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A PLANNING REPORT FOR BUCKEYE, ARIZONA

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Prepared For
THE TOWN OF BUCKEYE, ARIZONA

By
THE MARICOPA COUNTY PLANNING AND ZONING DEPARTMENT
October 1961

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November 6, 1961

Town of Buckeye
Planning and Zoning Commission
Buckeye, Arizona

Gentlemen:

We are pleased to submit herewith a planning report for the Town of Buckeye. This report has been prepared by the County Planning and Zoning Department pursuant to the agreement entered into on June 10, 1959, between the Town of Buckeye and Maricopa County.

Maricopa County is expected to continue to experience unprecedented population growth and there is no reason why the Town of Buckeye should not continue to receive its proportional share. Therefore, Buckeye should plan now in order that adequate provision is made for the various physical facilities that will be needed to serve the future population.

Plans contained herein are suggested as a general guide, and they are concerned with the general location, character, and extent of physical facilities such as schools, parks and major streets and highways that will be needed to serve the future Urban Area of Buckeye.

Present adopted zoning regulations for Buckeye, which were prepared as part of the planning agreement, are an important method for implementing the land-use plan. Present zoning regulations should be supplemented with subdivision rules and regulations for the platting of land.

The citizens of Buckeye should be afforded an opportunity to comment upon proposals contained in this report. Therefore, it is suggested this report be given widespread publicity and distribution. Then it is suggested that this report be adopted by the

Buckeye Planning and Zoning Commission

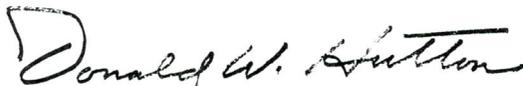
Page 2

November 6, 1961

Town Planning Commission after holding one or more public hearings and after making any changes or modifications that may be warranted. This report should then serve as a basis for making recommendations to the Town Council on current and long-range matters that fall within the scope of these plans.

In order that these plans may be of maximum benefit, they should be reviewed at periodic intervals and revised when warranted by unforeseen developments or new needs.

Respectfully yours,


Donald W. Hutton, Director

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ACKNOWLEDGEMENTS

History of the Buckeye Canal, by J. H. Parkman, Buckeye
Irrigation Company, 1957

Water Works Report for Town of Buckeye, 1956 by Headman,
Ferguson and Carollo, Consulting Engineers, Phoenix, Arizona

Buckeye Valley News

Buckeye Chamber of Commerce

Personal interview with Mr. J. H. Parkman, Buckeye Valley
historian.

Mr. Chett McNabb, Superintendent of Schools, Buckeye Union
High School District.

Mr. George Hamner, Town Clerk, Buckeye, Arizona

Mr. John B. Barnes, Director, Division of Educational
Research and Field Services, College of Education, Arizona State
University, Tempe, Arizona

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INTRODUCTION

The purpose of city planning is to provide a guide for the orderly and economical physical growth of a community. Before physical plans can be prepared, there must be an understanding of the factors that caused a community to be formed, and its potential for future growth must be evaluated.

Estimates must be prepared for the amount and desirable distribution of future population. Physical facilities such as streets, utilities, schools, parks and the like should be planned accordingly to accommodate expected future population growth.

Measures for the implementation of physical plans include subdivision and zoning regulations and control over extension of public utilities.

Effective planning is dependent upon the presence of a plan, adequate legislation, administrative support, and public support. Physical plans should be renewed periodically and kept up to date. Unforeseen developments may warrant revision of plans. However, plans should not be changed for purposes of expediency. Maximum benefits are obtained when plans are adhered to over a long period of years. The preparation of a plan is a relatively simple job compared to the task of carrying it out.

The City Planning Commission should be the custodian of the plan. Aside from its value as a guide for future growth, a plan provides a useful yardstick for determining the merit of requests for change of zoning, and other matters upon which the Planning Commission must advise the City Council.

SUMMARY OF FINDINGS AND RECOMMENDATIONS

1. The population of the Buckeye Urban Area is expected to grow from 3,279 persons in 1960 to approximately 7,200 persons by 1980. In the past twenty years Buckeye's population increase has been relatively smaller than that of Maricopa County, primarily because of its distance from Phoenix, the major population center of the County. Modern improvements pertaining to transportation and communication, both existing and proposed, are of such magnitude that the disadvantage of distance is being rapidly overcome. Therefore, with Phoenix's population explosion serving as a magnet, Buckeye's future growth should keep pace, if not exceed, that percentage increase forecasted for the County. It is upon this premise that Buckeye's population projection has been made.
2. In keeping with Buckeye's population projection, it is expected that the requirements for urban land use, of all types, will increase from 768 acres in 1960 to 1,170 acres by 1980. As the corporate limits of Buckeye encompass a total of only 560 acres considerable expansion could be in store for the town. Particular attention by town officials should be directed toward the acquisition of park and recreation sites, both inside and outside the town, and toward the expansion of the street and utility systems. The existing zoning ordinance is the principal control that the

town will be able to exercise over the private development of land. The adoption of town subdivision regulations could aid in this control and in the matter of getting a desirable future street pattern.

3. The following report makes a number of suggestions pertaining to the expansion of school sites, both elementary and high school. Co-operation between the town and school districts will materially help in the implementation of the town plan.

4. Particular attention has been directed to possible improvements within the street system, especially in the neighborhood of the S curve on U.S. 80 at the east end of town. For this phase of town planning, co-operation may be in order with the County and State Highway Departments.

5. New development should be encouraged on the west side of town, as well as the east side, to help balance the sewer system.

6. In spite of the interstate highway program which could increase economic opportunities within the Buckeye Valley, no abrupt change is anticipated in the composition of the town's economic base. In fact, existing industries of an extractive nature should be strengthened during the next ten to twenty years. At the same time, manufacturing not directly related to agriculture could enter upon the scene. However, there is no scientific way to predict such an occurrence, at least within the scope of this report.

CHAPTER 1

HISTORICAL BACKGROUND

This section contains a discussion of the historical background of the region and of Buckeye.

The Region

The Town of Buckeye, Arizona, is situated in a broad valley thirty miles west of Phoenix at an elevation of 860 feet. When American settlers first entered this valley, they encountered a level plain covered with nothing but desert vegetation. The levelness of the land and the fertility of the soil would be indicative of agricultural potential within the area. Mountains to the north and to the south would mark the boundaries of the plain, generally five to eight miles wide. The warm climate would indicate possibilities for a year around growing season. But the dryness in the soil and air dispelled any dreams the potential settlers might have had about farming within the vicinity. Unfortunately, the annual rainfall was known to be very slight; even too little for the best methods of dry farming.

Irrigation farming in America was first conducted on a large scale by the Mormons in the desert valleys of Utah. At about the time the followers of Brigham Young were beginning to develop

their methods of irrigation other American settlers were passing through southern Arizona bound for the gold fields of California. The late 1840's and early 1850's marked the beginnings of American civilization in Arizona, primarily at stations along the old Butterfield Stage Route across the southern portion of the territory. Upon the eve of the Civil War Tucson was a flourishing metropolis, relatively speaking when compared to the wilderness area to the north. Indian villages dotted the middle Gila Valleys, but even the Pimas and Maricopas sparsely inhabited the area. Gradually, some Americans took an interest in the possibility of irrigation in central Arizona, and under the influence of the methods used by the Indians they made their meager beginnings in agriculture shortly after the war.

Many settlers were drawn to Arizona upon the discovery of gold and silver deposits. Most of the early mining settlements were short-lived as the richer ore bodies were rapidly exhausted. Few mining communities remained as permanent towns because they lacked a firm agricultural base of economy. Undoubtedly most of the early miners moved from gold strike to gold strike, many leaving the territory for other boom towns in California, Nevada or Colorado. But perhaps a few of the miners, tiring of their transient life, made attempts at a more permanently fixed existence by undertaking agriculture. In addition to mining, the movement of the Cattle Kingdom from Texas through New Mexico brought some population into most of Arizona. Ranching and farming enterprises often were undertaken to provide the army posts with supplies.

