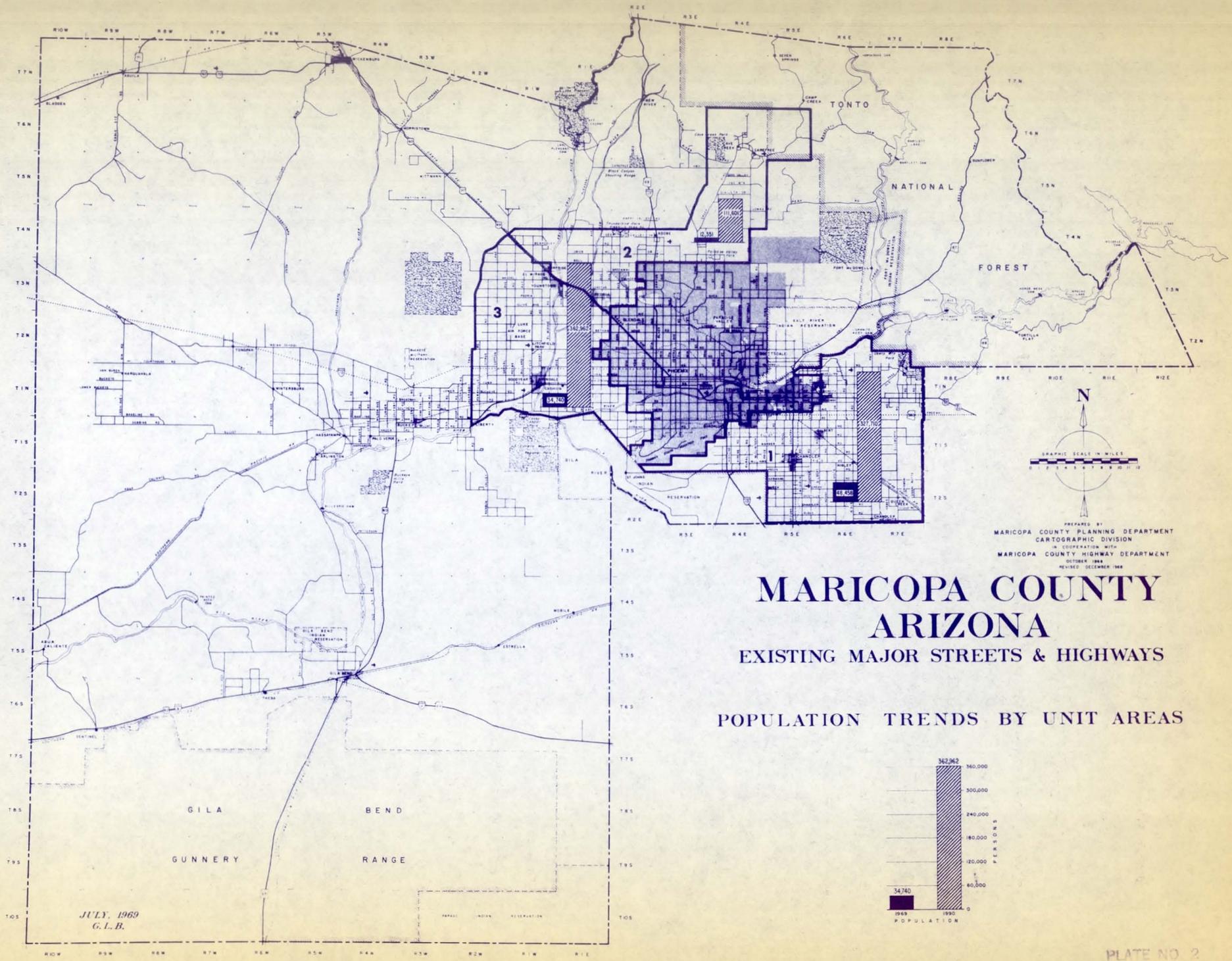
GROWTH TRENDS AND IMPROVEMENT PROGRAMS

This section discusses those factors that will determine or affect the extent of governmental service that will be needed to meet future as well as present population requirements and needs in the unincorporated areas of Maricopa County. The factors that will be discussed in this section also influence and help determine the extent of need and a logical location for proposed service centers. The following is a discussion of population trends, population by unit areas, and the general location of subdivisions recorded and building permits issued for certain years, and highway and flood control projects.

Population

Population growth indirectly influences the location of service centers. The main effect of population increase is subdivision development and the creation of new streets that must eventually be maintained by the county, and other services that residences of new subdivisions as well as outlying rural areas require the county to provide, such as health, police, fire protection and the like.

