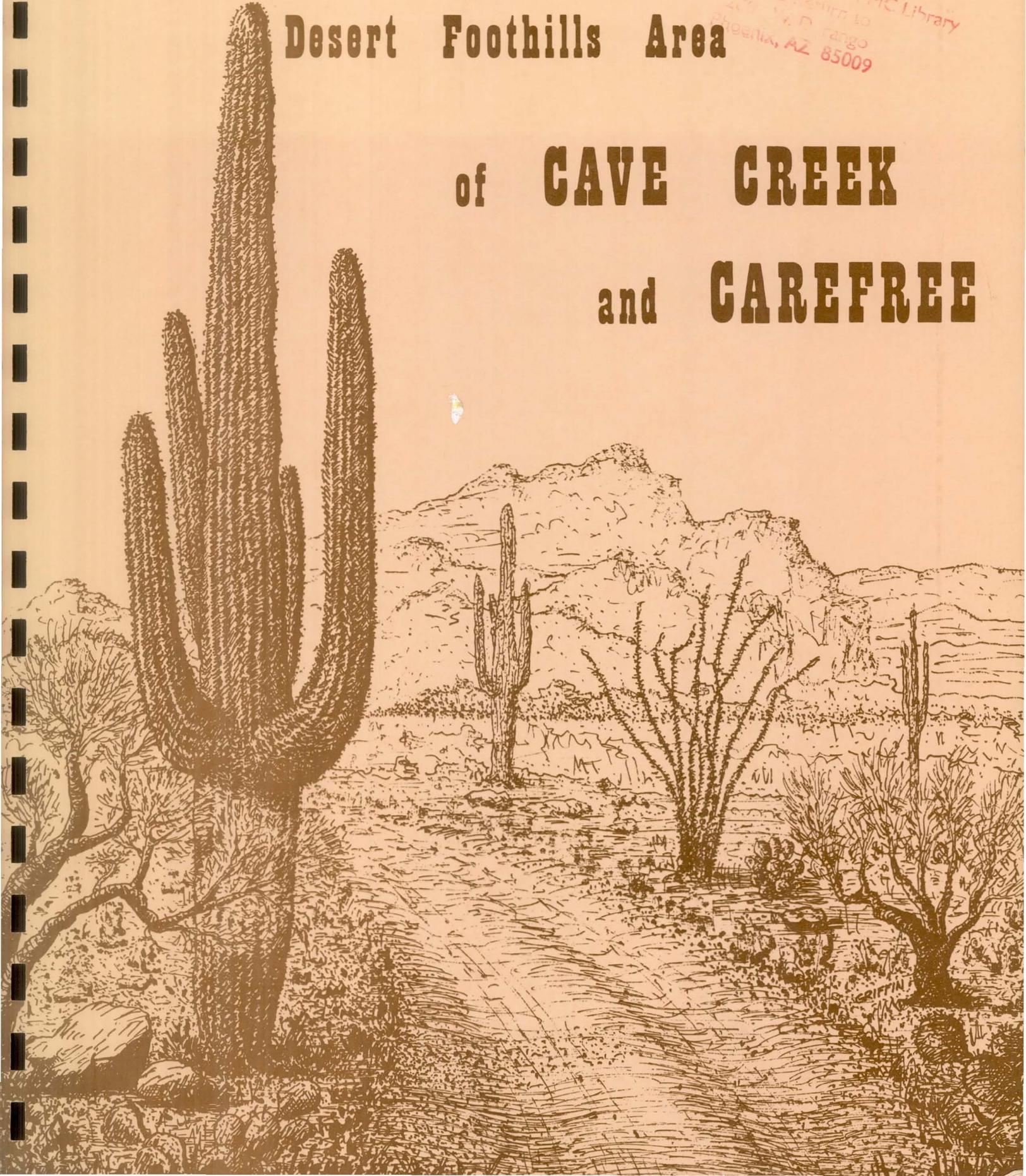


A general plan for the  
Desert Foothills Area

Property of  
Flood Control District of MC Library  
Case No. 2011-10  
2011-10-10  
Phoenix, AZ 85009

of **CAVE CREEK**  
and **CAREFREE**



A GENERAL PLAN FOR  
THE DESERT FOOTHILLS AREA  
OF  
CAVE CREEK AND CAREFREE, ARIZONA

Maricopa County Planning Department

October 1966



Price: Two Dollars and Fifty Cents

MARICOPA COUNTY, ARIZONA

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## PREFACE

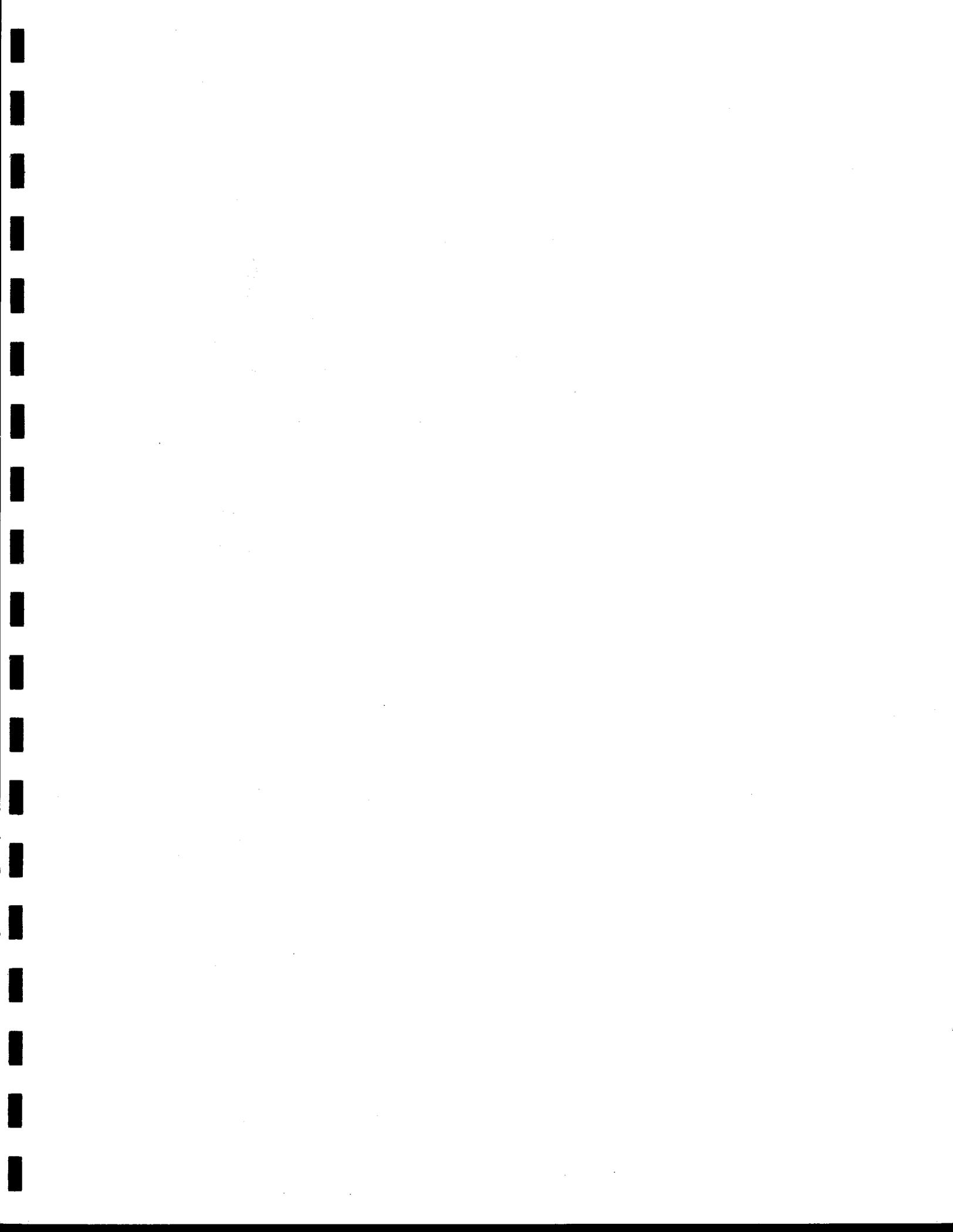
The first planning report for Cave Creek, prepared in 1962, was undertaken at the request of the Cave Creek Improvement Association. The present planning report was undertaken at the request of the Cave Creek-Carefree Chamber of Commerce. This new report is a review, updating, and expansion of the first planning report and it takes into consideration certain new conditions and developments that will influence future growth trends. Since the first study was made in 1962 new information has become available regarding water resources; Carefree Highway has been extended to the Black Canyon Freeway; and natural gas service has been extended to the area and the 105 room Carefree Inn Resort Hotel has been built.

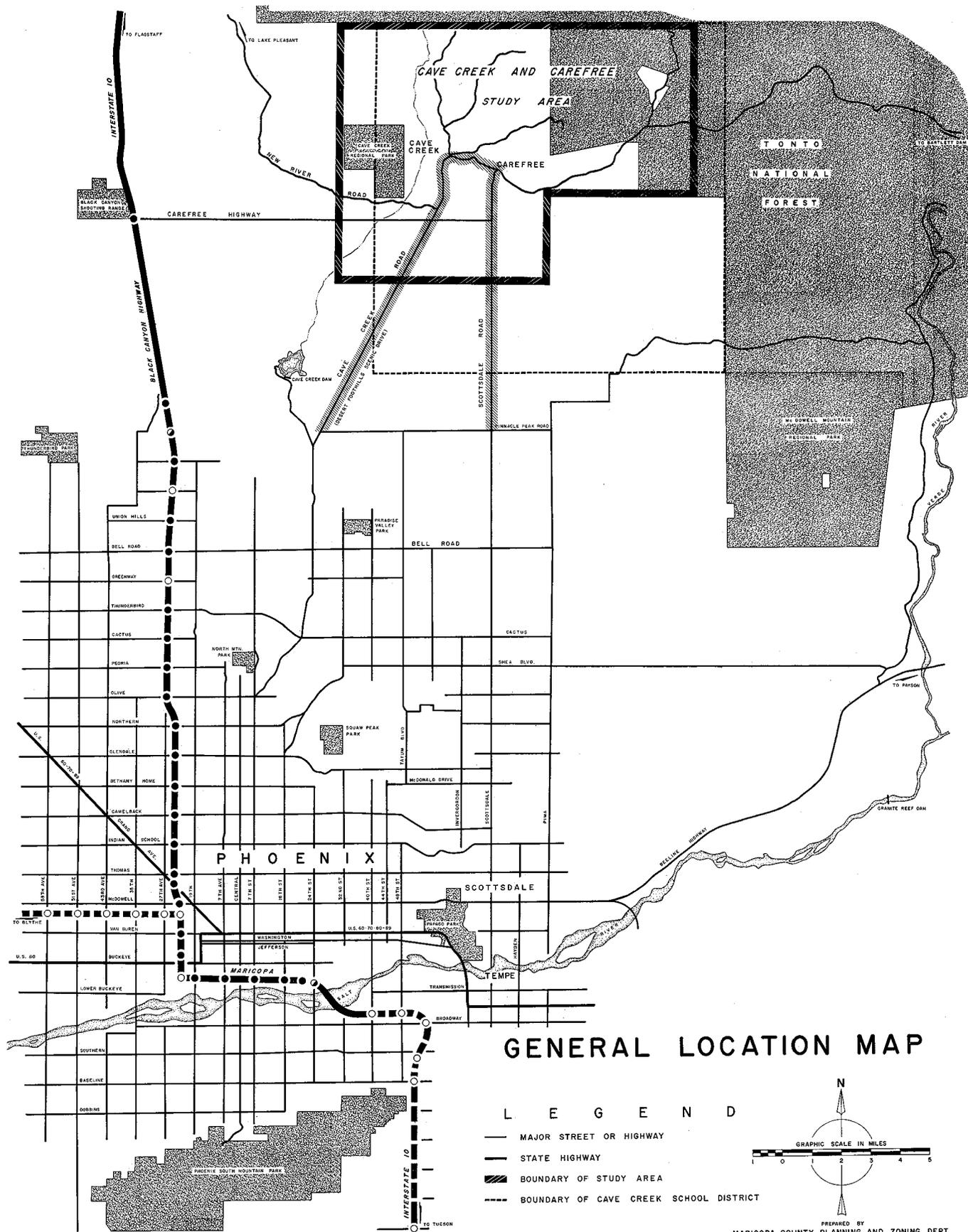
Like the earlier report, plans and proposals discussed herein are intended to serve as a general guide for future growth and development of the Desert Foothills area which includes Cave Creek and Carefree and an area south of Black Mountain. These general plans are intended to provide a framework within which public and private development and improvements would be undertaken.