Although its economy was far from being stable, central Arizona began to emerge as a populous area, and as a result Maricopa County was created in 1871. The village of Phoenix, located on the Salt River a few miles up from its termination into the Gila, was selected as the County seat. By the middle of the 1880's the Salt River Valley around Phoenix was a moderately prosperous area, its economy being based primarily upon agriculture. Improvements in methods of irrigation were continuously being made, and Mormon pioneers from Utah who by 1878 had settled in the Mesa-Lehi area contributed a great deal to this advance.

The Buckeye Valley

The desert valley along the Gila below Phoenix remained virtually uninhabited until 1885. In the spring of that year Malin M. Jackson, Joshua L. Spain and Henry Mitchell located a canal eighteen miles southwest of Phoenix to divert water from the Gila River onto the valley floor. The original intention was to irrigate about 25,000 acres of land. Work on the canal progressed during 1886 and 1887, and it was named the Buckeye Canal in honor of Mr. Jackson's home state of Ohio.

In 1888 T. N. Clanton who had filed on government land in the center of the valley petitioned for a post office. He was appointed postmaster and established the office in his home. This portion of the Gila Valley had become known as the Buckeye Valley, and the post office adopted the name of Buckeye.

Clanton foresaw the need of a trading community to serve the valley, and in the next year, 1889, he laid aside 160 acres of his land for the original townsite of Buckeye. Clanton, Jackson, and William (Bucky) O'Neil associated themselves and platted the townsite. Through Mr. Jackson's persuasive powers the town was called Sydney after his hometown in Ohio.

Mike Hurley, a former Phoenix merchant, opened the first general store in Sydney. Clanton had found the post office a nuisance to operate within his home and so arranged to have it moved to the Hurley store. But the name Buckeye Post Office never was changed to Sydney. All mail came addressed to Buckeye; the store became the community center, and far and wide, Sydney was known as "Buckeye". The only time the town was referred to as "Sydney" was when land changed hands and proper legal reference had to be made. Deeds and mortgages referred to it as "The Town of Sydney", and Buckeye remained an alias for nearly forty years. In 1929, the town was incorporated, and at this time many of the residents learned for the first time they had been living in Sydney rather than in Buckeye. It became necessary for court action to change the name of the townsite plat and to validate all other previous records and land transactions. Nevertheless, the Town of Buckeye had its official beginnings at this time.

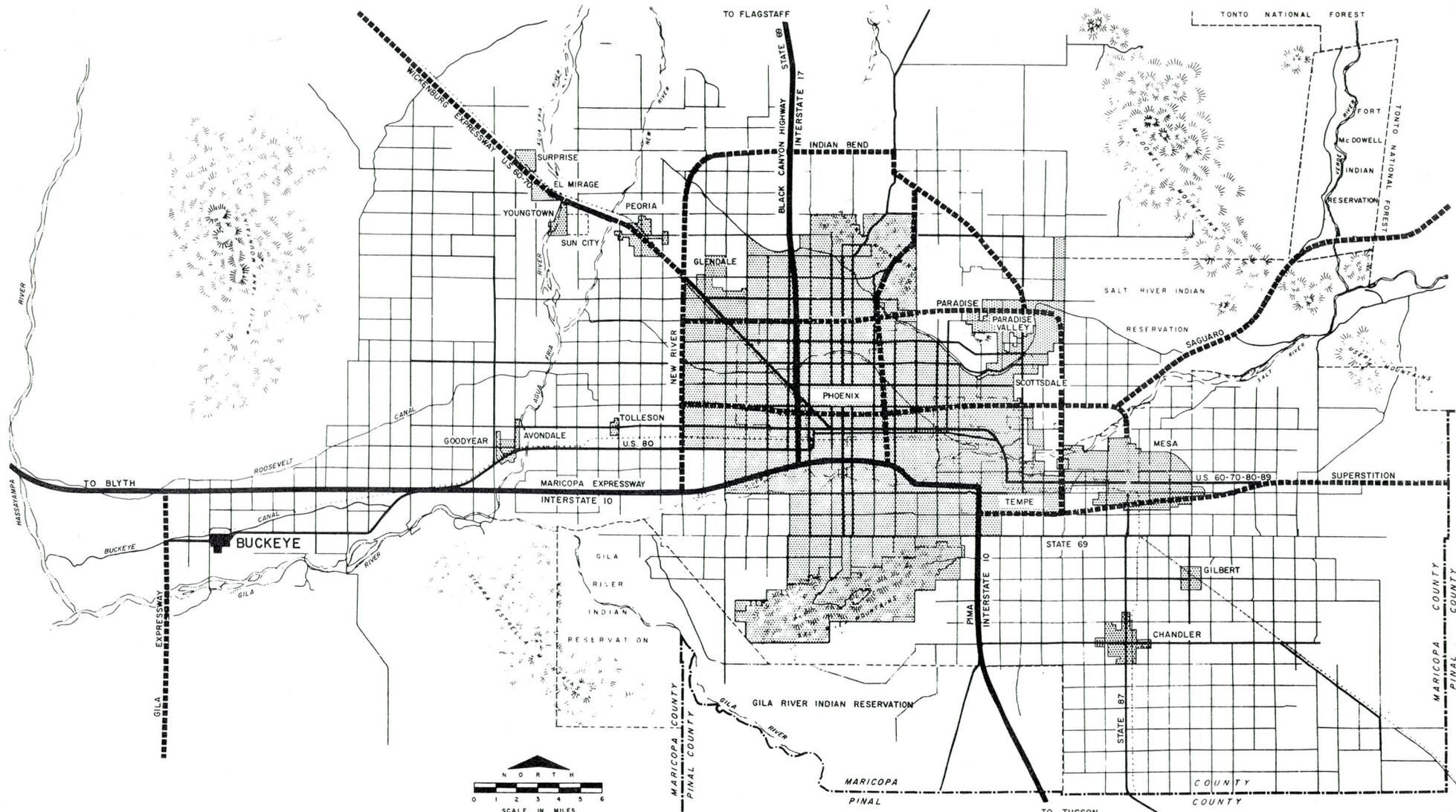
Early Developments

The Buckeye Valley suffered a severe setback in 1891 when the well-known flood of that time destroyed the headworks of the canal

and filled it with sand and debris for miles. The resulting lack of water for irrigation forced many of the early settlers to leave and most never returned. However, a hard core of settlers remained and rebuilt the canal. The present-day Buckeye Irrigation Company was incorporated in 1907, and prosperity for the valley has been steady most of the time since then.

In 1899 and 1900, the Arlington Canal was built with an intake on the north side of the Gila immediately south of the town of Buckeye. This canal ran near the river bed until it crossed the Hassayampa River, then it swung away from the river permitting the irrigation of about 4,000 acres of land. This farmland is located around the Gila River as it bends from a westerly to a southerly direction. The Arlington Canal terminates just above Gillespie Dam, which is located 18 miles below Buckeye and marks the southwestern boundary of the trade area.

The railroad from Phoenix came to Buckeye in 1910, which marked a new era for the community. The original business district was centered in the vicinity of Centre Avenue and 5th Street on the south side of present-day Buckeye and consisted of several stores, jail, courthouse, feed corral, saloon, school and church. With the coming of the railroad, located along the northern edge of present-day Buckeye, the business district shifted several blocks to the north and eventually became established in its present site along Monroe Avenue (U.S. Highway 80). Among the earliest to establish themselves in the new business district were Buckeye's



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 MARICOPA COUNTY PLANNING DEPARTMENT
 R.C.W. MARCH, 1961

-  PROPOSED INTERSTATE EXPRESSWAY SYSTEM
-  OTHER PROPOSED FREEWAY-EXPRESSWAY SYSTEM
-  EXISTING MAJOR STREETS
-  INCORPORATED TOWNS AND CITIES

VICINITY MAP

BUCKEYE ARIZONA

PLATE NO. 1

first bank and newspaper, organized respectively in 1911 and 1912. Several newspapers came and went with the present paper being established in 1927. Buckeye was provided transcontinental rail service by 1927 upon completion of the Buckeye-Welton and Mesa-Picacho legs of the Southern Pacific Railroad, but the town has since then lost its status as a passenger stop and Phoenix is the site of the nearest station.