As of April 1969 it is estimated that the total population of Maricopa County amounted to 977,658 persons of which 155,166 or 15.9 percent resided in the unincorporated area. For this same period, of 9,226 square miles in the County 8,820.54 or 95.6 percent were located in unincorporated area. It is the large land area with scattered population that creates problems of providing an economical and satisfactory level of county services. In these respects, the



JULY, 1969
G. L. B.

PREPARED BY
MARICOPA COUNTY PLANNING DEPARTMENT
CARTOGRAPHIC DIVISION
IN COOPERATION WITH
MARICOPA COUNTY HIGHWAY DEPARTMENT
OCTOBER 1968
REVISED DECEMBER 1968

MARICOPA COUNTY ARIZONA

EXISTING MAJOR STREETS & HIGHWAYS

POPULATION TRENDS BY UNIT AREAS



county problems are much more difficult to solve than the city and town problems where population densities are generally high and more concentrated.

Old as well as new communities will continue to require certain County services until such time as they incorporate and a number of unincorporated communities are scattered throughout the county. It is not possible to determine when these will incorporate and thus eliminate the need for county highway maintenance, etc. (e.g. Litchfield Park, and Sun City).

The magnitude of projected future population growth is one indicator that the demand for county services will increase. For example, the population of Maricopa County is expected to increase to 1,226,000 persons in 1970 and 1,831,000 persons in 1980, and 2,229,000 in 1985.

Population Trends by Unit Areas

Plate 2 shows present and estimated future population by unit areas for unincorporated areas in Central Maricopa County around the metropolitan complex of cities and towns. The unit areas shown embrace the majority of County Highway improvement projects scheduled for the next five years. For convenience the areas are designated as follows: Area 1, southeastern portion of Maricopa County; Area 2, northern portion of the central area of Maricopa County; and Area 3, western portion of the central area of Maricopa County. These are discussed as follows:

Area 1

It is estimated that the population in Area 1 will increase from a present population of 48,458 persons to 327,710 by 1990. Area 1 embraces 380 square miles.