During the preparation and review of this report numerous individuals have been helpful in providing information and assistance and we particularly wish to acknowledge the assistance provided by the following residents of Cave Creek and Carefree: W. Vincent Thelander, member of the Planning and Zoning Commission; Newell Clark and Fred Griffin, members of the Maricopa County Board of Adjustment and Appeals No. 2; Bill Metcalfe and Les Rhuart, members of the Cave Creek-Carefree Chamber of Commerce; Mr. Samuel F. Lanford, County Engineer, provided most helpful assistance particularly with respect to the review and updating of the section dealing with major streets and highways. Mr. Garland Green, Superintendent of Elementary School District 93, provided helpful information concerning school facilities, enrollment and needs. Mr. Eddie Brown, Director of the County Parks and Recreation Department, provided helpful assistance on park matters. Mrs. Carolyn Cox provided helpful information regarding the history of Cave Creek.

The Department of Planning and Zoning is responsible for the plans and proposals described herein. Staff personnel who participated in the preparation of this report include Wayne Pray, Planner; Gerard Berube, Cartographer; and Cleo Patterson, Secretary.

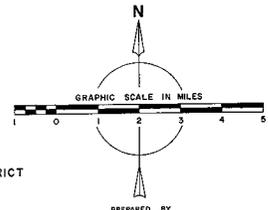
Donald W. Hutton  
Director





### GENERAL LOCATION MAP

- L E G E N D**
- MAJOR STREET OR HIGHWAY
  - STATE HIGHWAY
  - ▬ BOUNDARY OF STUDY AREA
  - - - BOUNDARY OF CAVE CREEK SCHOOL DISTRICT



PREPARED BY  
 MARICOPA COUNTY PLANNING AND ZONING DEPT.  
 MAY, 1966  
 G.L.B.

### CAVE CREEK - CAREFREE --- ARIZONA

## INTRODUCTION

Before physical plans are prepared for a community, the usual procedure is first to determine the amount and distribution of present population and the amount and probable distribution of future population taking into consideration existing conditions and future land-use requirements for various purposes such as residential, public and semi-public, and commercial uses.

Because of the relatively small population now living in the Desert Foothills area and because of certain imponderables, population projections contained herein are primarily related to growth of the County as a whole. The general land use plan discussed herein is primarily predicated upon present zoning patterns in the study area. The amount of population that could theoretically be physically accommodated under the plan has also been calculated.

The present Cave Creek-Carefree study area extends approximately from the Tonto National Forest boundary on the north to Lone Mountain Road on the south and from the Tonto National Forest boundary on the east to the Cave Creek Semi-Regional Park on the west (see Plate 1). The present study area contains 69 square miles, or 44,162 acres, in comparison with 17 square miles contained in the 1962 study area. Within this 69 square mile area is a population of 1,400 people. The study area is located approximately 20 miles north of Phoenix. It is served principally by two surfaced County roads: Cave Creek Road which connects with Seventh Street in Phoenix and Scottsdale Road which runs due south to Paradise Valley and Scottsdale. The area is accessible from the Black Canyon Freeway via Carefree Highway and New River Road, both improved, unpaved roads.

The Desert Foothills is characterized by a spacious open type of development that is particularly attractive to persons who appreciate and want to preserve magnificent desert surroundings. Any plan for the area should have as one of its objectives the continuation and preservation of these conditions.

Because of the large land area and low population density it would not be economically feasible to provide extensive urban services now and it is unlikely that extensive urban services would be warranted in the future.

However, because of its spacious residential character, geographical location, unique topographical and scenic features, the area can expect to experience an undetermined but considerable future growth. For this reason, if for no other, it is important that there be an up to date general land-use plan so that new growth can be guided accordingly.

Also, there is an obvious need to improve the street and highway system. Streets have been located with little or no regard for topography, are indirect, or lack continuity. The proposed general plan suggests certain major street or highway connections, extensions, or realignments that are needed now or in the future. Certain of these are currently under study by the County Highway Department. These should be provided when warranted and as funds and other conditions permit. Locations of proposed connections, extensions, or connections shown on the proposed general plan are general in nature.

This report contains a brief description of water and sewerage facilities and certain deficiencies and problems. However, it is not within the scope of this report to make detailed recommendations upon these matters.

Following sections of this report contain: a discussion of the history of Cave Creek; elements of the community plan; existing conditions that influence present and future development; a future land-use plan including certain major streets and highways and a schematic plan for improvement of Cave Creek Road; and methods of implementing the plan.

## CHAPTER 1

### HISTORY OF THE DESERT FOOTHILLS

The history of Cave Creek-Carefree is as varied and interesting as most southwestern communities in that it was originally occupied by Indians, fought over for cattle-and sheep-grazing rights, sought after by mining prospectors who were followed by modern construction workers only to end as a quiet little picturesque community which is suddenly being awakened again by the migration of masses to the Southwest.

Cowmen roamed the area as early as 1870 grazing small herds of cattle, while Apache Pima and Maricopa Indians still made hunting expeditions into the area.

Following soon after the first cowmen were the mining prospectors, "pickin' and examin'in'" deep down into the hills of the area. As early as 1876, William Brechet established a mining claim from which claim developed "The Phoenix Gold Mine." This was one of the biggest mining operations in Cave Creek. The early mining period brought a great boom to Cave Creek; many houses were built and saloons and ice cream parlors could be found around the cottonwood center. At one time the population of Cave Creek exceeded that of Phoenix.

Around 1882, R. S. Cartwright and his two sons started cattle raising in the Cave Creek area on a large scale and were soon followed by many other families from Phoenix.

In 1898, Bob Scott drove the first sheep into Bloody Basin and the area soon became a major grazing area for sheep. The importance of grassland for the cattlemen and sheepherders was parallel with the quest for mineral deposits by the early prospectors, and conflicts of property rights arose quite frequently.

The first school teaching position of the area was presented to Mr. Alfred C. Lockwood in 1879. He began his teaching career in a little one-room board and batten school house and later became one of Arizona's most respected Supreme Court Judges.

Lon Megargee started out as one of the early cattlemen of the Cave Creek area, but the long drought from 1894 to 1904 which ended many a cattlemen's dream also ended Lon's.

At this time he turned his thoughts and time to painting to become a well-known artist of the Southwest.

In 1886, one of the first land surveys was made by the Lynville Family, who made an extensive survey of their land and found several survey markings of the early settlers in the making. In 1909, the Cave Creek township was first surveyed by the Federal Government and at that time homestead rights to other settlers were established, but the drought of 1894 and the depletion of mineral deposits in the mines caused many of the prospectors and cattlemen to leave. The village folded back, houses and recreation places were moved, and Cave Creek became quiet once more.

In 1903, the Tonto National Forest was established and became a recreational and outing area for many Phoenix residents. This in turn created a spark of life in Cave Creek as the Cave Creek Road was the principal means of access to the National Forest.

In 1935, the construction of Bartlett Dam started and was soon followed by the construction of Horseshoe Dam. The roads to these dam sites ran through Cave Creek and once again Cave Creek expanded overnight with construction gang camps, restaurants and saloons. As in the prospectors' and cattlemen's day it was a busy, noisy place. But the completion of the dams in 1941 turned back to Phoenix the clatter made by the men, bulldozers, cement mixers and trucks and once again Cave Creek folded back and renewed its natural splendor, while a few of the old timers remained.

After World War II, several veterans who were looking for a quiet out-of-the-way place to live located in Cave Creek and created a vague similarity to the community that we know of today.

In 1949, the newly-formed Cave Creek Association established a united community effort in working out a program with the County Highway Department and succeeded in raising the necessary funds through private subscription to supplement the County in the paving of Cave Creek Road to Phoenix. This put Cave Creek within 40 minutes of downtown Phoenix and opened up the area to many Phoenicians for weekend and summer homes.

"What next? In an area not likely to be part of any irrigation project, there is a possibility of preserving the dry sunshine so effective for health seekers, both in winter and summer. During the long period in which, because of bad roads Cave Creek has been cut off from the swift growth of Phoenix and adjacent areas, a conclusion has been reached by the residents. In the Cave Creek Valley is an exceptional bit of unspoiled desert, which through wise guidance and development should be saved and preserved by those of large or small means who appreciate its unique natural values." From "Cave Creek" by Nora Woods, published in Arizona Highways, April 1950.

In 1958, the planning of Carefree as a planned community was underway, with actual development and construction following immediately in 1959. This development renewed interest and growth in the general Cave Creek area which once again came alive with the present population explosion in the Southwest. The Carefree development includes homes and varied facilities such as the Carefree Inn, the Desert Forest Golf Course, the Carefree Airport and a planned retail service center.

In 1963, the International Restaurant and the Carefree Inn were opened and apartment accommodations for about 70 units were built. This sparked the area once again. The Carefree Inn has now become nationally known and internationally famous.

In March of 1966, the Black Mountain Gas Company turned on natural gas in the area, having run lines in Carefree and Cave Creek and bringing a main across Carefree Highway from the El Paso Gas Line west of the Black Canyon Freeway.

## CHAPTER 2

### ELEMENTS OF COMMUNITY PLANNING

This chapter contains a discussion of the scope of community planning and the various elements of community planning that are of particular significance.

#### Scope of Community Planning

The broad objective of physical planning is to promote health, safety and welfare of our communities - by helping to create a healthful, convenient, efficient and attractive environment. Community planning thus consists of methods and techniques directed toward achieving a harmonious arrangement of the various uses of land and the numerous public and private structures placed upon the land. Various types of land use should be harmoniously located in relationship to one another. Unless such uses are located in accordance with a general land-use plan, serious maladjustments and deficiencies often materialize.

Normally, a comprehensive plan consists of physical plans, subdivision regulations and zoning regulations. This report is concerned primarily with a general land-use plan and with the general character, location and extent of major streets and highways that will be needed to serve present and future population needs. The proposed land-use plan recognizes the present zoning pattern although it has certain inherent deficiencies such as excessive commercial zoning along Cave Creek Road. Also, the location of existing roadways has influenced the proposed system. However, the proposed plan should provide a reasonably sound guide for future growth.

#### Streets and Highways

The street system is perhaps the most important single element of a community plan. It comprises the framework within which the area will develop. The size, shape, and arrangement of building sites and individual buildings are influenced by the location of streets.

Streets serve many purposes other than the provision for vehicular movement. For example, they usually provide the location for various utilities whose efficiency is influenced by street design. Location, width and interrelation of streets are most important because of their permanency. Therefore, the location and arrangement of a street system should be given careful consideration before its establishment.

#### Public Utilities

Public utilities such as water and sewerage should be designed to eventually provide service in accordance with a land-use plan as development warrants. The proposed plan is based upon the premise that the present spacious and non-urban character of the area will be continued. It is beyond the scope of this report to indicate if or when a public sewerage system and disposal plant may be necessary.

A separate engineering study should be undertaken of soil conditions, possible water contamination and satisfactory methods of treatment, which study should take into consideration the general land use plan proposed herein.