An important development for the Buckeye Valley occurred in 1927 when the Roosevelt Canal was built, opening up a large section of new land for irrigation. The older Buckeye Canal runs in a westerly direction approximately through the middle of the valley. With the Gila River and Buckeye Hills marking the southern boundary of the valley, this older canal created an agricultural area of 16,000 to 20,000 acres, generally being twenty miles long and two miles wide. Plate 1 shows that this area is bounded by the Gila on the south, the Agua Fria on the east, the Hassayampa River on the west and the Buckeye Canal on the north. Desert land existed farther north above the canal and could not be fully irrigated until the Roosevelt Canal was built which paralleled the Buckeye Canal two to three miles away. The newer canal more than doubled the potential farmland within the Buckeye Area, and evidence that the new canal had an impact upon Buckeye is shown by the fact that the town grew from about 400 population in 1920 to over 1,000 in 1930.

The town has grown slowly through the years until it has become a sizable community, and growth should continue in the foreseeable future at least at the same rate as it has in the past. Such a forecast hinges upon a normal rate of increase for established activities plus improvements in the transportation network. Discussion of the population forecast will continue in the fourth chapter of this report.

CHAPTER 2

ECONOMIC BASE OF BUCKEYE

The Town of Buckeye is centrally located with respect to its valley, and this feature alone probably has dictated the town's size and location more than any other factor. Buckeye started as a retail service center for the valley, and its central location has enabled it to retain this function rather than relinquish it to the nearby villages of Palo Verde or Liberty whose positions are not as favorable. As agriculture expanded to cover almost the entire valley the town grew along with the growth of the rural population. Agricultural expansion in adjacent valleys such as the Harquahala Valley and even as far away as the Gila Bend area could stimulate further growth in Buckeye, although wholesale service for these distant valleys may become more important than retail service. The main assumption here is that agricultural expansion will in turn create possibilities for increases in trade inside urban Buckeye.

The principal crops of the Buckeye Valley have been alfalfa and cotton. In recent years cattle and sheep in increasing numbers have foraged on irrigated land. Buckeye's proximity to Phoenix may increase the emphasis on dairying and truck gardening, as the growth of the Phoenix urban area is ever increasing the

local market for these commodities. A change in the type of agriculture may or may not have an effect on population increase, both in rural and urban areas. The emphasis on cotton creates the demand for a large labor supply, both as field and gin hands. Truck gardening would also create the need for a labor supply. A second assumption is that no radical change in type and methods of agricultural will occur; instead changes will come rather gradually. The labor force required in the Buckeye, Harquahala and Rainbow Valleys will increase at a moderate rate, as the acreage under irrigation increases; and as the labor force's purchasing power increases, potential for retail expansion will be created.

Most of the industrial labor force of Buckeye is employed in the two cotton gins nearby, or in the other gins of the valley, as well as feed and seed mills, vegetable packing sheds or sand and rock plants. A mica mill is located inside the town. As the list above indicates, the industries of the valley are all of an extractive nature; i.e., they are tied closely to the wealth of the land from the immediately surrounding area. Industries of this type will probably expand in the future, but at a rather slow rate of increase.

Establishment of an industrial park at Luke Auxiliary No. 5 (the proposed municipal airport - see Plate 12) could accelerate the industrial growth; also promotion of an industrial subdivision in and around Buckeye between the canal and the railroad tracks. The provision of adequate roads and railroad sidings for this parcel of land could greatly increase its industrial potential as the area would have

excellent rail and highway transportation service. An industrial park at the airstrip would have the added advantage of air service and still retain the services of rail and highway transportation although the railroad would be three miles away to the south. The population forecast assumes modest industrial expansion for Buckeye; should the expansion be greater the population increase will likewise be greater.

Buckeye is located farther from Phoenix than just about any other town that could be considered within its commuting range. A very small percentage of Buckeye's working force actually commutes to Phoenix, but this percentage probably will increase in the next twenty years. The national trends of growth in suburban communities seem to indicate the continued trend of suburbanization. It is expected that Phoenix will continue to grow considerably within the next decade or two, and Buckeye's growth will be affected by this factor. Predictions of this nature are difficult to make with any accuracy, but chances are good that both Buckeye and some of its surrounding rural areas will gain suburban development. The town officials of Buckeye need to be prepared for this possibility although suburban expansion will probably occur later here than in places closer to Phoenix. The growth experienced by Glendale, Scottsdale, Tempe, Chandler and Mesa is well known, of course. The growth experienced by Tolleson, located only eleven miles west of downtown Phoenix, has not been nearly so spectacular, but at the present time indications appear to point to residential expansion in the area, at least around Cashion. It is also interesting to notice that Avondale experienced sizable growth from 1950 to

1960; the city grew from 2,500 to 6,151. It may be forecasted that Buckeye will experience the same development, but at a later date. What develops in the Avondale area, as well as in the vicinity of Apache Junction, might point the way for later developments around Buckeye. In addition, the complexities of urban development become complicated by the fact that a few residents in the Buckeye area commute to the Naval Air Facility or the Goodyear Plant outside of Avondale. Thus, industrial expansion in this area would affect the growth of Buckeye to some degree.

Buckeye is somewhat unique with regard to its status as a part of the Phoenix Standard Metropolitan Area, which includes all of Maricopa County. The town is clearly the trading center of its own agricultural region; i.e., the Buckeye and Arlington Valleys; and it has a good chance of improving its sphere of influence with the growing Harquahala Valley. In addition, the town should experience future suburban growth whose influence will stem primarily from Phoenix. The presence of Phoenix also increases the desirability of living in Buckeye because metropolitan facilities of all types, recreational, cultural or commercial, are readily available. As long as Buckeye retains its pleasant small-town character, the advantages of both small-town and big-city living can be combined particularly as pertaining to the aspects of entertainment and recreation.

CHAPTER 3

EXISTING CONDITIONS

Topography

The town limits of Buckeye encompass about a square mile as shown by Plates 1 and 8. The topography of the site is very flat, and a gridiron pattern prevails throughout the street system. Farmland is immediately adjacent to most of the urban development, and the town limits actually include pieces of irrigated land. The drainage pattern is generally from northeast to southwest.

Irwin Avenue marks the southern boundary of the town, and the Gila River bed is encountered one mile farther to the south. The town's sewage disposal plant is located between the town and the river only one-fourth mile below Irwin Avenue.

Along the northern limits of the town, the Southern Pacific Railroad runs in an east-west direction approximately one mile north of Irwin Avenue. The Buckeye Canal parallels the railroad several hundred feet to the south, the Roosevelt Canal parallels the railroad about two and one-half miles to the north, and the proposed Maricopa Expressway, Interstate Route 10, will be located another one-half to one mile beyond the latter canal. Through the years, agricultural expansion has occurred until a ribbon of

irrigated farmland stretches between the Roosevelt Canal and the Gila River, from the Agua Fria on the east to the Hassayampa River on the west.

Irrigation has expanded into several valleys adjacent to the Buckeye Valley proper, namely the Rainbow Valley to the southeast of Buckeye and the Arlington and Harquahala Valleys to the west. All totaled, well over 100,000 acres of farmland lie within the Buckeye trading area.

The foothills of the White Tank Mountains start about five miles directly north of Buckeye and extend in a northerly direction for twenty miles. The Buckeye Hills and Sierra Estrella Mountains are south of the town, beyond the Gila River. The highest peaks in the White Tanks and Sierra Estrella reach an elevation of over 4,000 feet.

All of the rivers within the Buckeye area now are dry stream beds, except at rare occasions of flood stage. Through the years, water has been increasingly appropriated for agricultural or urban uses until now; no new demands can be made upon the rivers. Even in the early days, the Gila River began to take on the characteristics of an intermittent stream; in times of low run-off the stream would sink below the sand only to reappear farther on downstream. Certain stretches of the stream bed became known as either wet or intermittently dry. During the early years, the Buckeye Valley achieved its prosperity primarily because the canal intake

was located along a stretch of the river that remained consistent by flowing with water.

The system of dams upon the Verde, Salt and Gila Rivers has all aided to stabilize the water supply of central Arizona, in addition to sources of water from underground reserves. The Buckeye Valley, in turn, has reaped considerable benefits from this degree of stabilization.