GENERAL LOCATION OF SUBDIVISIONS RECORDED CALENDAR YEAR 1959 THROUGH 1966

L E G E N D

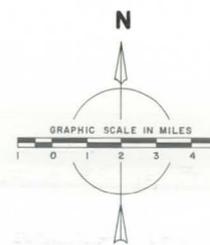
RESIDENTIAL SUBDIVISIONS

- ○ FIVE TO SEVENTY-FIVE LOTS
- ○ OVER SEVENTY-FIVE LOTS
- □ COMMERCIAL SUBDIVISIONS
- ▲ △ INDUSTRIAL SUBDIVISIONS

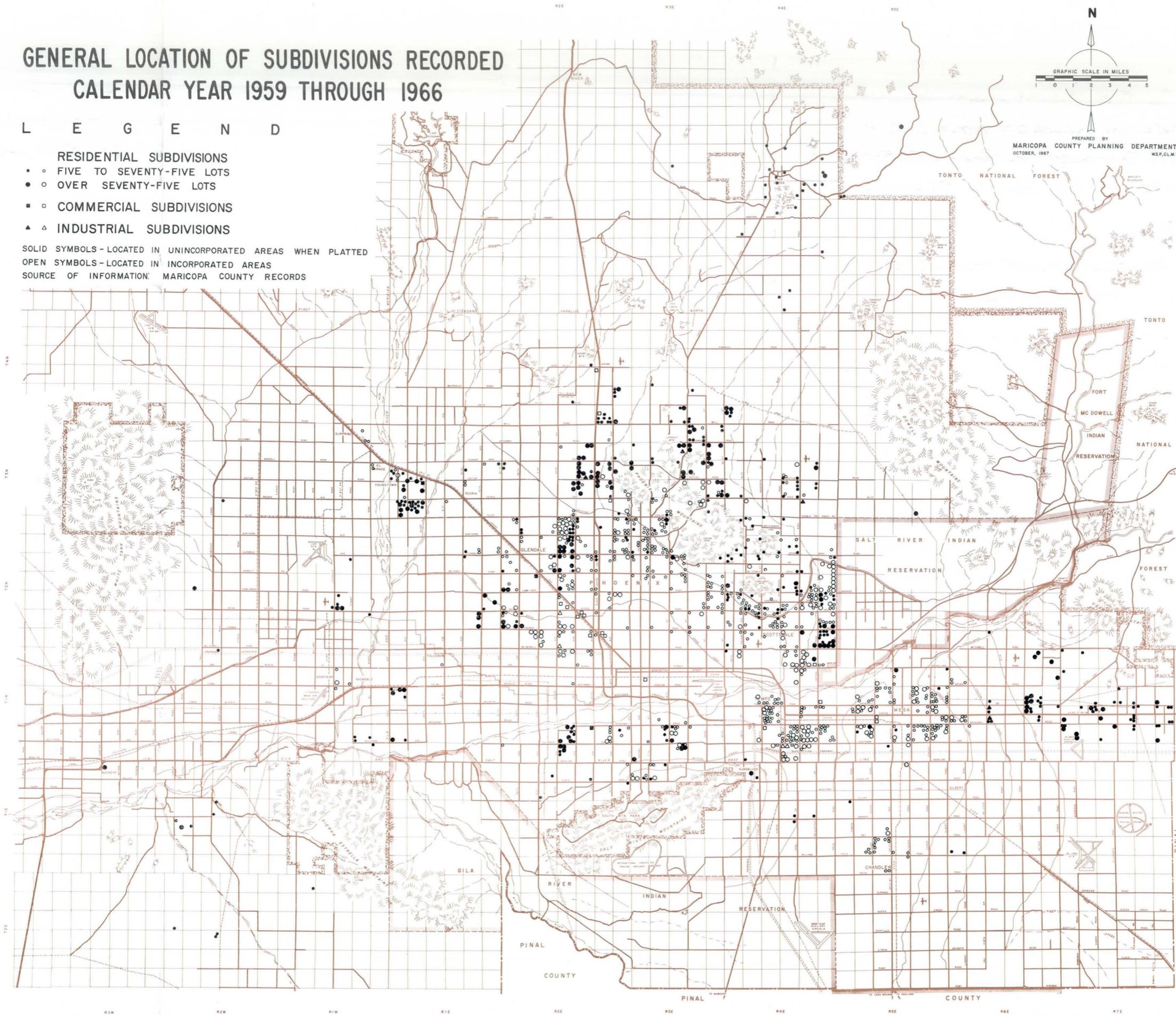
SOLID SYMBOLS - LOCATED IN UNINCORPORATED AREAS WHEN PLATTED

OPEN SYMBOLS - LOCATED IN INCORPORATED AREAS

SOURCE OF INFORMATION: MARICOPA COUNTY RECORDS



PREPARED BY
MARICOPA COUNTY PLANNING DEPARTMENT
OCTOBER, 1967
W.S.F., C.L.M.



Area 2

Area 2 contains approximately 154 square miles and it is estimated that the population will increase from approximately 12,351 persons at present to 111,601 by 1990. The area extends geographically from Grand Avenue (U.S. 60,70, and 89) on the southwest to Carefree and Cave Creek on the northeast.