#### Parks and Recreation

The kind of parks or other recreation areas needed depends upon the size and character of a community and upon the recreational opportunities afforded by topography, climate, general environment and other conditions.

#### Public Buildings and Facilities

As a community grows, it becomes essential that certain public services and facilities be provided.

It is not possible to anticipate when or if the area may ultimately attain a population sufficient to warrant incorporation, which would then entail a need for expensive governmental services and facilities. At present, community meetings must be held in a church and present fire facilities are located over 17 miles away. Ultimately a new branch library building may be warranted.

Location of new community buildings has not been shown on the proposed plan. However, when such facilities are needed they should be located in relation to the proposed general land use and street plan.

### Residential Land Use

The major use of land in Cave Creek and Carefree is for residential purposes. A primary function of a community plan is to protect residential areas from the noise, confusion, and danger of heavy traffic, while at the same time providing convenient access to places of business and major areas of employment and recreation. This is accomplished largely by design and improvement of the street system. It is also important that residential areas be adequately protected from the intrusion of commercial and industrial uses, and that residential areas of varying densities and building types be separated by natural or planned boundaries. The most effective method of insuring the development and protection of residential and commercial areas is by means of zoning regulations and subdivision control.

### Zoning

Authority for zoning is derived from State enabling legislation. Zoning regulations are primarily concerned with the use of land, height of buildings, size of yards and open spaces, and off-street parking requirements. Zoning districts should provide for a harmonious arrangement of land uses and should take into consideration existing conditions such as the character of an area and future land use needs.

### Subdivision Regulations

Subdivision regulations are concerned with the location, size, and arrangement of lots and streets, type and extent of physical improvements, content of preliminary and final plats for recording.

### Appearance of the Community

Any plan for the Desert Foothills should have as an important objective the preservation of the natural beauty of the area. If this is destroyed or damaged, the purpose of planning will be defeated and the welfare of the area will be adversely affected.

Through a project commenced in 1963 under the guidance of the Cave Creek Improvement Association a Desert Foothills Scenic Drive was established on both Cave Creek and Scottsdale Roads. A description of this scenic drive is contained in a separately bound report prepared by the County Planning and Zoning Department.

Everyone recognizes that junk yards, slums, poorly located trailers, vacant buildings, trash and dirty streets are not attractive. The appearance of any area influences its future development and welfare. This is particularly true of resort and residential communities such as the Desert Foothills area.

If the Desert Foothills area is to attract its share of new residential development, it will be because of its terrain, climate, and advantages as a small community and not because it offers facilities similar to some other community. The Desert Foothills area should continue to emphasize its natural assets.

New subdivisions should be planned to fit the contours of the rolling areas. Land here should not be developed in a grid pattern that ignores hills, washes, and desert growth.

## CHAPTER 3

### EXISTING CONDITIONS

This chapter contains a discussion of existing conditions that influence the growth and development of the Desert Foothills area.

#### Location

The location of the Desert Foothills and its relationship to the Phoenix Metropolitan Urban Area is shown on Plate 1, "General Location Map". Cave Creek and Carefree are located approximately 20 miles north of Phoenix and Scottsdale. The Tonto National Forest, which adjoins on the east and north, contains fishing and recreational facilities. The Desert Foothills is principally served by two surfaced County roads from the south. Cave Creek Road, which connects Cave Creek directly with Phoenix via 7th Street, was the principal means of access to Cave Creek for several years. In 1961 Scottsdale Road through Carefree was improved, thus providing a direct route between Carefree and Scottsdale. This again was a property-owner, County-participation project where the property owners purchased most of the material and the County Highway Department did the work to pave the route. Cave Creek and Carefree have access to the west to Black Canyon Highway via Carefree Highway and New River Road as shown on Plate 1. It is hoped Carefree Highway will be paved from Scottsdale Road west to the Black Canyon Freeway as soon as possible.

#### Population

Future population projections for Maricopa County by 1980 range from 1,620,000 to 1,831,000 persons. It is estimated some 1,000,000 persons may reside within the Phoenix urban area at this date. Undoubtedly future growth of Cave Creek-Carefree will be primarily from net-migration. Due to the existing small population and the presence of many retired couples, it is unlikely that natural increase, or births over deaths will be a factor in future population growth. The Cave Creek-Carefree area has grown considerably in the last four years from an estimated 456 persons in 1962 to an estimated 1,420 persons in 1966. The majority of this growth resulted from the development of Carefree.

an estimated 1,420 persons in 1966. The majority of this growth resulted from the development of Carefree.

Two methods were used to obtain an estimate of the present population. First a land use survey conducted in June 1966 revealed there were some 458 dwelling units in the study area. (This total did not include the 28 apartment units and the 105 hotel units in Carefree. Occupancy of these units revolve around the tourist season which lasts only a few months each year.) Multiplying the 458 dwelling units by an estimated average of 3.1 persons per dwelling unit results in a total of 1,420 persons. (The persons-per-dwelling-unit ratio is from the 1960 U.S. Census for a similar area.) A second estimate was obtained from the Cave Creek Post Office in an unofficial count of the families and total persons. Results placed the number of families at 459 and the total persons at 1,412. Based upon these two estimates this report estimates the present population to be 1,420 persons. However, during the tourist months the population increases to approximately 1,850 persons.

The future population of Cave Creek-Carefree is dependent on several factors: the growth rate in the Phoenix urban area; the improvement of communication and transportation facilities; additional community facilities, and the like. Detailed information is needed to forecast future population and unfortunately this is not available in the Cave Creek-Carefree area. However by projecting the percent of the County's population located within the planning area, a reasonable estimate is obtained for planning purposes. The Cave Creek-Carefree's percent of the present Maricopa County population is .158 percent. Projecting this percentage to 1980 when the County's population is expected to reach 1,831,000, would amount to 2,900 persons. Because of past trends, it is assumed that the Cave Creek-Carefree's percent of the County population will increase and therefore for the purposes of this report the 1980 estimated population might amount to 3,500 persons. However, with the recent confirmation that there is extensive ground water to accommodate a much larger population increase and with the Desert Foothills area's tremendous potential for future development, any population projection is hazardous and of very limited value.

## Climate

The climate of the Cave Creek-Carefree area is a desert type with low precipitation and low relative humidity. Daytime temperatures are high throughout the summer months, often exceeding 100 degrees. During July, the average daily maximum temperature is 102 degrees,<sup>(1)</sup> whereas the average daily minimum temperature is 75 degrees; the mean temperature for July is 88 degrees. Winter temperatures are quite mild. Night-time temperatures frequently drop a few degrees below freezing during December, January and February, but afternoons are normally sunny and warm. During January, the average daily maximum and minimum temperatures are 64 and 38 degrees respectively. The January mean temperature is 51 degrees.

Very little rainfall occurs within the Cave Creek area, with annual rainfalls seldom exceeding 13 inches. However, during the months of July and August the area is subject to thunderstorm activity whose moisture supply originates in the Gulf of Mexico. These thunderstorms are extremely variable in intensity and location, and often create a considerable amount of flash flooding throughout the major wash areas. Surface and underground water support an abundant plant growth.

Snowfall occurs very rarely in the Desert Foothills, but light snows occasionally fall in the nearby mountain areas.