Climate

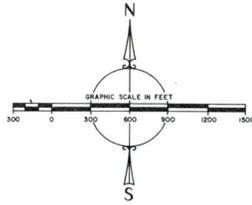
The warm and dry climate of the Buckeye Valley is typical of the valleys of lower elevation in central Arizona. Summers are hot, as the mean temperature for July is 89.6 degrees F. Winters are pleasant, the mean temperature for January being 49.7 degrees. The record high temperature is 121 degrees compared with a record low of 11 degrees (records extending over a 38-year period). The average July day experiences a temperature considerably in excess of 100 degrees, as the mean maximum for the month is 105.9. The mean minimum for January is 32.7 degrees. Much of the light yearly rainfall, averaging 7.44 inches, usually occurs during the summer and winter seasons - July through September and December through March, respectively. Precipitation tends to be particularly scarce during May and June.

The average length of the growing season is 257 days. The average date of the first autumn frost is November 21, and the average date of the last spring frost is March 9.

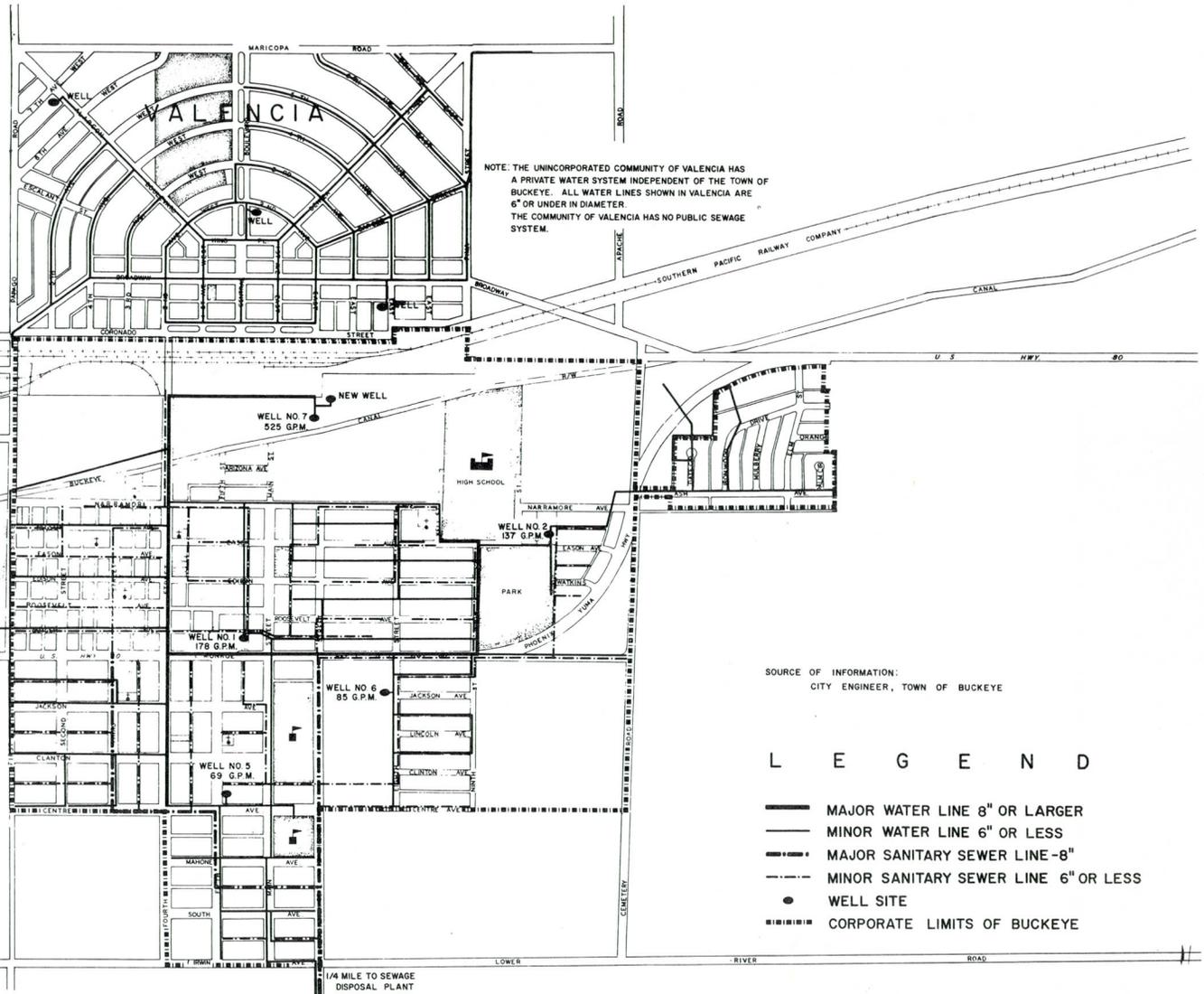
Domestic Water Supply

Buckeye is served by a town-owned water supply system, and a privately-owned system serves the neighboring community of Valencia. Buckeye has experienced some difficulty in recent years in maintaining a water supply of desirable quality. There is some belief that growth in Buckeye has already been slowed as a result, and at the moment it may be the town's most serious problem. The purpose

TOWN of BUCKEYE
ARIZONA



PREPARED BY
MARICOPA COUNTY PLANNING DEPARTMENT
NOVEMBER 1960



EXISTING WATER AND SEWER SYSTEMS

PLATE NO. 2

of this report with respect to water problems is merely to point out that future development may be held until a solution is achieved.

However, engineering studies by Carollo Engineers have been made upon the subject of possible improvements. A small demonstration plant, to demineralize part of the town's water supply, has been constructed by Ionics, Inc. of Cambridge, Massachusetts. This plant has been in operation for several months, and the demineralized water it produces is hauled away by the citizens of the town to their homes. Although it produces only 7200 gallons per day, much of the town's drinking and cooking water is now produced in this manner. Recently, a bond issue was passed to provide funds for a much larger plant, to be capable of producing 750,000 gallons per day with enlargement possibilities to 1,250,000 gallons per day.

Plate 2 shows the extent of existing water lines, both inside Buckeye and Valencia. Due to the levelness of the topography, Buckeye's water system should be able to be easily expanded in any direction that the town might grow.