Area 3

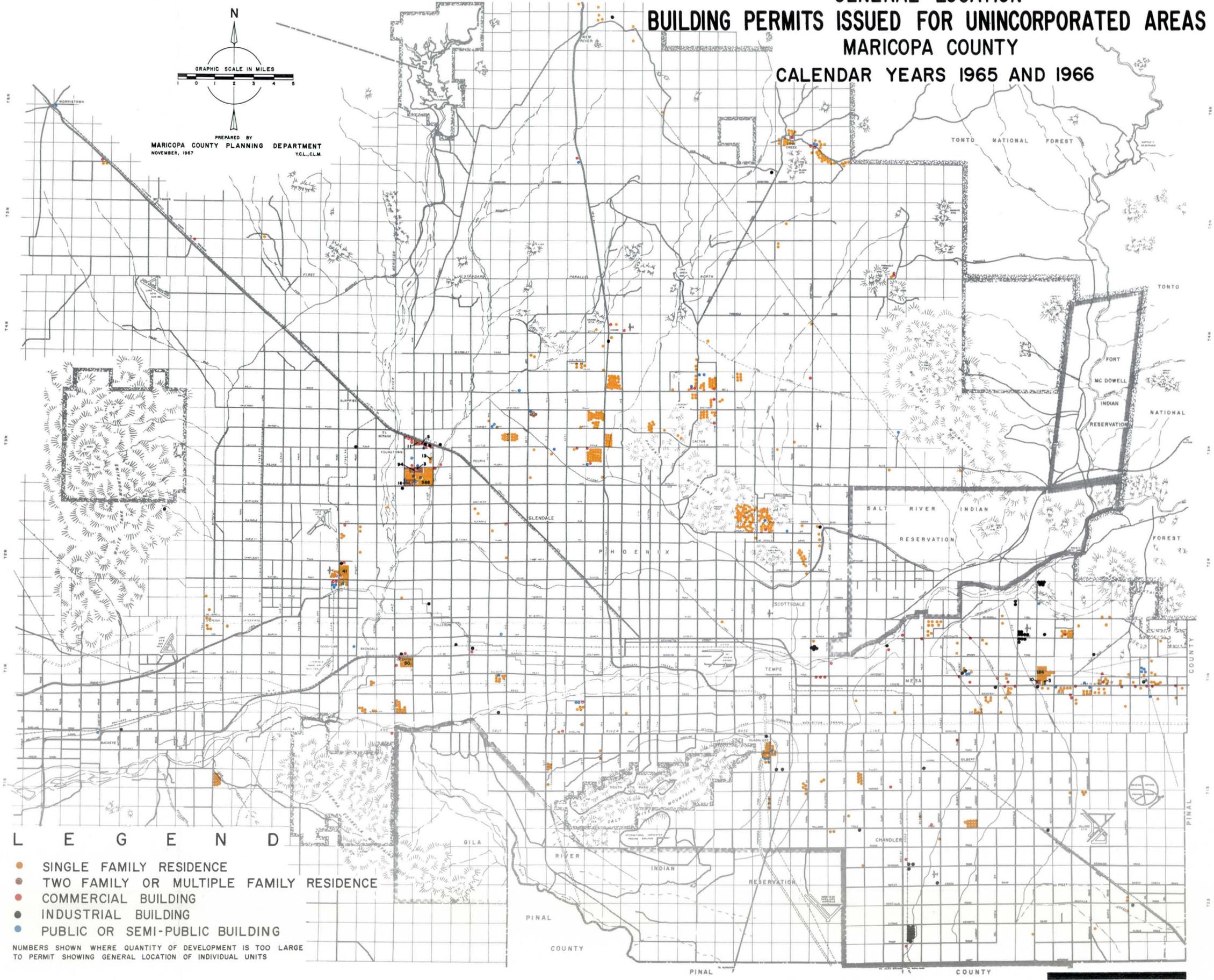
Area 3 contains approximately 282 square miles and it is estimated that the present population of 34,740 persons will increase to 362,962 by 1990.

Whether the aforementioned estimates are attained depends in a large part upon migration, annexation, and incorporation trends within these areas.

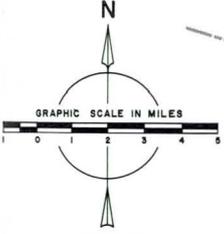
Subdivision Trends

Plate 3 shows the general location of subdivisions recorded for the calendar years 1959 through 1966. This plate shows the location of residential, commercial and industrial subdivisions. Solid symbols indicate that the subdivisions were located in unincorporated areas when platted. Open symbols indicate that the subdivisions were located in incorporated areas when platted. The plate reveals the extent of subdivision activity east of Mesa to the Pinal County line along Apache Highway; the extent of subdivision activity north of Bell Road, which lies in the unincorporated area; scattered development in the Carefree-Cave Creek area; the extent of subdividing activity in Sun City; and subdivision activity in the southern portion and western portion of the county. Most of the subdivision activity is located within the aforementioned geographical unit areas for which population trends were previously discussed by unit areas.

GENERAL LOCATION BUILDING PERMITS ISSUED FOR UNINCORPORATED AREAS MARICOPA COUNTY CALENDAR YEARS 1965 AND 1966



PREPARED BY
MARICOPA COUNTY PLANNING DEPARTMENT
NOVEMBER, 1967
TCL, CLM



LEGEND

- SINGLE FAMILY RESIDENCE
- TWO FAMILY OR MULTIPLE FAMILY RESIDENCE
- COMMERCIAL BUILDING
- INDUSTRIAL BUILDING
- PUBLIC OR SEMI-PUBLIC BUILDING

NUMBERS SHOWN WHERE QUANTITY OF DEVELOPMENT IS TOO LARGE TO PERMIT SHOWING GENERAL LOCATION OF INDIVIDUAL UNITS

Trends in Building Permits

Plate 4 shows the general location of building permits issued for unincorporated areas in Maricopa County for the calendar years 1965 and 1966. As would be expected, these trends follow very closely the trends in recorded subdivisions previously discussed.