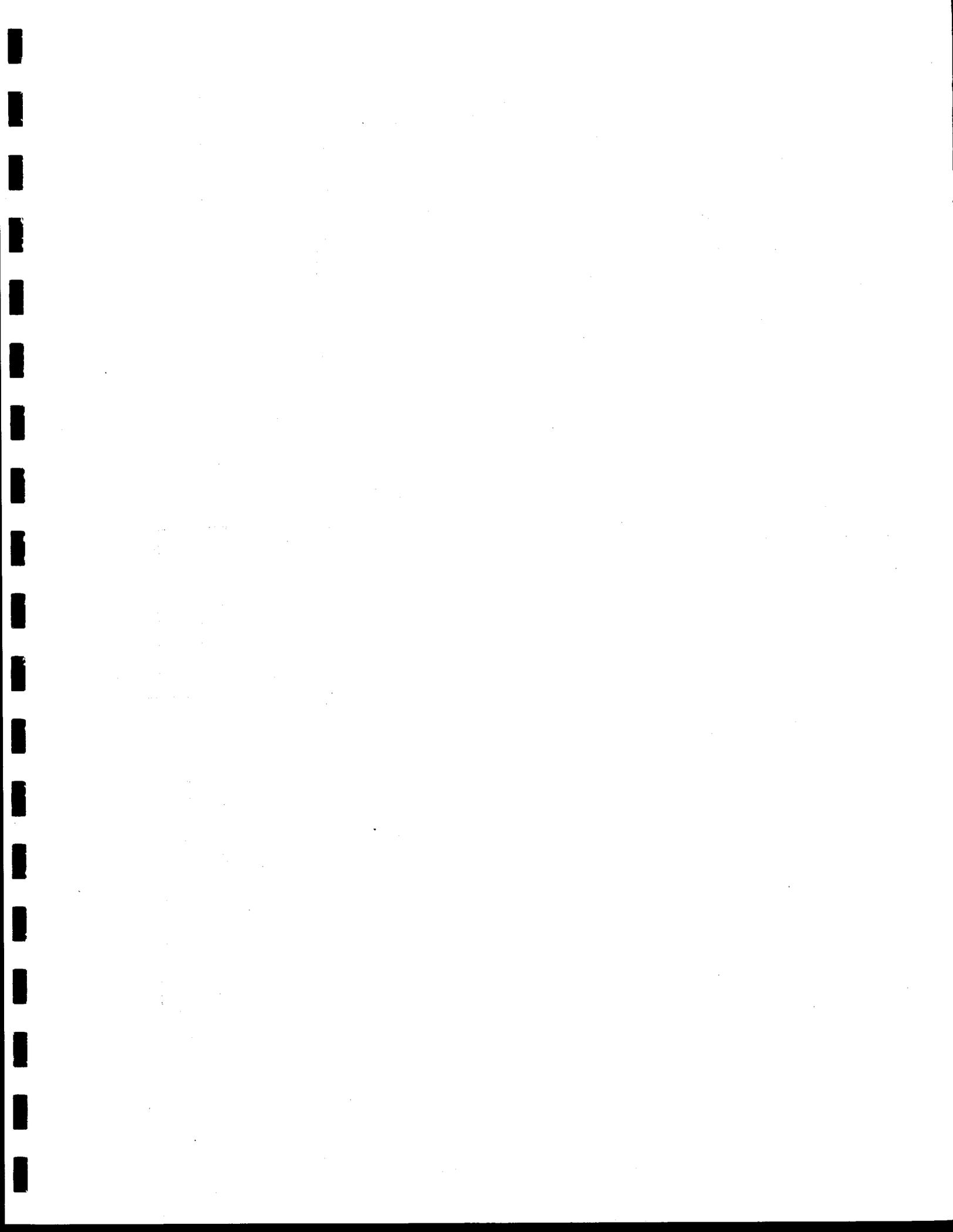
## Topography

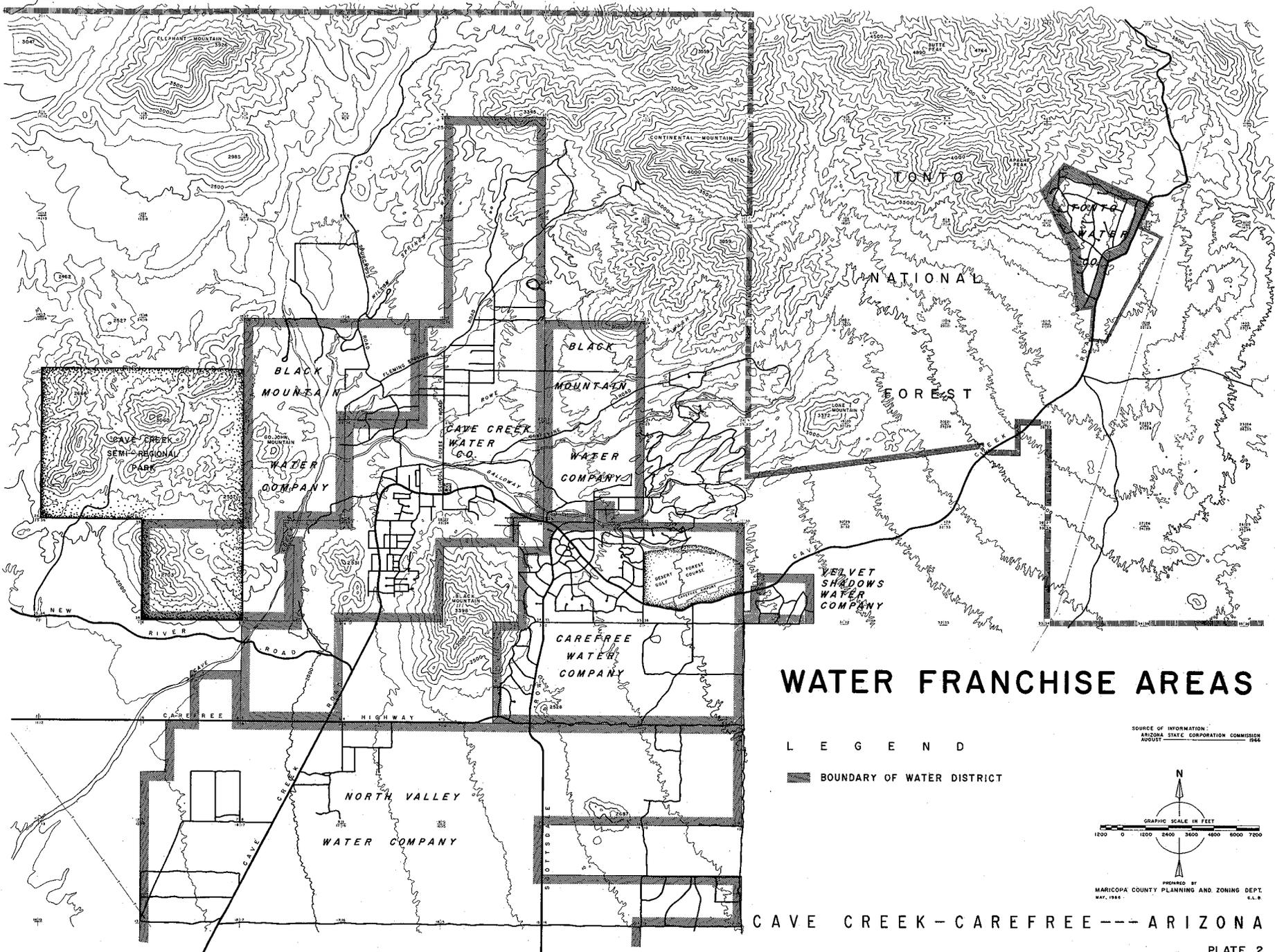
The Cave Creek-Carefree area is in the southern foothills of the New River Mountain Range often called the Black Mountains. It is situated at an elevation of 2,200 feet and surrounded by several peaks of over 3,000 feet elevation. Cave Creek Road through Cave Creek and Carefree forms a loop around Black Mountain, which has an elevation of 3,400 feet and is a natural topographical feature and land mark.

The New River Mountains lie approximately 12 miles to the north and west of Cave Creek and the Mazatzal Mountains lie approximately 33 miles to the east, northeast of Cave Creek. Paradise Valley lies directly south of Cave Creek and extends into the Phoenix urban area. The valley is a gradual sloping plain that is abundant with natural growth at the north and cultivated fields to the south. Other major topographical features that affect the development of the Cave Creek-Carefree area are its hard rock, volcanic earth surface, and the large

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(1) U.S. Weather Bureau





number of major drainage and wash areas that cut through the area. Cave Creek lies directly west of the Cave Creek Community and is a tributary of the Gila River Drainage Basin.

### Flood Plain

Cave Creek has a drainage area of 225 square miles and is often subject to flash flooding. Nine miles downstream from the confluence of Cave Creek and Galloway Wash there is a flood control dam: the Cave Creek Reservoir. Potential flood hazards exist in the flood plain of Cave Creek upstream from this reservoir to Galloway Wash, and upstream along Galloway Wash and its tributary Mexican Wash, to a point just below Carefree. Galloway Wash and its tributary Mexican Wash has flooded several times during recent years which has caused damage in Cave Creek. In order to protect this area, a 800 foot dike, proposed by the Flood Control District of Maricopa County, would be located some 2,700 feet upstream from the confluence of Galloway Wash and Mexican Wash.

The standard project flood limits of Cave Creek and Galloway Wash which define the area that would be flooded under most severe conditions characteristic of the region, are defined on the General Land Use Plan (Plate 7) by the line representing land generally unsuited for urban development. Since the area is relatively undeveloped flooding to date along washes has primarily been an inconvenience to traffic movement. However, preventative measures should be taken now to prevent any future development in this floodway that might lessen its flood carrying capacity. Obviously serious consideration should be given to flood plain zoning here.

### Water Supply

Water service within the study area comes under the jurisdiction of six separate franchise areas: 1) Carefree Water Company, 2) Cave Creek Water Company, 3) Black Mountain Water Company, 4) North Valley Water Company, 5) Tonto Water Company, and 6) Velvet Shadows Water Company. The service areas boundaries of these six companies are shown on Plate 2. The 1962 Planning Report for the area contains a discussion of water resources. This together with more recent information indicates that the total water resources of the several water basins together are adequate to support the theoretical population envisaged by the proposed general plan.

### Sewage

At the present time, no sewage collection system exists in Cave Creek. Cesspools and septic tanks or a combination of both have been installed on most properties. A problem exists within the general area in that the shallow water table can be contaminated by septic tanks with disposal pits or leaching cesspools.

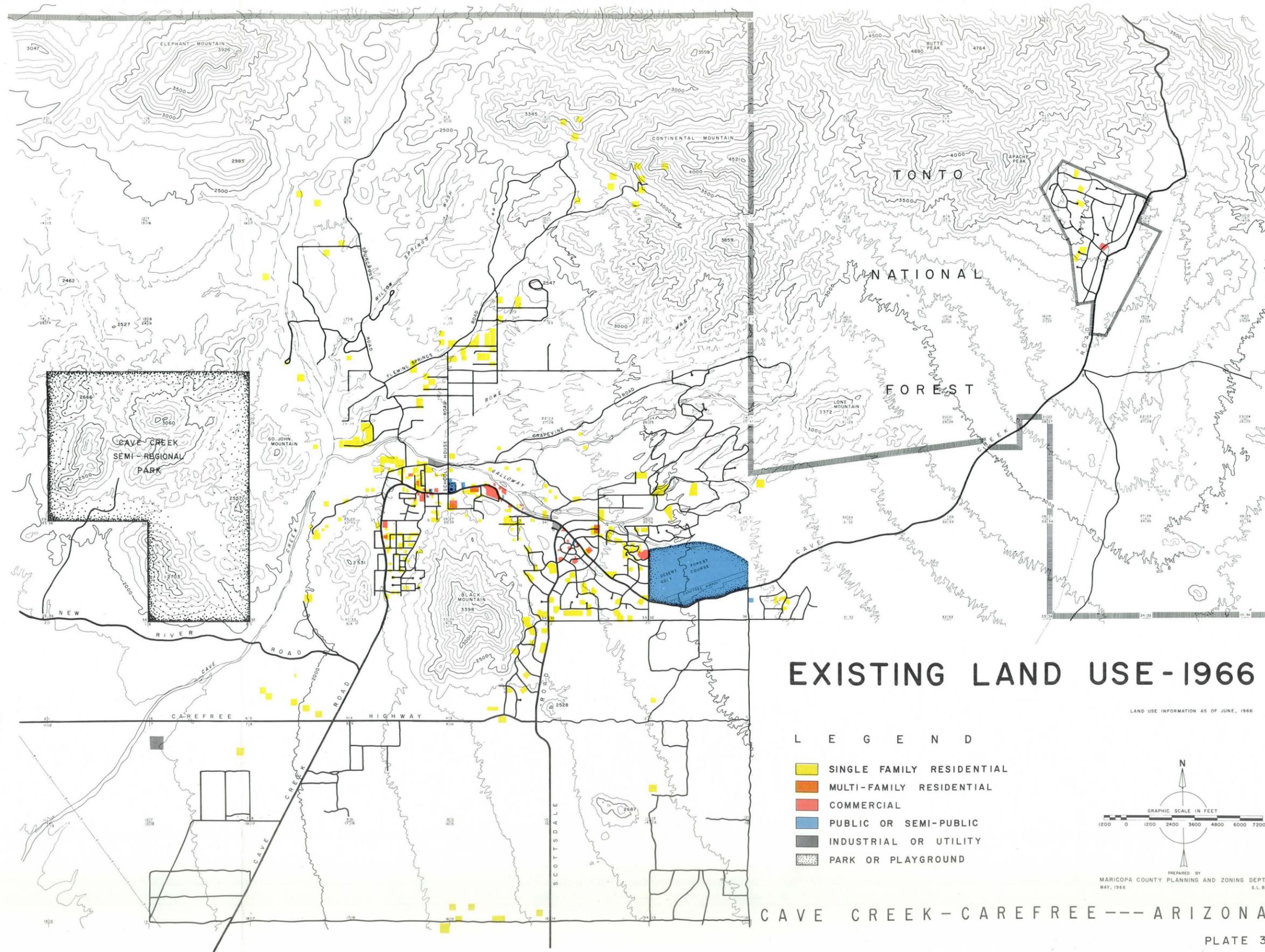
To help prevent the problem of water contamination the Sanitation Division of the Maricopa County Health Department at the present time will only issue permits in the Desert Foothills area for septic tank use when it is properly connected to a satisfactorily designed disposal field. Water contamination by the misuse of septic tanks is a serious health and economic problem in many areas, and could eventually become so in the area if conditions are not watched carefully.

The Carefree area has a central underground sewerage system installed for the commercial and high density apartment areas which is owned and operated by the Carefree Water Company. There are also small underground systems installed for some of the residential lots which are located in areas that are not suitable for individual septic-tank use. The Carefree Inn and the Carefree Inn Estates have a central sewerage plant. The water from this plant is used to water the Desert Forest golf course.

Some similar development may be feasible for the Cave Creek area and <sup>should</sup> ~~shall~~ be the subject of a separate engineering study.

### Electricity

Electrical service throughout the area is provided by the Arizona Public Service Company. The existing supply of electricity is adequate and there are no present problems for future expansion. A 69,000 volt substation was recently installed in Cave Creek and will meet all foreseeable future demands in the area. There is a problem with the pattern of distribution in the Cave Creek area as existing power lines have been added and extended to meet demands. The power lines do not necessarily follow streets and property lines, but often meander through the area across private property in special easements or by agreement. Carefree has been able to serve many of the lots by underground power, eliminating overhead lines as much as possible.

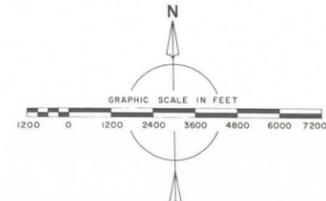


# EXISTING LAND USE - 1966

LAND USE INFORMATION AS OF JUNE, 1966

## LEGEND

- SINGLE FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- PUBLIC OR SEMI-PUBLIC
- INDUSTRIAL OR UTILITY
- PARK OR PLAYGROUND



PREPARED BY  
 MARICOPA COUNTY PLANNING AND ZONING DEPT.  
 MAY, 1966 G.L.B.