Sewer System

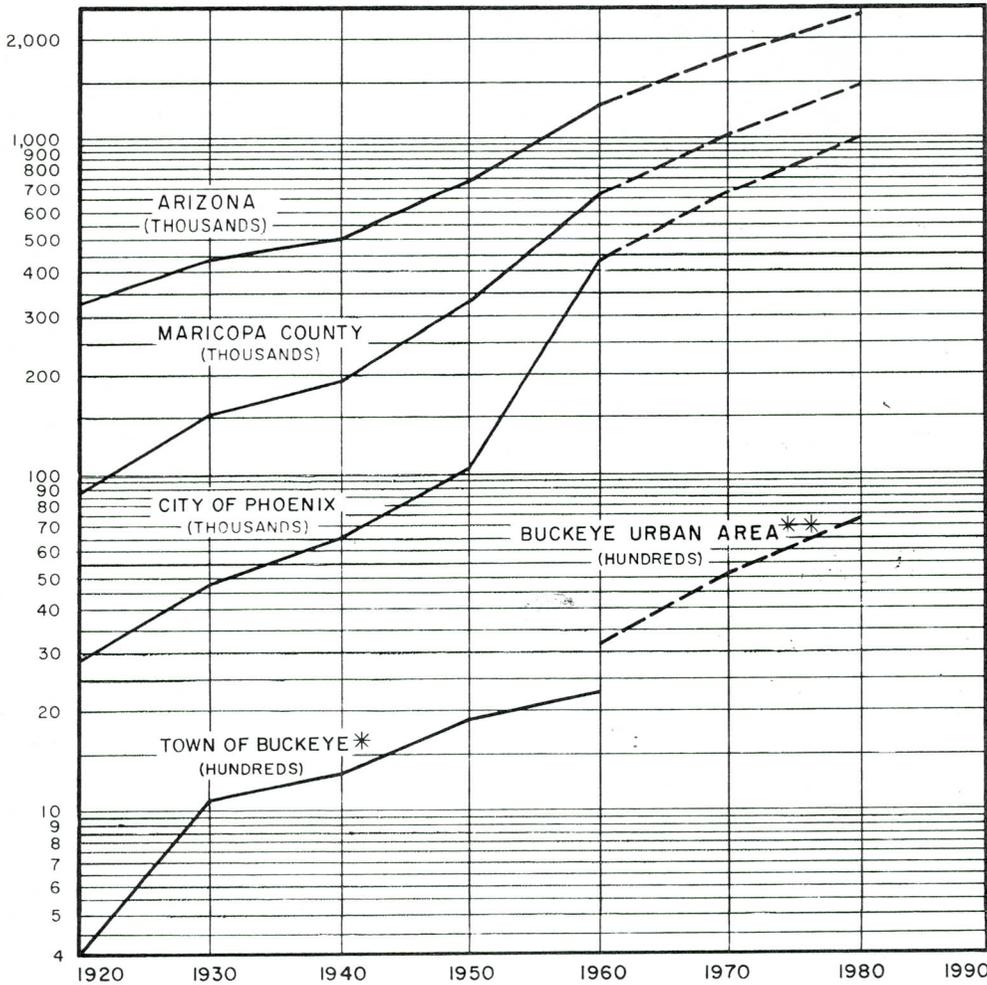
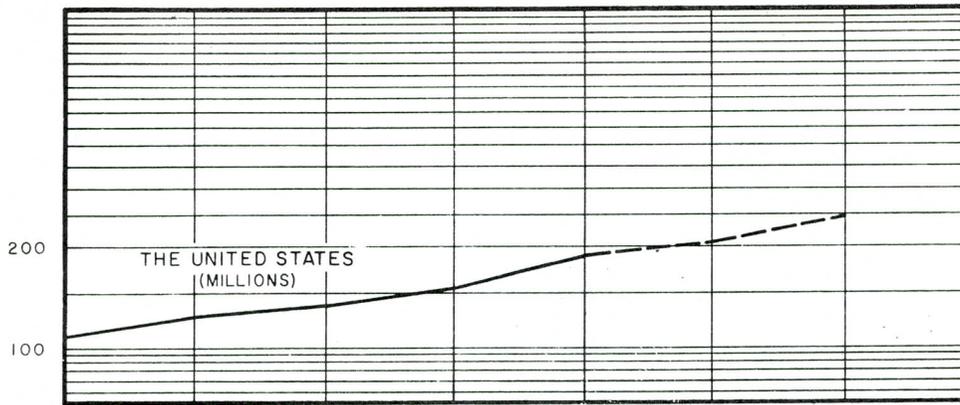
The town has a sewer system that will generally be satisfactory until the population reaches 5,000 people. At the present time only the area within the limits of the town has sewer service, and any extension of service from the south side into Valencia is apt to be difficult because of the railroad tracks and features of the terrain.

Expansion features for the sewer system are more restricted than for the water distribution system. Two main sewer trunk lines drain from north to south, along Third Street and Seventh Street. These lines run through the western side of town, and east-west laterals drain the eastern side. It would appear that east-west laterals could easily be built to the west to balance the system. Thus, development might be encouraged on the west even though little new construction has taken place on that side. If sizable residential development occurs on the east side, there may be danger that the east-west laterals will become overloaded. Some development can occur on the east side, but it probably would be efficient and economical for development to occur on the west side as well. The plan, which is discussed in the sixth chapter, recommends the encouragement of expansion on the west side; and this factor is the prime reason for the recommendation. The plan does not show expansion to the south of Irwin Avenue because the treatment plant is only one-fourth of a mile away.

TABLE 1
PAST AND ESTIMATED FUTURE TRENDS IN POPULATION GROWTH, 1920 - 1980
United States, State of Arizona, Maricopa County, Buckeye

	United States			State of Arizona				Maricopa County				Town of Buckeye			
	Population		Increase	Population		Increase		Population		Increase		Population		Increase	
	(000,000)	(000,000)	%	(000)	% of U.S.	(000)	%	(000)	% of Arizona	(000)	%	Persons	% of County	Persons	&
1920	106	--	--	334	0.31	--	--	90	27	--	--	400	0.44	--	--
1930	123	17	16	436	0.35	102	30	151	35	61	68	1,077	0.71	677	169.2
1940	132	9	7	499	0.38	63	14	186	37	35	23	1,305	0.70	228	21.2
1950	151	19	14	750	0.50	251	50	332	44	146	78	1,932	0.58	627	48.0
1960	179	28	18	1,302	0.73	552	74	664	51	332	100	2,286	0.34	354	18.3
1960												Buckeye Urban Area 3,279	0.49	--	--
1970 (Proj.)	209	30	17	1,930	0.92	628	48	1,000	52	336	51	5,100	0.50	1,821	55.5
1980 (Proj.)	245	36	17	2,580	1.05	650	34	1,400	54	400	40	7,200	0.50	2,100	41.2

Source: 1920-1960 population from reports of U.S. Bureau of the Census; 1970-1980 U.S. projections by U.S. Census Bureau; 1970-1980, State and County projections by Western Business Consultants, Inc. and 1970-1980 Buckeye Urban Area projections by Maricopa County Planning Staff.



* WITHIN CORPORATE LIMITS
 ** ESTIMATED TOTAL URBAN POPULATION

1920-1980 COMPARATIVE POPULATION GROWTH TOWN OF BUCKEYE

PREPARED BY MARICOPA COUNTY PLANNING AND ZONING COMMISSION - DECEMBER, 1960

CHAPTER 4

POPULATION

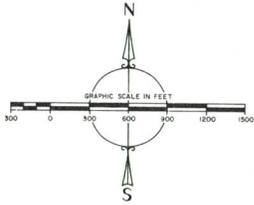
Population Trends - Past and Future

The population trends of Buckeye both from the past and projected into the future are shown by Plate 3, Comparative Population Growth, 1920-1980, and by Table 1, Past and Estimated Future Trends in Population Growth, 1920-1980. In this manner, Buckeye's position can be compared with the City of Phoenix, Maricopa County, the State of Arizona, and the United States as a whole.

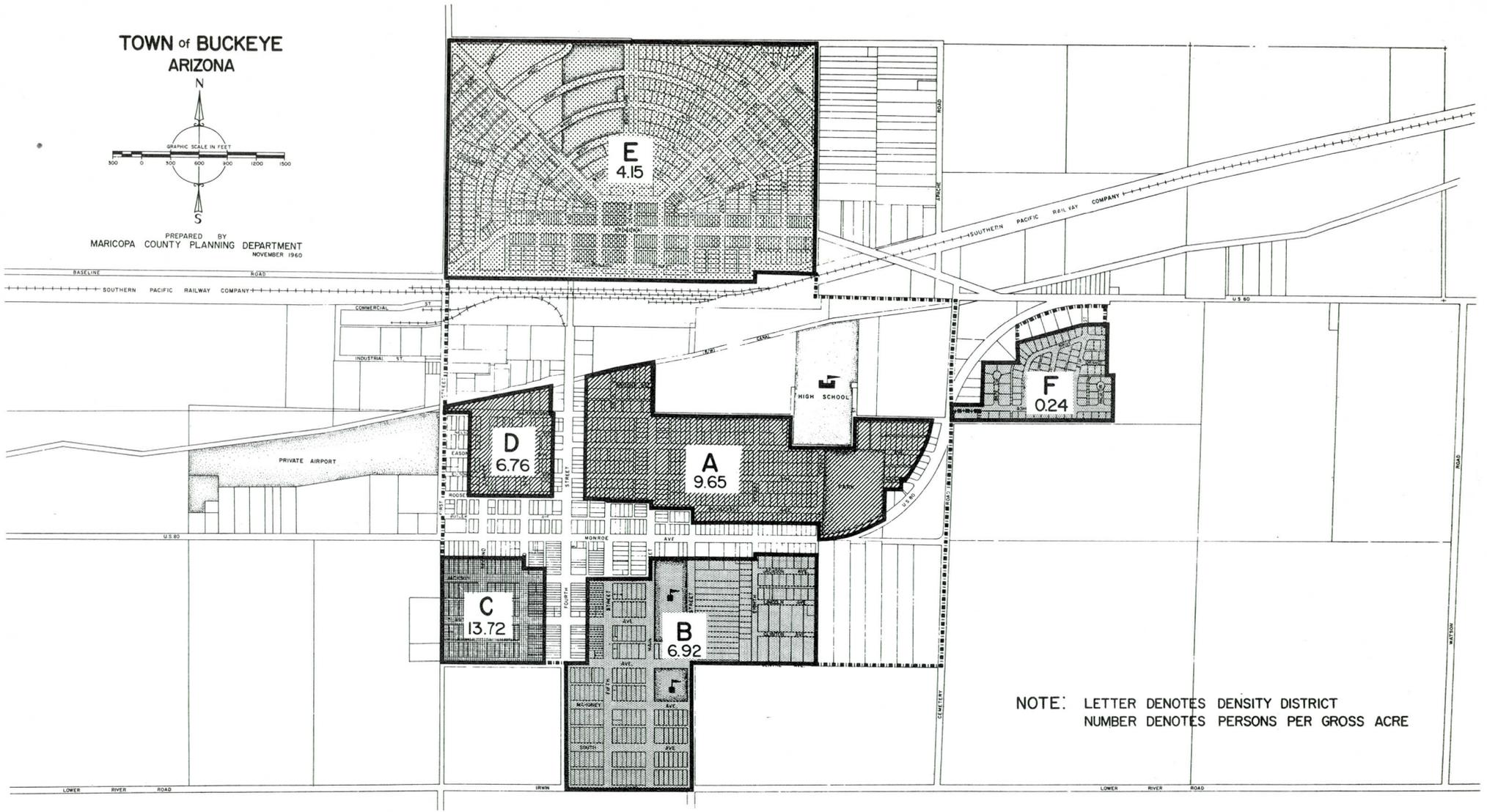
It can readily be seen that the town has not been growing as fast as the County, at least from 1940 to 1960. However, during these years Phoenix and its immediately surrounding urban area have experienced phenomenal growth, which has been the principal reason for the large percentage increases for the County as a whole. Population experts believe that in general the older parts of Phoenix will experience only a slight amount of growth in the next two decades but the outlying suburban areas will continue to grow at a fairly high rate.