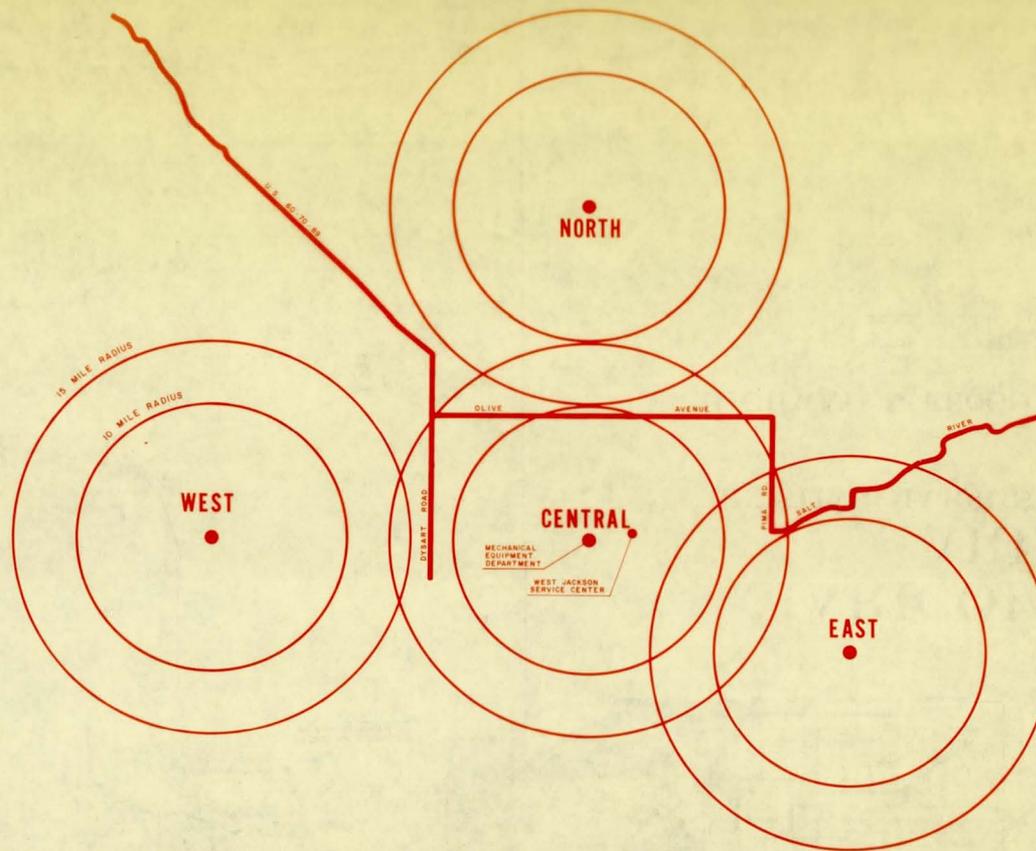
The aforementioned trends are significant in that they show the extent of new subdividing that is taking place which results in the creation of new streets that are eventually taken into the county system for maintenance and in the demand for other governmental services and facilities that must be provided by Maricopa County.

Future General Land Use Plan

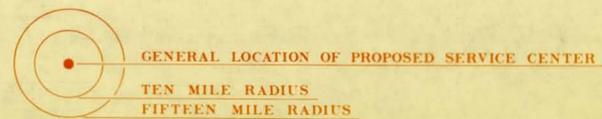
The future general land use plan for Maricopa County is shown on Plate 5, which was extracted from the report upon future general land use which is Part III of the Comprehensive Plan for Maricopa County prepared by the County Planning and Zoning Department. The plan is located in the envelope in the back of this report.

The future general land use plan shows existing or potential urbanized areas, agricultural areas, major public open spaces, Indian reservations, desert or mountainous areas, drainage channels, major streets and highways, and primary hiking and riding trails.

Major development is expected within the central portion of Maricopa County. Desert and mountainous areas and certain agricultural areas are not expected to experience considerable subdivision development. However, many miles of county highways extend through these rural as well as urban areas. Outlying service centers will reduce the time and distance factor in the maintenance of county vehicular equipment. Obviously it is uneconomical and time



PROPOSED SYSTEM OF REGIONAL SERVICE CENTERS



— SUGGESTED OPERATIONAL BOUNDARY OF SERVICE AREA

consuming for county equipment to have to move through large urban areas to places where it is employed and to require that county vehicles traverse into the central portion of the urban area for certain maintenance functions that could be performed in outlying locations by the provision of new service centers.