CAVE CREEK - CAREFREE --- ARIZONA

PLATE 3

## Fuel

Gas service to the Desert Foothills area was made available in March 1966 by the Black Mountain Gas Company which was organized in 1965. This company's service area, approved by the Arizona Corporation Commission, extends one mile on either side of its transmission line which runs from the El Paso natural gas pipeline at the intersection of Carefree Highway and Lake Pleasant Road, east along the Carefree Highway to Cave Creek Road. The transmission line then runs north along Cave Creek Road to the unincorporated limits of Carefree. The service area also extends east to the Velvet Shadows Subdivision and approximately three miles north of Carefree and Cave Creek.

## Existing Land Use

Plate No. 3 shows the type, location and extent of various existing land uses within the area included in this study. The plate also shows existing streets, roads, major wash areas, and mountainous areas. The study area includes 44,162 acres or 69 square miles.

As shown on Plate No. 3, several different types of land use presently exist within the Cave Creek-Carefree area. Single-family residential uses are the predominant use.

Existing pattern of land use and roads influence future land use patterns and therefore it is important to recognize existing physical conditions.

In general, much of the area is characterized by scattered development on large tracts of land and scattered subdivisions. Carefree is an outstanding example of a planned community, which was made possible by the acquisition of large tracts of land in advance of detailed planning and subdividing.

## Residential Uses

The predominant existing use of land in the Desert Foothills area is residential with the majority of people living in single-family dwellings. Plate No. 3 reveals the extent of present development.

Uses compatible to the residential development include resort and guest ranches, which are scattered throughout the study area. The Carefree Inn provides rooms, and apartments in

separate buildings. Perhaps because of the development of this resort, guest ranches in the area have recently declined and only one or two remain open on a part-time basis. Guest ranches and spacious resorts antedate much of the single family development and in general they are compatible with the single family residential development in the Desert Foothills area.

#### Commercial Uses

Existing commercial uses within the area are for the most part located along Cave Creek Road and in the commercially zoned area of Carefree, as shown on Plate 3. Existing commercial uses basically provide retail stores and services for those people living within the communities, while the Carefree Inn, real estate offices, art and craft shops, the Valley National Bank, restaurants, apartments, and lodges cater to and are dependent upon the winter tourist trade. New commercial uses are currently under construction in Carefree.

#### Industrial Uses

Industrial uses are practically nonexistent in Cave Creek and Carefree with the exception of certain light industrial uses such as automobile repair garages, lumber and building supplies, stables, dumps, electrical substation, water pumping station, and micro-wave relay station.

#### Parks and Other Recreational Areas

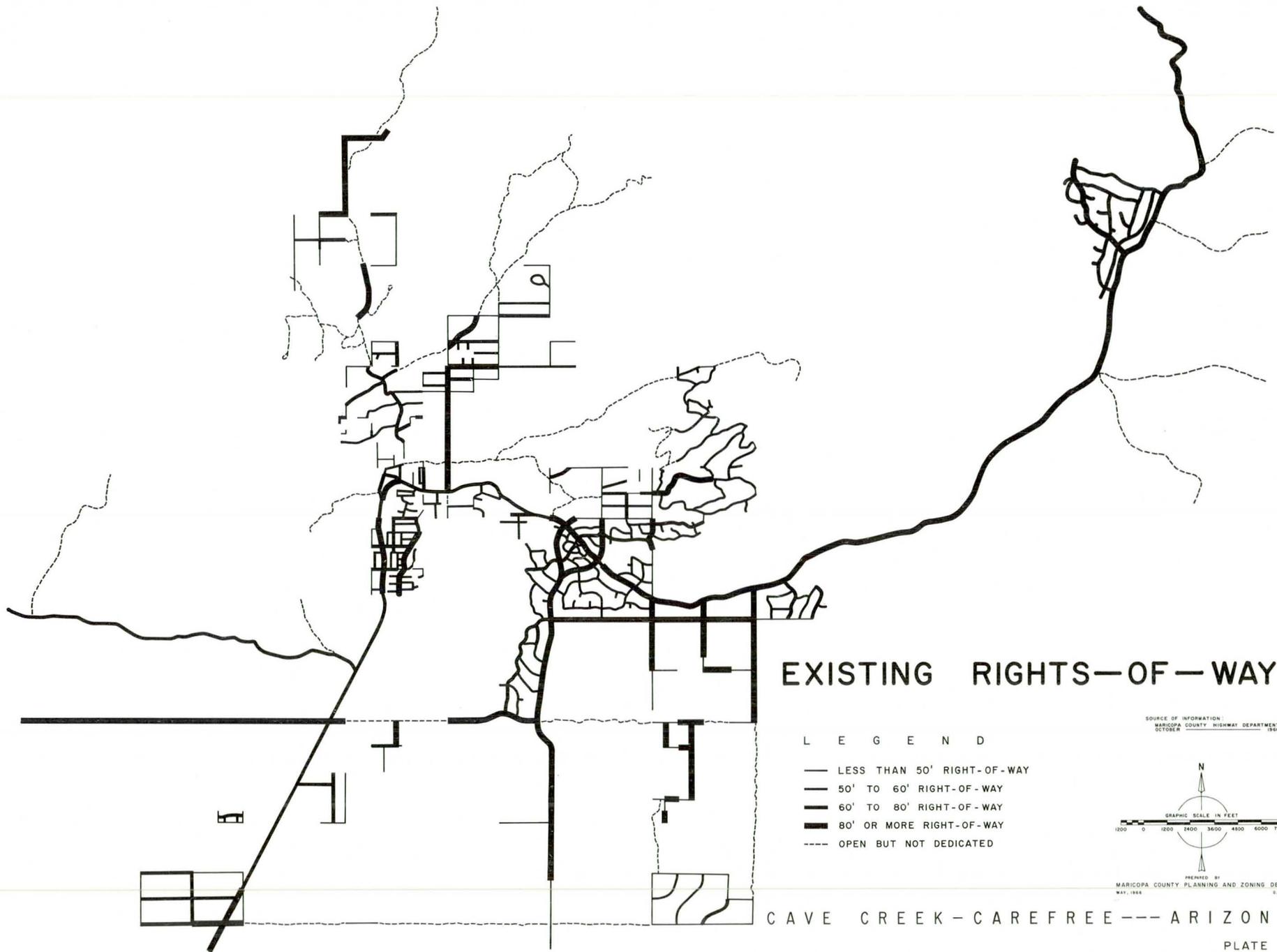
The Maricopa County Semi-Regional Park, located west of Cave Creek, contains 2,560 acres. This park is not proposed for immediate development. There are no neighborhood or small parks within the planning area. Existing playground facilities are inadequate.

A 19-hole golf course is located at Carefree and a 9-hole course is located west of Scottsdale Road and 5 miles south of Carefree Highway.

#### Public and Semi-Public Uses

Plate No. 3 shows the general location of existing public and semi-public uses, but does not distinguish as to the specific type of use. Several churches, the elementary school, the library, the post office and branch post office, the cemetery, the American Legion Hall, the Mother's Club, the National Forest office, the golf course, and the Carefree Airport comprise the public and semi-public uses located within the study area.

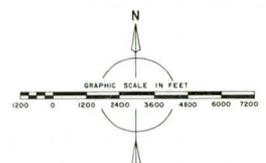




**EXISTING RIGHTS—OF—WAY**

- L E G E N D
- LESS THAN 50' RIGHT-OF-WAY
  - 50' TO 60' RIGHT-OF-WAY
  - 60' TO 80' RIGHT-OF-WAY
  - 80' OR MORE RIGHT-OF-WAY
  - - - OPEN BUT NOT DEDICATED

SOURCE OF INFORMATION:  
 MARICOPA COUNTY HIGHWAY DEPARTMENT  
 OCTOBER 1966



PREPARED BY  
 MARICOPA COUNTY PLANNING AND ZONING DEPT.  
 MAY, 1966

CAVE CREEK - CAREFREE --- ARIZONA

## Airport

The Carefree Airport is a private airport operated by the Carefree Development Corporation. It is used both as a service for residents of the community and for visitors enjoying the facilities in the area. It is available to the County Sheriff's air posse and the Civil Air Patrol for search and rescue operations in the area. Traffic is seasonal and facilities include a 4,000 foot, decomposed granite runway, lights, fuel and oil sales, 26 tie-down spaces and a terminal building with restrooms. Aircraft requiring more extensive facilities or a larger runway can be accommodated at the Scottsdale Airport, 15 miles to the south.

## Vacant Lands

As shown by Plate 3 the majority of land still remains undeveloped. This is due in part to the steep slope and hard rock areas of the mountains and the major washes that cut through the area. There is a large amount of land suitable for future development as shown on the General Land Use Plan.

## Streets and Highways

The three major roads are Cave Creek Road, Scottsdale Road and Carefree Highway. Plate 3, Existing Land Use, illustrates this major road system and the collector streets that emanate from it: New River Road, Spur Cross Road, Schoolhouse Road, Fleming Springs Road, Grapevine Road, Basin Road, Bloody Basin Road, Stagecoach Pass, Carefree Drive, Mule Train Road, and Lone Mountain Road.

Plate 4, Existing Rights-of-Way, shows the location, width of existing right-of-way, and name of each street within the study area. Many streets are not dedicated and information is not available as to their width; these routes are shown by dotted lines only.

Virtually all minor residential streets were laid out with little or no regard for topographic considerations and further problems are posed by indirect alignment and lack of continuity from one area to another. The traffic pattern works, however, as the amount of traffic generated by the existing population and through traffic to the recreational area to the north is still relatively light.

In the Carefree community, almost all local streets are dedicated and two proposed improvement districts will result in the paving of most local and collector streets within this area.

#### Existing Zoning

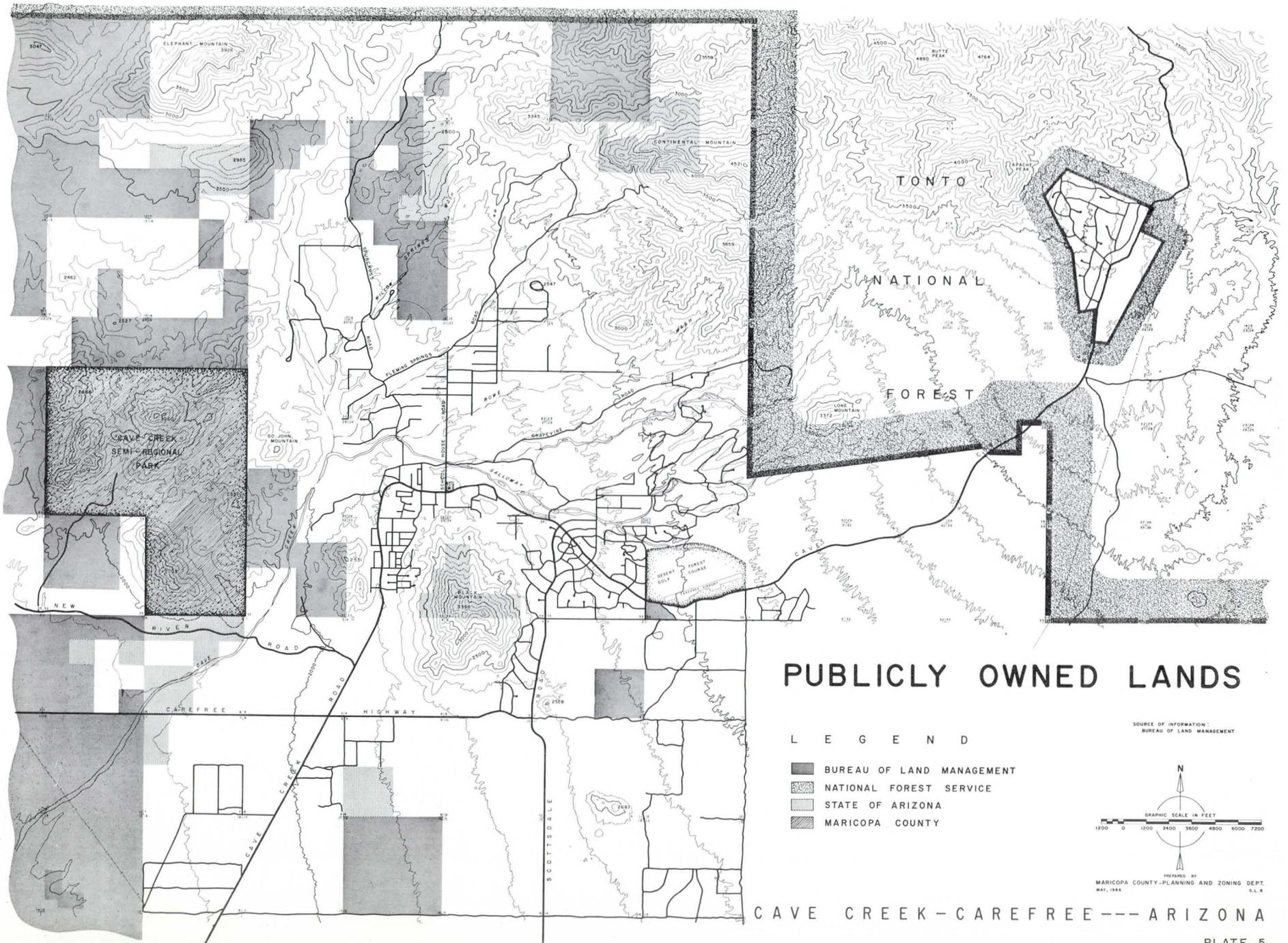
Existing zoning in the area is predominantly for single-family residential use with lot areas ranging from 18,000 to 190,000 square feet per family. A small amount of multi-family residential zoning exists, primarily along Cave Creek Road. Commercial zoning is generally located along Cave Creek Road and in Carefree. Commercial zoning along Cave Creek Road is excessive for present and future needs but the pattern has been in existence for so many years that it would be difficult to change.