As a consequence, it is expected that the population growth of the Buckeye Urban Area will tend to keep pace with the rate

TOWN OF BUCKEYE
ARIZONA

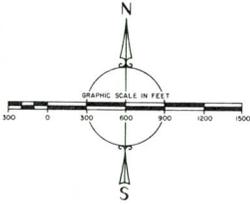


PREPARED BY
MARICOPA COUNTY PLANNING DEPARTMENT
NOVEMBER 1960

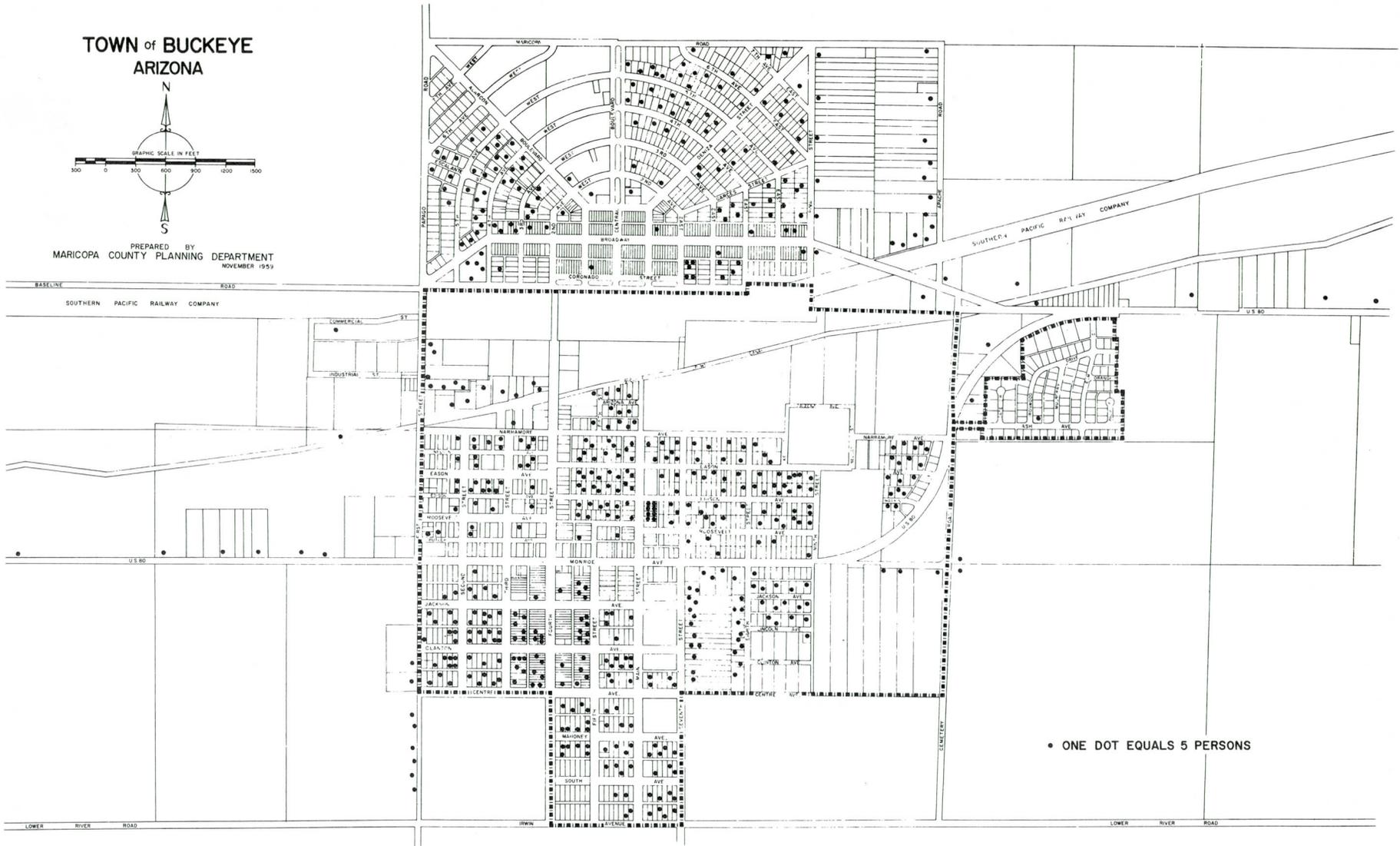


EXISTING POPULATION DENSITY
BY UNIT AREAS
PLATE NO. 5

TOWN of BUCKEYE
ARIZONA



PREPARED BY
MARICOPA COUNTY PLANNING DEPARTMENT
NOVEMBER 1959



EXISTING POPULATION DISTRIBUTION

PLATE NO. 4

that the County as a whole is expected to experience. It is projected that the Buckeye Urban Area will reach a population of 5,100 persons by 1970 and 7,200 by 1980. The Buckeye Urban Area, in this case, includes the Town of Buckeye, the Community of Valencia, and other smaller developed areas adjacent to the town.

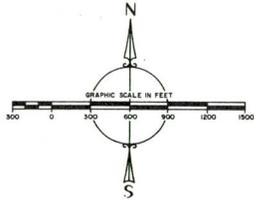
Present Population Distribution

The existing distribution of population is shown by Plate 4. Population within the town limits is spread quite evenly over the whole area, the chief exceptions being the new subdivision on the far northeast corner of town as well as the tract occupying the southeast corner. Other principal areas devoid of population are school, park, commercial and industrial sites. Almost all of the population south of the railroad tracks is concentrated within the town limits. To the north of the tracks the population lives within the area described as Valencia; i.e., the area between Papago and Apache Roads (contiguous with Miller and Cemetery Roads). The principal void areas are along Broadway and in the northwest portion of the tract.