Highway and Flood Control Projects

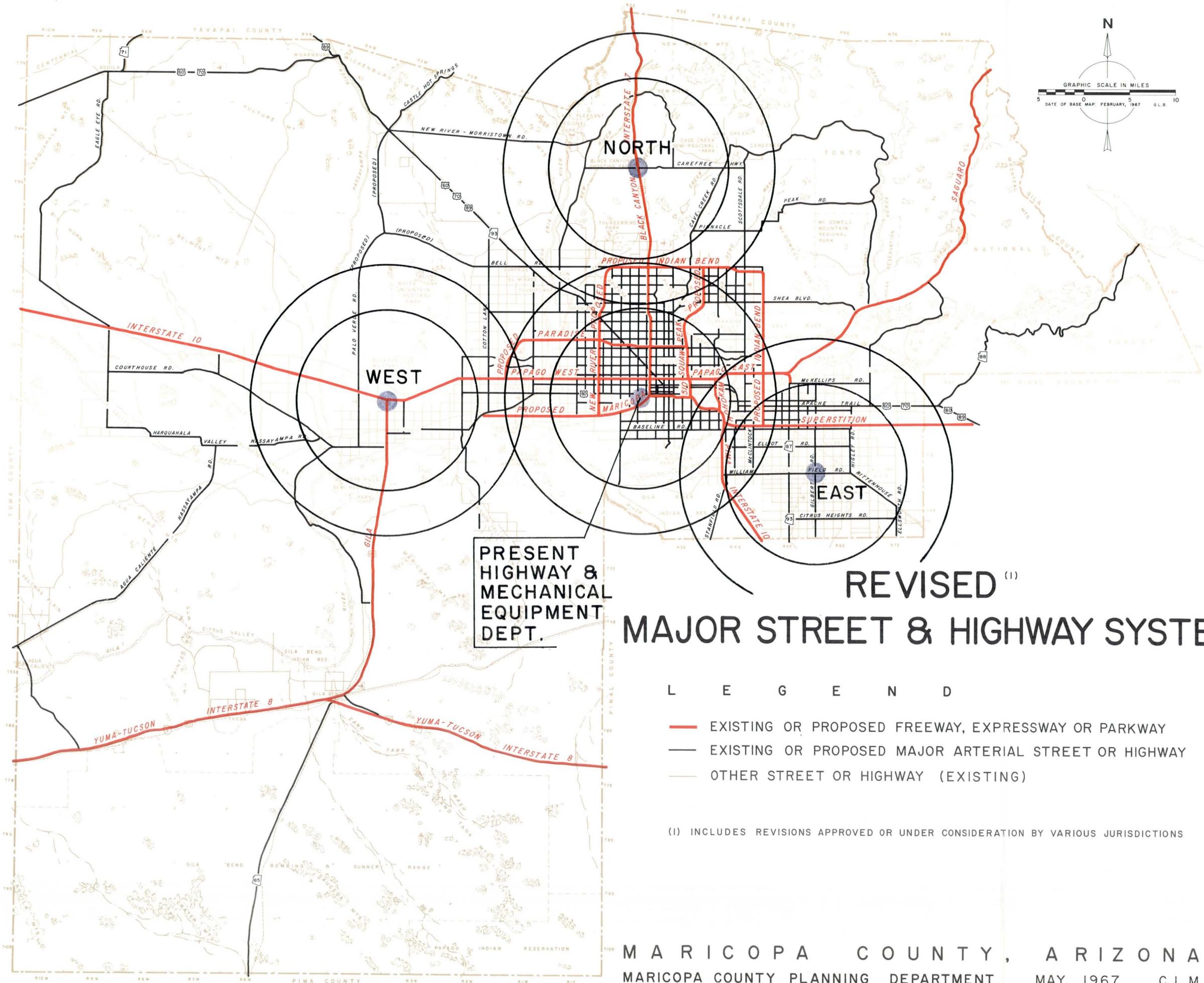
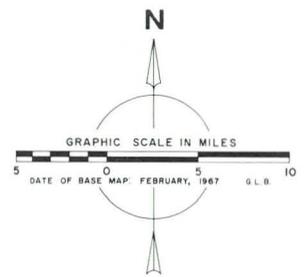
Plate 6 shows highway construction projects programmed for the next five years and the general location of flood control projects. These projects have been taken into consideration in determining the general location for suggested service centers. Obviously the proposed service centers should be located so as to be as convenient as possible to the majority of county projects that are now scheduled or that may be scheduled in the future.

CHAPTER IV

PROPOSED SYSTEM OF SERVICE CENTERS

Plate 7 shows the general location of proposed service centers and suggested operational boundaries. With the exception of the existing center at West Durango, the service center locations shown are general in nature. Circles with a radius of 10 miles and 15 miles each are shown around the center of each suggested general location for purposes of scale and in order to illustrate the distance and land area within convenient driving distance of the suggested general locations for service centers. A radius of 10 miles embraces an area of 314 square miles. A radius of 15 miles embraces an area of 706 square miles. This again emphasizes the magnitude of the areas involved and the difficulty of providing convenient service to all outlying portions of the County. Proposed operational or service boundaries are not suggested to concur with supervisorial district boundaries but for purposes of discussion the proposed new service centers are delineated as No. 1 (South) No. 2 (North and, No. 3 (West).