The proposed general land-use plan envisions larger residential lots than presently zoned for in some areas. However, the plan can be accomplished under the present established zoning districting procedures. The plan envisages some changes from the present zoning patterns. The plan is intended to serve as a guide to encourage the most appropriate uses of land throughout the Desert Foothills area and should not be construed as a fixed plan from which there can be no deviation when warranted by unforeseen new conditions or trends.

#### Publicly-Owned Lands

Plate 5 shows the location of publicly owned lands in the Desert Foothills area. This information is significant since certain of this land may be needed for future school and park sites, right-of-way for streets and highways, or other public purposes.

Exclusive of the Tonto National Forest, the publicly owned lands shown on Plate 5 amount to an aggregate of some 11,550 acres. State owned land shown on the western portion of Plate 5 extends beyond the coverage of this drawing.

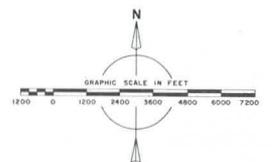


## PUBLICLY OWNED LANDS

### L E G E N D

- BUREAU OF LAND MANAGEMENT
- NATIONAL FOREST SERVICE
- STATE OF ARIZONA
- MARICOPA COUNTY

SOURCE OF INFORMATION:  
BUREAU OF LAND MANAGEMENT

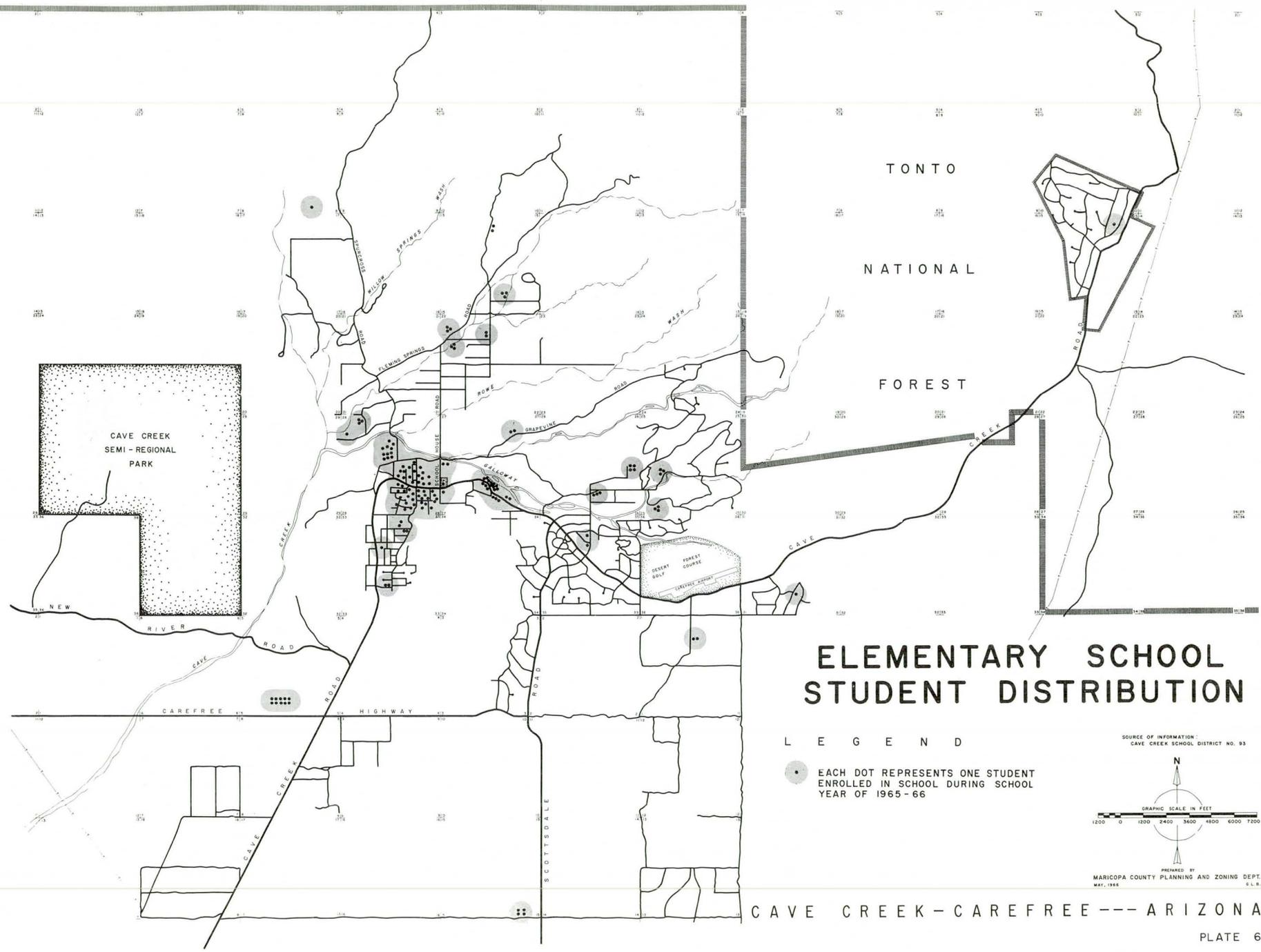


PREPARED BY  
MARICOPA COUNTY-PLANNING AND ZONING DEPT.  
MAY, 1966 G.L.B.

CAVE CREEK - CAREFREE --- ARIZONA

PLATE 5





TONTO  
NATIONAL  
FOREST

CAVE CREEK  
SEMI-REGIONAL  
PARK

# ELEMENTARY SCHOOL STUDENT DISTRIBUTION

L E G E N D

• EACH DOT REPRESENTS ONE STUDENT  
ENROLLED IN SCHOOL DURING SCHOOL  
YEAR OF 1965 - 66

SOURCE OF INFORMATION  
CAVE CREEK SCHOOL DISTRICT NO. 93

GRAPHIC SCALE IN FEET  
1200 0 1200 2400 3600 4800 6000 7200

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MARICOPA COUNTY PLANNING AND ZONING DEPT.  
MAY, 1966 G.L.B.

CHAPTER 4  
PUBLIC BUILDINGS AND SERVICES

Schools

Cave Creek and Carefree are located within the Cave Creek Elementary School District No. 93. (The district boundaries are shown on Plate 1). There is presently only one school, the Cave Creek Elementary School, located within the district. The school is located on the northeast corner of Cave Creek and Schoolhouse Roads. The site contains 3.5 acres, some of which is unusable because of the rough terrain. This facility has grown with the addition of more classrooms as the need demanded. The present facility has eight classrooms and a library and is operating at approximately 80 percent of the seating capacity. The school lacks a lunchroom and the playground space and equipment are minimum. The majority of students live within one and one-half miles of the existing facility and the bussing of some 60 students that began with the 1966-67 school year will ease the transportation problems of most of the students. Plate 6 shows the existing distribution of public elementary school pupils.

Cave Creek-Carefree does not have a high school at present, but does provide school bus service from the area to the Paradise Valley High School and the Moon Valley High School.

In terms of travel time this means that a student attending Paradise Valley High School spends about one hour and 20 minutes a day traveling to and from the school and two hours and twenty minutes if he is transported by school bus to and from Moon Valley High School. Students have the option to attend any other high school of their choice if they provide their own transportation.

Past enrollment by year for elementary and high school students is as follows:

<u>School Year</u>	<u>Elementary School</u>	<u>High School</u>	<u>Total</u>
1961-62	90 (100)	8	108
1962-63	112 (122)	23	145
1963-64	107 (117)	42	159
1964-65	114 (132)	48	180
1965-66	124 (143)	59	202

The figures in parenthesis represent the peak enrollment for the school year. Annual increase in elementary school enrollment is approximately 10 percent.

#### Library

The Cave Creek Library is part of the Maricopa County Free Library Service and is located within the elementary school facility. The present library is limited in space and consideration for expansion and proposed change of location will be necessary in the future. Some 12,000 volumes were circulated in 1965.

#### Post Office

The Cave Creek post office is located in the Cave Creek shopping center and was dedicated in October of 1960. This facility appears to be adequate for several years of growth. There is a limited rural delivery route called the "Star Route", serving only 17 families. Mail boxes are provided in the post office and some 355 boxes are rented in Cave Creek and some 152 boxes are rented in the Carefree rural station.

#### Police Protection

Police protection is provided through the Maricopa County Sheriff's office by the assignment of two deputies who reside within the area. As the community grows and becomes more urban, there will be a necessity for further expansion of police service.

### Fire Protection

Fire protection is offered by the Rural Fire Protection Company, but is very limited at the present time. The nearest fire station of the company is located seventeen miles away at Shea Boulevard and Scottsdale Road and has very limited equipment. As the area continues to develop, community based fire fighting facilities will be necessary.

### Health Services

Health services are provided by the Maricopa County Health Department.