Present Population Density

Population in Valencia is sparsely settled when compared with Buckeye in general as demonstrated by Plate 5. Unit area "F" represents a new residential subdivision and is the only unit area in Buckeye lower in density than Valencia. The boundaries of the other districts attempt to define areas that are homogeneous

TOWN of BUCKEYE
ARIZONA



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NOVEMBER 1980



POPULATION DISTRIBUTION 1980

PLATE NO. 6

TABLE 2
 ADJUSTED GROSS POPULATION DENSITY
 Buckeye Study Area

Density Unit Area*	1960			1980		
	Estimated Existing Population	Total Area Acres	Persons Per Gross Acre	Estimated Future Population	Total Area Acres	Persons Per Gross Acre
A	819	84.9	9.65	1,120	113.8	9.84
B	659	95.2	6.92	635	82.5	7.70
C	347	25.3	13.72	285	22.0	12.95
D	140	20.7	6.76	150	21.1	7.11
E	868	209.4	4.15	2,060	251.4	8.19
F	7	28.9	0.24	2,050	268.7	7.63
G				900	85.3	10.55
TOTAL	2,840	464.4	6.12	7,200	844.8	8.52

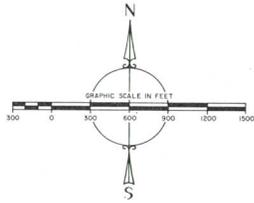
* Unit Areas designated on Plates 5 and 7.

in character, in much the same manner that unit area "E" and "F" are similar. Major business streets such as Fourth Street and Monroe Avenue serve as density unit area boundaries. Commercial and industrial areas were excluded from the designated density districts, since no significant amount of population was found to exist there. The high school was also excluded since it serves the whole region, whereas facilities that tend to serve neighborhoods like small parks and elementary schools were included. Streets that serve the neighborhood were also included. Table 2 gives the complete data involved in obtaining the density described as persons per gross acre. Generally, 10 persons per gross acre are considered as a minimum for satisfactory and economical level of governmental service. Area "C", one of the oldest parts of town, has the highest density of all the unit areas. However, there appears to be no close correlation between age of neighborhood and density as the area with the next highest density, area "A", contains some of the town's newest residential development.

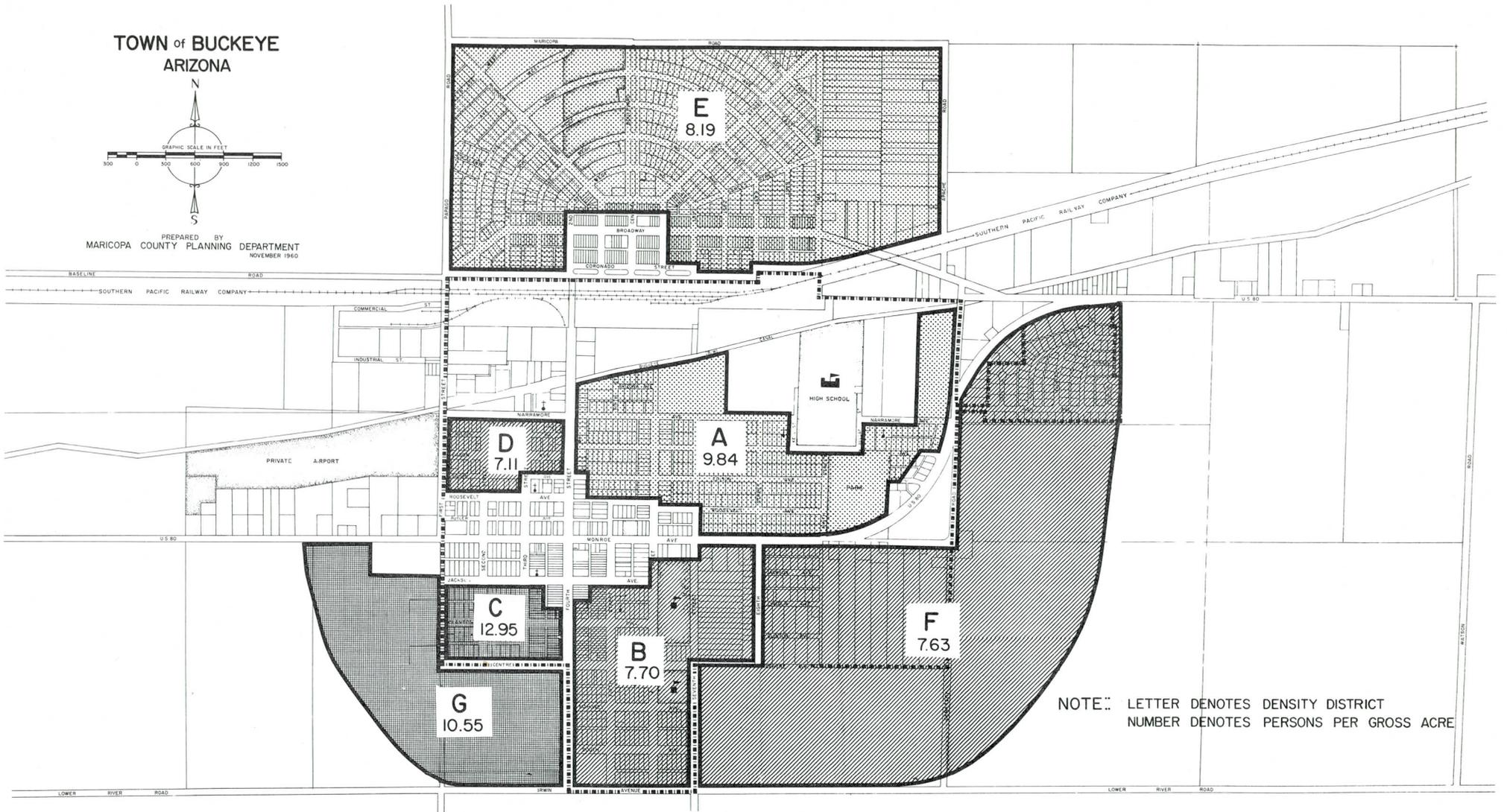
Future Population Distribution

The population dot pattern for 1960 has been expanded to show the 1980 distribution that would result from adherence to the future land-use plan, see Plate 6. The forecast anticipates that the population distribution for the older parts of Buckeye would remain essentially the same for the next twenty years. Expansion of unoccupied areas is expected to occur mainly between Roosevelt and Jackson Streets in order to account for increases in the business district. The projection includes further development in

TOWN of BUCKEYE
ARIZONA



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MARICOPA COUNTY PLANNING DEPARTMENT
NOVEMBER 1980



NOTE: LETTER DENOTES DENSITY DISTRICT
NUMBER DENOTES PERSONS PER GROSS ACRE

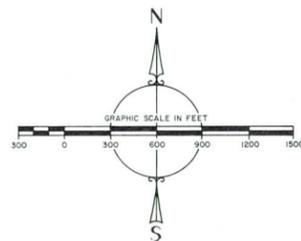
POPULATION DENSITY 1980
BY UNIT AREAS
PLATE NO. 7

Valencia as shown by the increased dot pattern. Also included is the extension of Buckeye to the west of Miller Road and to the east of Eighth Street. The area involved conforms to the area recommended for residential development by Plate 9, Diagrammatic Future Land-Use Plan, to be discussed in the sixth chapter.