In determining the suggested general location of proposed centers, the following were taken into consideration: the major street and highway system and projects scheduled for the next five years; general location of county parks and recreational areas; population and subdivision trends, and the probability of future annexation and incorporation activities, in so far as it may be feasible to consider same.



PRESENT
HIGHWAY &
MECHANICAL
EQUIPMENT
DEPT.

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

The location of proposed service centers are also shown on Plate 8, which is a suggested revised major street and highway system. Plate 8 illustrates the relationship of the proposed service center locations to existing or proposed free-ways, expressways, major arterial streets or highways.

The general location of proposed service centers should be considered as optimum locations geographically. These are discussed as follows and the reasons therefor:

Central

The following is a discussion of existing central facilities that should be retained:

Mechanical Equipment Department at West Durango Street

It is recommended that the present service facilities at the Mechanical Equipment Department at West Durango continue to provide preventative maintenance service for vehicles that are operating primarily within the areas west to Dysart Road and south of Olive Avenue. All major mechanical equipment repairs should continue to be made at the Maintenance Department shop at 3325 W. Durango.

It is contemplated that the proposed new service centers would provide facilities at outlying locations of the county for preventative maintenance and fueling and that equipment would include a wash rack, necessary sanitary facilities for personnel, and a small office. The proposed facilities would provide for the storage of motor vehicles that are not authorized for 24 hour use and thus considerable savings in time should be effected in contrast to the present situation wherein employees must leave their vehicles at the center of West Durango and drive back and forth to areas where they are working each day. It is also anticipated that new outlying service centers will make it possible to service much of the field equipment out side of the normal working hours in contrast to the present situation which requires that equipment be taken to the central facility during the day time.

The West Jackson Service Center

The West Jackson Service Station should be retained to provide preventative maintenance service, fueling, and car pool facilities for vehicles operating out of the County Administrative Building, Sheriff's Office, and Courts Building, the County Parks and Recreation Department, Civil Defense, and Hospital.

Proposed New Service Centers

The following is a discussion by geographical area of the general location and areas that could be serviced by proposed new outlying service centers:

East

The eastern portion of the unincorporated area of Maricopa County lies generally south of the Salt River and east of Phoenix, Mesa, Tempe, and the Gila River Indian Reservation. This is a relatively self-contained area. The geographical center is approximately at Williams Field Road and Gilbert Road. A service center in this general vicinity would be centrally located.

The Val Vista and Ray Road Highway Department Yard is fairly well located geographically for a permanent site but it is too small (1 1/2 acres) and its proximity to the sanitary landfill does not make it a desirable location for a permanent service center.

North

The northern portion of the county is the most difficult area to serve. A number of scheduled highway projects are located between Bell Road and Deer Valley Road from Cave Creek Road to 59th Avenue. However, certain of these areas will undoubtedly ultimately be annexed by Phoenix. Therefore, it does not seem logical to locate a permanent service center in this general area. For this reason and because of the growth potential of the Cave Creek-Carefree area and taking into consideration the location of the Cave Creek Semi-Regional Park and the Lake Pleasant Regional Park a location for a service center is suggested in the vicinity of Black Canyon Highway and Carefree Highway. A study of the major street and highway system reveals the logic of this location: Access to areas lying north and south would be provided by Black Canyon Highway and access to areas lying east and west would be provided by the New River-Morristown Road and Carefree Highway.

Consideration was given to the present facility at Paradise Valley Park but a permanent service yard here would conflict with the proposed park uses. This facility, if retained, should be for park development equipment only when a service center is built elsewhere.

The proposed center could service areas west to Morristown and east to Carefree-Cave Creek and south to Phoenix and Scottsdale.

The irregular incorporation boundaries will make this a difficult area to serve under any circumstances. Pockets of unincorporated land lie in the Paradise Valley and Scottsdale areas for example. A portion of which may ultimately be developed by the proposed Fountain City.