CHAPTER 5  
PROPOSED GENERAL LAND USE PLAN

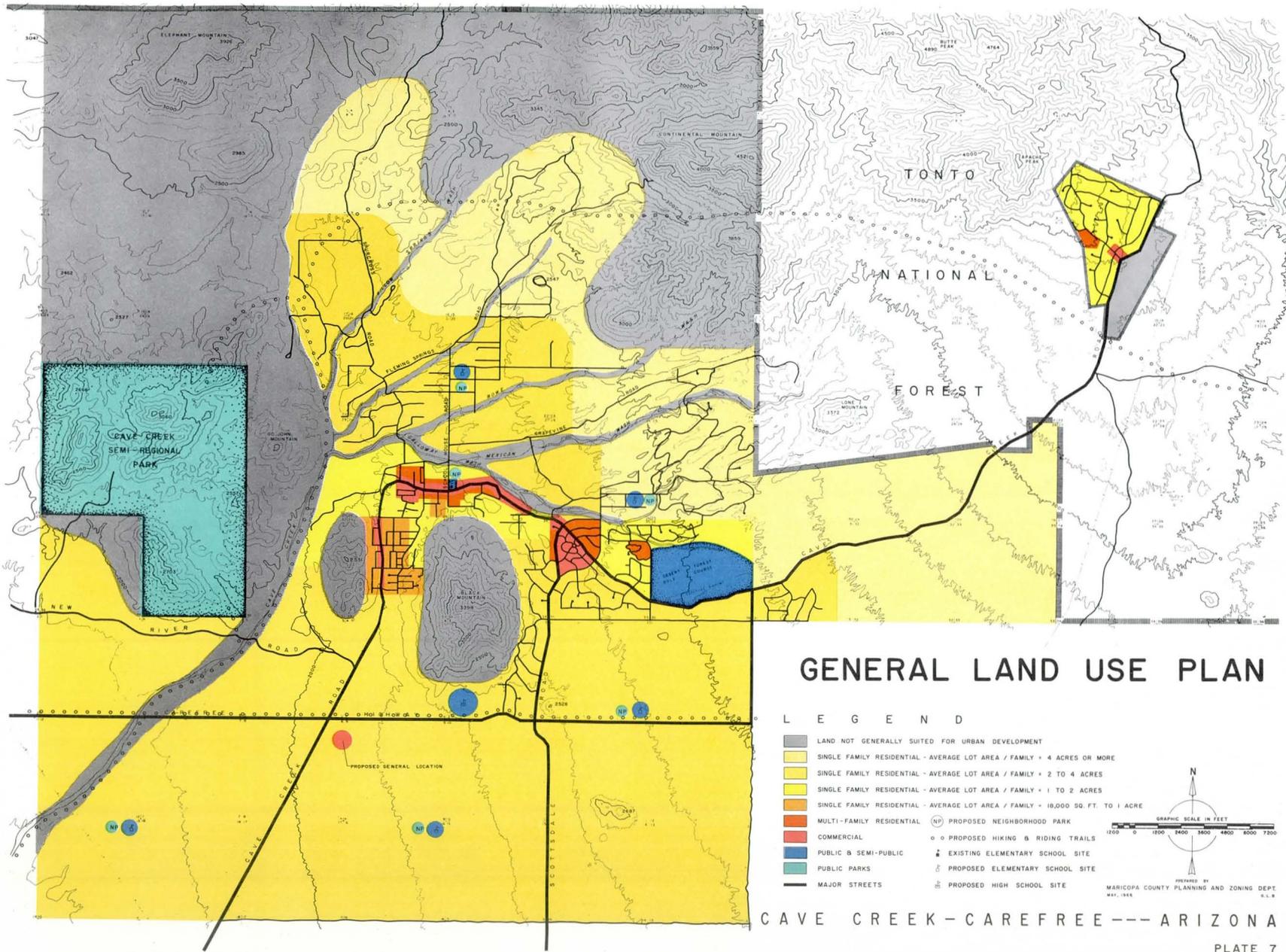
The area embraced by the General Land Use Plan shown on Plate 7 embraces 69 square miles or 44,162 acres. A major problem will be to obtain an economical growth pattern that can sustain a satisfactory and economical level of governmental services.

The present population within this area increased from 456 persons in 1962 to an estimated 1,420 persons in 1966. Barring unforeseen major developments, the population by 1980 may possibly not exceed some 3,500 persons. At a ratio of 15 acres of urban land per 100 persons, a population of 3,500 would only require 525 acres of land for all urban purposes. Furthermore, a density of less than 10 persons per acre is considered too low to provide a satisfactory and economical level of governmental services.

For economic reasons then, if for no other reasons, the present rural character and low density of development should be continued so that a demand will not be created for urban services normally required by a city or town. An exception to this would be planned developments such as Carefree, which are able to provide sewage systems and other improvements normally found in an urban community.

It is reasonable to suppose that there may be other large planned developments in the future within the study area. Certainly topography and water resources appear favorable for other planned development.

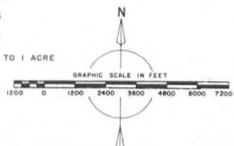
A commonly accepted approach in planning is to determine the amount of population that can be expected and its urban land requirements largely determined from present land use-population ratios applied to future population estimates. Then the problem is primarily one of determining where this population should be distributed and at what densities of development. However, such an approach is not practical in this instance, particularly since the necessary public controls to implement a quantitative plan are lacking.



# GENERAL LAND USE PLAN

## LEGEND

- LAND NOT GENERALLY SUITED FOR URBAN DEVELOPMENT
- SINGLE FAMILY RESIDENTIAL - AVERAGE LOT AREA / FAMILY = 4 ACRES OR MORE
- SINGLE FAMILY RESIDENTIAL - AVERAGE LOT AREA / FAMILY = 2 TO 4 ACRES
- SINGLE FAMILY RESIDENTIAL - AVERAGE LOT AREA / FAMILY = 1 TO 2 ACRES
- SINGLE FAMILY RESIDENTIAL - AVERAGE LOT AREA / FAMILY = 10,000 SQ. FT. TO 1 ACRE
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- PUBLIC & SEMI-PUBLIC
- PUBLIC PARKS
- MAJOR STREETS
- (NP) PROPOSED NEIGHBORHOOD PARK
- ○ PROPOSED HIKING & RIDING TRAILS
- ⚡ EXISTING ELEMENTARY SCHOOL SITE
- ⚡ PROPOSED ELEMENTARY SCHOOL SITE
- ⚡ PROPOSED HIGH SCHOOL SITE



PREPARED BY  
 MARICOPA COUNTY PLANNING AND ZONING DEPT.  
 MAY, 1984  
 G.L.D.

CAVE CREEK-CAREFREE --- ARIZONA

PLATE 7

TABLE 1

Theoretical Population that Could be Accommodated Within the Planning Area

<u>Residential Land Uses</u>		<u>Acreage</u>	<u>Dwelling Units</u>	<u>Population</u>
Single Family Residential,	4 acres/Dwelling Unit	5,188	1,297	4,021
Single Family Residential,	2 acres/Dwelling Unit	11,020	5,510	17,081
Single Family Residential,	1 acre/Dwelling Unit	1,021	1,021	3,165
Single Family Residential,	18,000 Sq. Ft./Dwelling Unit	157	380	1,178
Multi-Family Residential,	3,000 Sq. Ft./Dwelling Unit	106	1,539	4,771
	<u>TOTAL</u>	17,492	9,747	30,216
<u>Other Land Uses</u>				
Commercial		198		
Parks (includes 2,560 acre regional park)		2,600		
Public and Semi-Public		339		
Streets and Alleys		6,010		
	<u>TOTAL DEVELOPED LAND</u>	26,639		
	<u>Topographically Unsuitable for Development</u>	17,523		
	<u>TOTAL ACRES IN PLANNING AREA</u>	44,162		

Aside from the minimum controls under zoning and subdivision regulations, the magnitude and extent of future growth in the Desert Foothills area will largely be determined by private entrepreneurs and individuals who in turn will be influenced by availability of money for construction, market demand for housing, land prices, etc.

The following is a discussion of the amount of land included within the various categories of land use shown on the general plan. The theoretical holding capacity, primarily determined by present zoning patterns, is discussed. The vast spread between theoretical holding capacity and the probability of future population increases that can reasonably be projected, with some degree of probability, emphasizes the need to maintain the large lot zoning pattern that covers most of the study area. A breakdown of this pattern in the more outlying portions of the study area could lead to serious problems, particularly if small lot subdivisions were permitted that would in turn cause a demand for various urban services and facilities.

Plate 7 shows diagrammatically the general areas reserved for various land uses within the study area. The Cave Creek-Carefree study area contains approximately 69 square miles and devotes approximately <sup>17,000</sup>~~27,000~~ acres for single-family development with the remainder of the area in the following uses: multi-family residential use, 106 acres; commercial uses, 198 acres; public and semi-public uses, 339 acres; and park uses, 2,600 acres. The holding capacity of the residential land uses in dwelling units with the proposed densities would be 9,747 dwelling units producing a potential population of approximately 30,000 people as shown on Table 1.

### Residential Development

#### Single-Family Residential Development

The plan is based on the extension of existing residential patterns to form a community of approximately 30,000 people, with several neighborhoods. Densities are such that efficient use is made of the land without any overcrowding so typical of other residential areas in the valley. Major wash and drainage areas are not proposed for development and will be left as natural open space. The General Land Use Plan, Plate 7, shows some <sup>17,000</sup>~~27,000~~ acres devoted to the four categories of single-family residential use which together with multi-family residential use will produce a population of approximately 30,000 people to be served by one high school and several elementary schools.

### Multi-Family Residential Development

With increased development, there will be increased demand for multi-family units to serve the tourist trade and retired citizens. Some 106 acres are set aside for high density residential use. These areas are mostly in and around existing shopping commercial areas along Cave Creek Road and areas in close proximity thereto. Some land to the south of Black Mountain might be suitable for a mobile home subdivision or mobile home park. However, this would need to be very carefully designed as the area is equally, if not more, suitable for single-family homes.

### Commercial Development

Community shopping services should be provided at central easily accessible locations. Needs generated by future residential development can be served by expanding two existing shopping centers of Cave Creek and Carefree and the addition of neighborhood shopping centers easily accessible to the residents of each neighborhood.

### Industrial Development

No immediate need is indicated for an industrial area. Most industrial uses except for light, clean industries in an attractive setting would be incompatible with the character of the area. As the community grows, however, desirable industry of the above mentioned variety might be suitable for certain areas. For example, a planned light industrial district or nicely landscaped and architecturally designed light industries might be appropriate and suitable along Carefree Highway between Cave Creek Road and Black Canyon Freeway. Electronics, printing and research laboratories might be suitable for example. A 4"high-pressure natural gas line is located along Carefree Highway.

No airport industrial or commercial uses are suggested as an industrial airport is being developed just 15 miles south at Scottsdale Airport.

### Parks and Other Recreational Areas

The Cave Creek-Carefree area is in close proximity to the Phoenix Urban Area and Scottsdale which offer a variety of cultural and recreational opportunities. The nearby Tonto

National Forest provides hunting, boating, and fishing opportunities. The nearby Cave Creek Semi-Regional Park will offer a variety of outdoor recreational activity when fully developed. A permanent access road to this facility is not shown as this access road is still under study by the County Highway Department.

Plate 7 shows the general location of the portion of the proposed County hiking and riding trail system that falls within the planning area. These trails should be established on the ground before increased development makes it more difficult.

As shown on Plate 7, neighborhood parks should be centrally located near or adjoining elementary school sites. In general neighborhood parks should contain lawns, shrubbery, tables and benches. Playground facilities are appropriate if they do not duplicate the playground facilities located on the elementary school site. Wherever possible proposed neighborhood parks and playgrounds should be combined.

Playfield facilities (tennis courts, baseball, etc.) should be located at the future high school site.

#### Other Public Facilities

Certain other public facilities normally located in residential areas such as library, meeting halls, health centers, churches, can be more logically located as the needs arise and these are not shown on the General Land Use Plan.

#### Standards for Each Type of School

Recommended standards for the two types of schools are as follows:

##### Elementary Schools

The desirable size of elementary schools ranges from a minimum of 400 pupils to a maximum of 1,000 pupils. A capacity of 400 to 600 pupils for schools containing grades 1 through 6 and 900 to 1,000 pupils for schools with grades kindergarden through 8 inclusive is considered an optimum size by many educators and planners although school-district needs sometimes necessitate the construction of larger schools.

The 1964 Guide for Planning School Plants published by the National Council on Schoolhouse Construction recommends that the elementary school contain a site of ten acres plus one acre per 100 pupils of ultimate enrollment. However, if as proposed, a neighborhood park is provided in conjunction with an elementary school the suggested land requirements for a school might be less than suggested herein. Classrooms should not average more than 30 pupils, thus a 700 capacity school would require a minimum site of 17 acres and 24 classrooms.