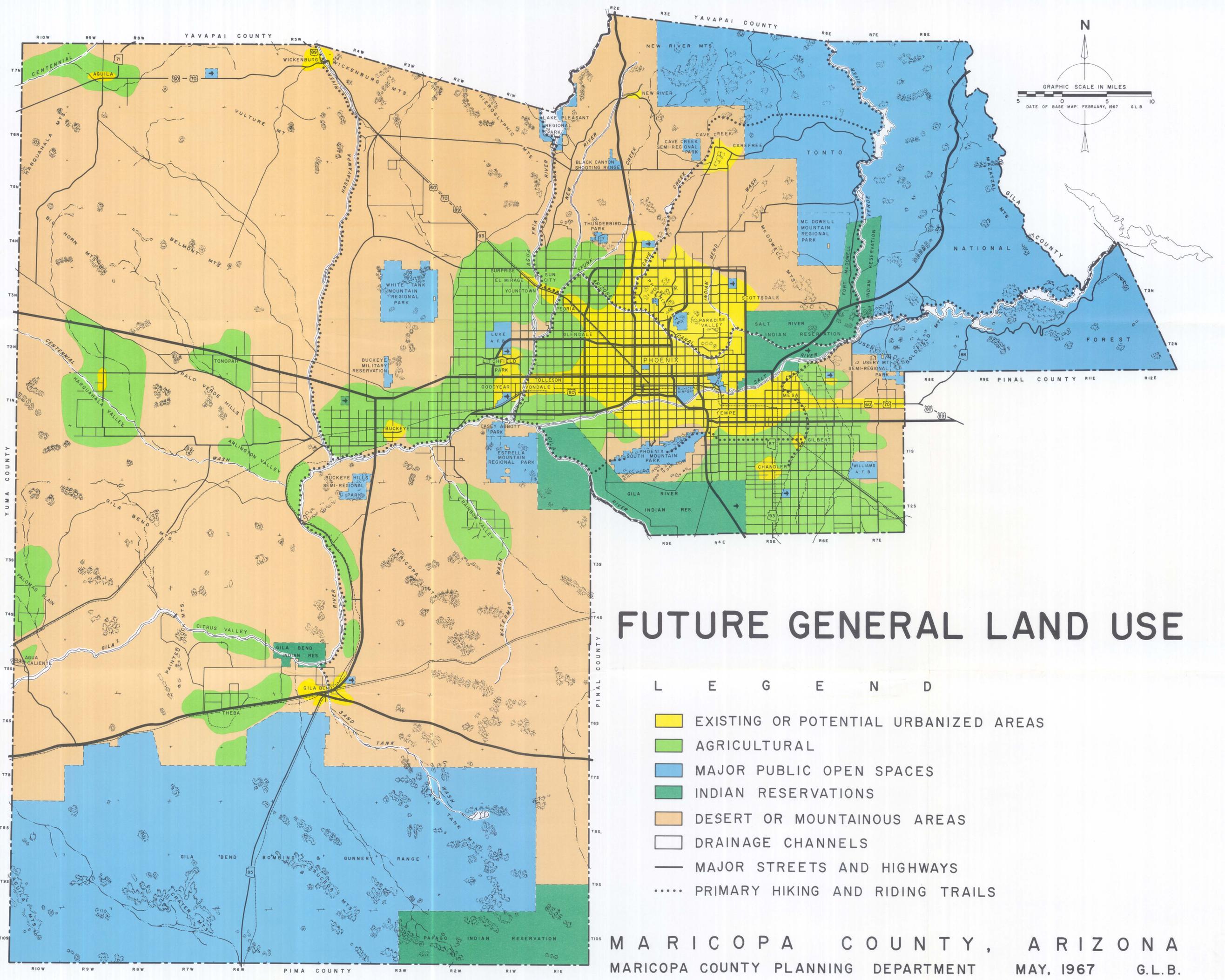
West

The western portion of the county includes the majority of unincorporated land within the County's jurisdiction. A large portion is desert and mountainous areas but there are many miles of roads traversing the area that will require county maintenance. There appears to be no ideal location for a service center to serve this vast land area. However, the most logical location for a county service center appears to be in the general vicinity of proposed Interstate 10 and U.S. 80. This would be conveniently located with respect to the highway projects scheduled in the vicinity of Buckeye and other highway projects in areas between Buckeye and Dysart Road on the east. A service center here would also be centrally located with respect to the White Tank Mountain Regional Park, Buckeye Hills Semi-Regional Park and Estrella Mountain Regional Park. Perhaps more important is the fact that a service center here would provide direct access to Gila Bend and points south and Harquahala Valley on the west, and Rainbow Valley on the south.

Conclusions

In conclusion this report has discussed principles for the size and location of service centers, existing conditions and facilities, growth trends and improvement programs that should be considered in determining the general location of these new service centers and their logical areas of service, and a proposed system of regional service centers designed to meet present and probable future major needs of Maricopa County.

Certain limited fueling facilities would probably need to be continued at more outlying locations such as Gila Bend, Agua Caliente, Harguhala, Aguila, and Wickenburg as at present.



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

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