An elementary school should serve as a center for neighborhood community activities, it should be centrally located with respect to the area served and be within three-fourths of a mile walking distance of the majority of pupils. The elementary school should be developed in conjunction with a neighborhood park of approximately 5 acres in size. The school should be so designed that a multi-purpose room will be available for neighborhood or community center use after school hours and for a supervised summer recreational program.

The elementary school should not be located on a major street nor within or adjacent to commercial or industrial uses. Where an elementary school is close to a major street, it is necessary to provide some means of traffic control. It is recommended that, within the radius of one mile, all school approach streets should make accommodation for students on foot or bicycle.

### High Schools

The 1964 National Council on Schoolhouse Construction Guide for Planning School Plants indicates that a desirable minimum size for secondary schools is "300 pupils at 75 pupils per grade" and that a maximum desirable size is 1,000 pupils.

The National Council on Schoolhouse Construction also recommends that a high school should contain a site of 30 acres plus one acre per 100 pupils of ultimate enrollment. Thus a 1,000 capacity high school would require 40 acres if developed as a community park school. (A community park school includes a school, playfield, and park.)

A high school should be located on or close to a major street and have access from collector streets. Normally high school students are dependent upon transportation by private vehicle, public transit system, or by walking. One and one half to two miles is considered to be a reasonable maximum distance for walking. Accommodation should be provided for students on foot or bicycle on approach streets.

#### Future Schools

The General Land Use Plan shows the general location of proposed school and neighborhood park sites that would be needed to serve 30,000 persons if such a population were obtained. A discussion is as follows:

As discussed elsewhere, it is estimated that the Desert Foothills study area could theoretically physically accommodate about 30,000 persons taking into consideration existing land use and zoning districting.

It is estimated that 20 percent of the population would be of elementary school age and 5.4 percent of high school age. Therefore, a potential elementary school enrollment would be 6,000 pupils and a high school enrollment would be 1,620 pupils.

Six thousand pupils would require 6 elementary schools at 1,000 pupils per school and 1,620 high school pupils would require two schools at 800 pupils per school or one school for 1,620 pupils capacity.

The General Plan shows the general distribution of a possible future system of public schools. Each elementary school would be centrally located to serve a neighborhood or tributary area of about 5,000 persons. Neighborhood parks would be located adjacent to elementary school sites.

School sites should be acquired as conditions and circumstances warrant. Principles and standards previously discussed should be observed in the selection of new school sites.

The Cave Creek School District has leased 50 acres of land south of Carefree Airport for a future school. However, this is not a suitable location for a school because of its proximity to the Carefree Airport and for this reason the site is not recommended in the General Plan.

### Suggested Street and Highway Plan

This section contains a discussion of principles and standards for streets and highways needed to serve the Desert Foothills and a proposed plan.

#### Principles and Standards

The street system normally presents two problems: the improvements and corrections of the existing street system, and the provision for new growth. A planned street system is usually designed to provide for a free flow of traffic to and from all areas of the community. It provides for the safe and free movement from one residential area to another and from residential areas to major areas of business, employment and recreation. Following are four major advantages that result from a planned street system: (1) traffic can be more easily controlled; (2) larger volumes of traffic can be moved over a few wide streets rather than dispersed over a number of narrow streets; (3) certain major streets are primarily of general rather than local benefit and can often be improved and financed with the assistance of state and federal aid; (4) greater economies in street construction can be provided in accordance with traffic needs.

In general, a wide variety of street types serving specific purposes is needed in the development of a street system. Following are some general comments on street classifications that will be needed to serve the area:

Local minor streets: These are primarily designed to provide access to abutting property. Cross sections of local streets vary with local conditions, abutting land uses, topography and other considerations. Normally for local minor residential streets, rights-of-way vary from 50 to 66 feet, and pavement widths varying from 26 to 32 feet are sufficient. Traffic volumes on the local streets should be minor with speeds not to exceed 25 miles per hour. Buses and trucks should be restricted from these routes.

Collector streets: These are primarily designed to pick up traffic from local streets and feed it into the major street system. A collector street should provide for two moving lanes and two distress or parking lanes. Collector streets must be wider than the local streets entering same and speeds should not be permitted to exceed 35 to 40 miles per hour. Right-of-way widths should be between 60 and 80 feet with pavement widths of 40 to 48 feet.

Major streets: These usually require at least four moving lanes and two distress or parking lanes. A major street should be designed with heavier pavement than collector or local streets in order to accommodate heavy traffic volumes at moderate to high speeds. Cross sections of major streets are extremely variable and are dependent upon abutting land uses, expected traffic volumes, topography and other physical considerations.

It is not within the scope of this report to suggest specific design criteria for the various streets and highways that will be needed.

Minimum rights-of-way and cross sections should be determined from detailed engineering studies.

#### Proposed Major Streets and Highways System

The proposed major street and highway system is based upon existing street patterns, is coordinated with the major road system for the County, and is an integrated system providing appropriate routes for all types of movement of people and goods. Major roads should be landscaped where possible.

Plate 7 illustrates the three major roads in the area: Carefree Highway, Cave Creek Road, and Scottsdale Road, all of which are eventually proposed as divided highways and will be developed as part of the County-Federal Aid Program. The Carefree Highway is proposed for inclusion in the 1966 Federal Aid Secondary Road Program - for design only. Both Cave Creek and Scottsdale Roads are proposed as divided highways along the existing Desert Foot-hills Scenic Drive to the south and along selected portions in the urban area. The collector streets emanating from these major roads are illustrated on Plate 7. In areas presently undeveloped only general alignments are shown.

Continuing effort should be made to secure dedications for right-of-way needed for the various types of streets and highways needed.

### Improvement of Cave Creek Road

Plate 8, "Schematic Plan for the Improvement of Cave Creek Road" illustrates the possibilities for improvement of the "downtown" section of Cave Creek. Designed to further control traffic and dust, to promote commerce and safety, to enhance the existing natural beauty and to consider the pedestrian enjoying the shopping facilities in this area, the materialization of this improvement will depend on local interest and available highway funds. Cave Creek Road through Carefree is being proposed for development in a similar manner by the developers of Carefree.

### Implementing the Plan

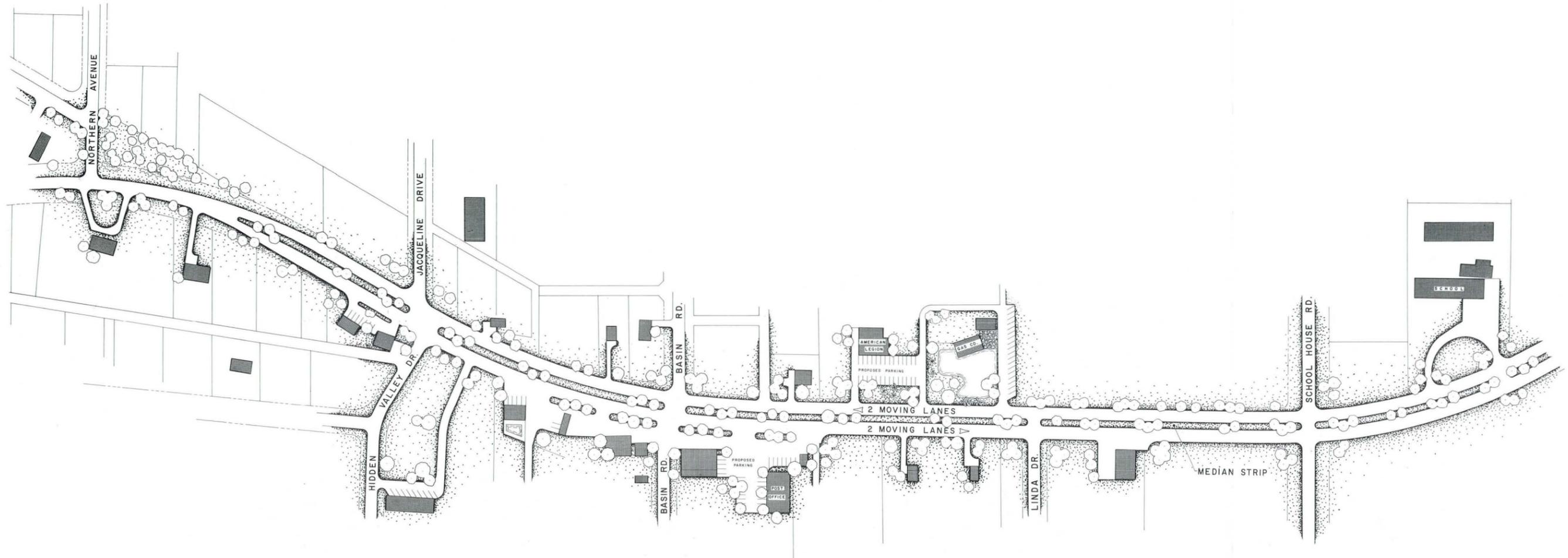
To maintain an effective community plan requires a vigorous, active and continuous organization to keep the plan constantly in the front of community activities and to make changes and adjustments to the plan as they become necessary.

### Organization and Administration

Cave Creek and Carefree are quite different from most communities in the organization and administration of planning matters. They are presently unincorporated and do not have statutory powers or legal authority to establish a planning commission or to adopt and administer zoning and subdivision regulations. They must rely upon County agencies for provision of governmental service. Consequently, it will be necessary for a citizens' organization, such as the Cave Creek Improvement Association (whose area of interest is the entire Cave Creek School District No. 93), to maintain a continuous interest in obtaining the objectives of the proposed general land-use plan and various physical improvements that will be needed from time to time, to keep the general public informed of the plan and to make recommendations of changes and modifications that may need to be made in the plan as a result of new conditions or unforeseen needs.

### Control of Land Subdivision

Much of the present problem of narrow, poorly related and undedicated streets within the Desert Foothills area has come about by the lack of a community plan and some means of central control. Failure to provide proper streets in the right locations usually is not the result



# SCHEMATIC PLAN FOR IMPROVEMENT CAVE CREEK ROAD

■ EXISTING BUILDINGS

MARICOPA COUNTY PLANNING DEPT.  
GRAPHIC SCALE IN FEET  
50 0 50 100 150 200 250 300 350

of unwillingness upon the part of the owner or developer, but rather is caused by lack of knowledge of the community's future plans and the contemplated development of neighboring lands.

In order to effectively control land subdivision there is a need for an adopted system of streets that would show the more important routes that should be recognized and considered whenever individual parcels of land are subdivided. This, together with County subdivision rules would provide control measures needed.

However, if the proposed system of streets could be adopted by the County for application to the Desert Foothills area this would be of assistance in reviewing any proposed subdivisions that are submitted to the County for review and action thereon within the area embraced.

#### Zoning Administration

In the absence of an adopted general plan for the Desert Foothills area, such as proposed herein, it is difficult to determine the merit of various types of proposed improvements - both public and private. An adopted plan for the area would provide a useful yardstick for current and long-range needs.

Present zoning regulations together with subdivision regulations comprise two important tools for guiding and controlling community development.

#### Public Improvements

As a community grows, demands for public improvements and facilities become adamant and means of paying for them by usual municipal procedures and tax systems become more difficult. In spite of the public's willingness to spend large sums individually for private recreation and personal comfort, there appears to be a very low limit to what it will spend collectively through taxation for public service and community welfare.

Public facilities and improvements should be provided gradually over a period of years in accordance with a general plan and as conditions permit and warrant.

A good community plan observed throughout the years will provide the means for better timing of public improvements and the avoidance of many costly mistakes, and this results in dollar savings to the community.

## Citizens' Support

An effective program of public improvement cannot be accomplished without a wide public understanding of what it is all about and a deep appreciation of the main purpose in view. Community projects are carried out in two ways: either as public improvements which are paid for out of taxation, or as private enterprises which are executed with cooperation and understanding of the community plan. Therefore, the importance of education in any planning program cannot be over-emphasized. Education of the general public is slow and difficult, and the support of citizen associations (such as the Cave Creek Improvement Association) in working for the advancement and education of community plans is essential.