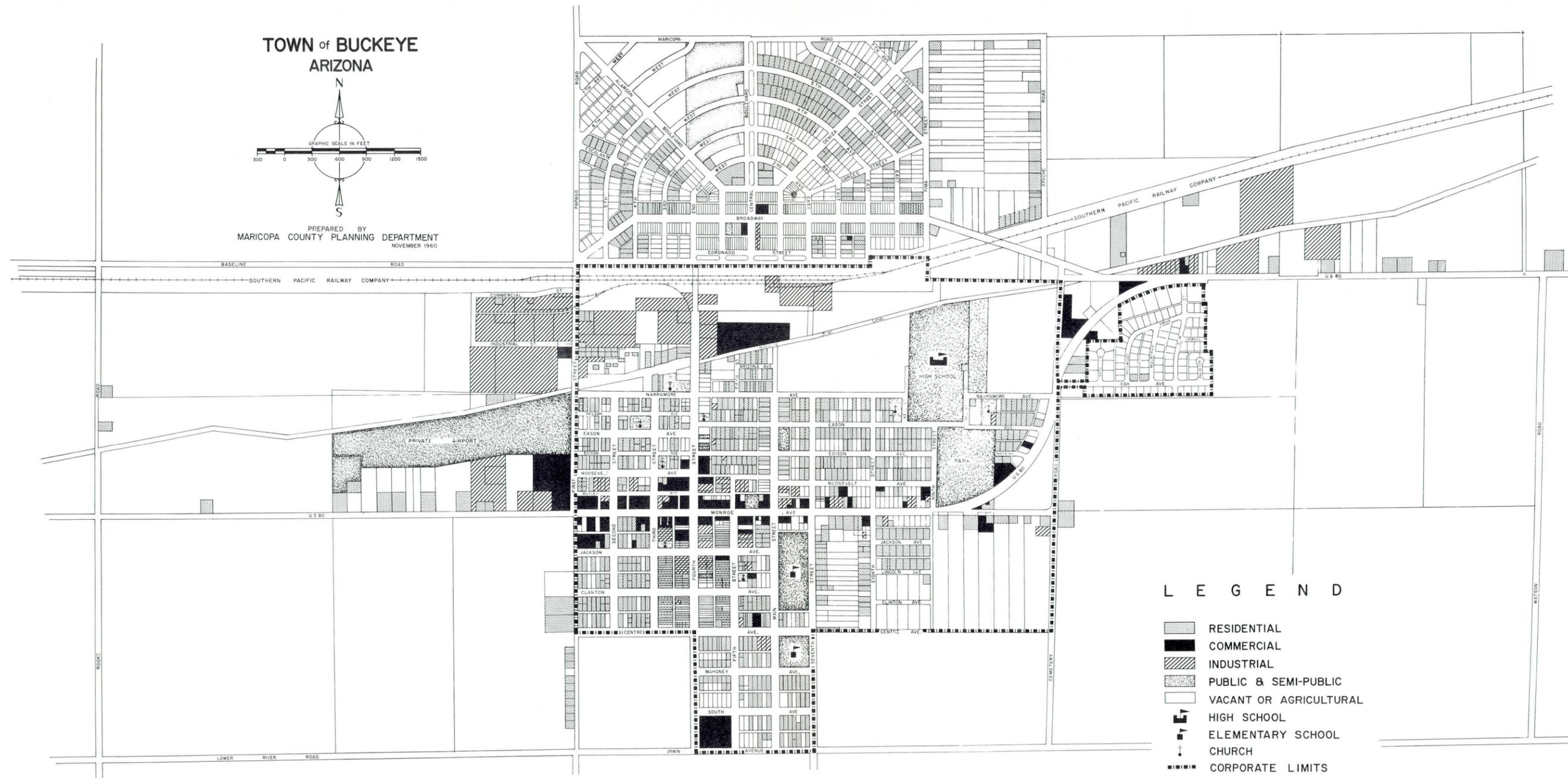
Future Population Density

Plate 7 indicates the density that each district will attain by 1980 if growth actually occurs in conformity with the distribution discussed above. The lettered districts symbolized on the 1980 plate may be compared with the same letter designation found on Plate 5, Existing Population Density. The areas have been enlarged or decreased to compensate for residential expansion or commercial invasion, respectively, and represents future density patterns which are similar. Comparisons between the densities of 1960 and 1980 are given by Table 2.

TOWN of BUCKEYE
ARIZONA



PREPARED BY
MARICOPA COUNTY PLANNING DEPARTMENT
NOVEMBER 1960



L E G E N D

- RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC & SEMI-PUBLIC
- VACANT OR AGRICULTURAL
- HIGH SCHOOL
- ELEMENTARY SCHOOL
- CHURCH
- CORPORATE LIMITS

EXISTING LAND USE

WITHIN STUDY AREA

PLATE NO. 8

CHAPTER 5

EXISTING LAND USE

General Pattern of Land Use

The pattern of land use within the Buckeye Urban Area is shown by Plate 8, Existing Land Use.

Residential Land Use

Residential development occupies much of the urban area, outside of the town's business district and industrial zone. Within the town limits, most of the residential blocks are completely developed. The oldest residential areas lie between First and Fourth Streets, on both sides of Monroe Avenue. A newer area lies northeast of Fourth and Monroe in the direction of the high school. The newest portions lie in the far northeastern subdivision and in the tract development southeast of Seventh and Monroe. Valencia, composed of scattered development, contains both old and new development, the newest appearing on the west side and in the north-central area along Fourth and Fifth Avenues.

Commercial Land Use

Most of the commercial development lies along U.S. 80 (Monroe Avenue), practically the full length of the urban area.

There is some development along First and Fourth Streets, and the intersection of Fourth and Monroe is the center of the main business district which occupies the west-central portion of the town. Outside the town limits, scattered commercial establishments are strung along the north side of U.S. 80, both to the east and west of the town. Good farmland exists along the south side of the highway. Away from the highway very little commercial activity exists. Only two or three establishments are located in Valencia.

Industrial Land Use

The major industrial segment of the Buckeye Urban Area lies between the Buckeye Canal and the railroad. From Fourth Street westward, three quarters of a mile, this strip widens from 600 to 1,400 feet and covers 100 acres of prime industrial land. About half of this area is developed, the largest establishment being a cotton gin immediately west of First Street (Miller Road).

From Fourth Street eastward this strip of land narrows considerably, in some places only being 350 feet wide. The rodeo grounds, owned by the American Legion, and some oil storage tanks, occupy the land just to the east of Fourth Street. Access into this long strip of land becomes more difficult as one proceeds eastward, and the land is used as farmland opposite the high school. Beyond Cemetery Road, farther east, the land is used both for agricultural and industrial purposes. Another cotton gin is located just northeast of the town limits (or east of Elm Street). On the far eastern side, the industrial complex extends south of

the canal to the highway; thus the canal bisects this portion of the "Strip". The portion south of the canal has good highway frontage, but the part between the canal and the railroad is served at best by private service roads. Unfortunately, some residences and commercial establishments occupy land within the industrial zone as designated above.

Public and Semi-Public Land Use

Buckeye Union High School occupies a site of twenty-three acres on the northeastern side of town, just below the canal. The recent passage of a bond issue will enable the high school district to purchase seven acres of land adjoining the school site to the west. The Buckeye Elementary School, occupying a site of ten acres, is located near the center of town to the south of Monroe Avenue. The elementary school district has recently acquired a seventeen-acre site in the north-central portion of Valencia. At the present time, this site is undeveloped.

The town has a ten-acre park on the east end, south of the high school. Its facilities include a swimming pool, picnic grounds, concrete slab for dancing and other activities, a baseball park, and a small building housing the Buckeye Valley Historical Society which has on display an interesting collection of local significance. The baseball park is located just south of the main high school building and is used by both the town and the school. A small park used primarily as a playground and occupying less than an acre is located near Sixth Street and Eason Avenue.

TABLE 4
 PERCENTAGE OF DEVELOPED LAND OCCUPIED BY SPECIFIC USES
 Compared to Phoenix Urban Area and 5 Other County Towns

Land Use	PERCENTAGE OF DEVELOPED LAND				
	Buckeye Study Area			Phoenix Urban Area*	5 Other County Towns**
	Town	Fringe	Total		
Single-Family	26.2	18.6	22.2	46.3	39.7
Two-Family	1.6	0.1	0.8	2.2	0.7
Multi-Family	0.5	0.0	0.2	3.0	1.3
Trailer Parks-Mobile Homes	0.1	0.0	0.1		1.2
TOTAL RESIDENTIAL	28.4	18.7	23.3	51.5	42.9
TOTAL COMMERCIAL	6.4	2.0	4.2	4.6	6.0
Light Industry	3.8	4.4	4.1	3.9	2.7
Heavy Industry	2.4	8.0	5.3	1.6	2.0
RR and Public Utilities	11.8	17.9	15.0	0.8	2.0
TOTAL INDUSTRY	18.0	30.3	24.4	6.4	6.7
Streets and Alleys	33.3	40.1	36.8	24.8	31.2
Parks and Playgrounds	3.3	0.0	1.6	1.3	1.1
Schools	8.8	0.0	4.2	11.4	5.4
Other Public and Semi-Public	1.8	0.1	0.9		6.6
Special (Airport)	0.0	8.8	4.5	--	--
TOTAL PUBLIC AND SEMI-PUBLIC	47.2	49.0	48.1	37.5	44.4
TOTAL DEVELOPED LAND	100.0	100.0	100.0	100.0	100.0

* The City of Phoenix and its urbanized unincorporated areas, 1958

** Maricopa County Towns of Gila Bend, Mesa, Gilbert, Chandler and Scottsdale, combined.

TABLE 3
EXISTING LAND USE - 1960

Land Use	Town of Buckeye		Urban Fringe		Total Study Area	
	Acre- age	Per cent of Total Gross Area	Acre- age	Per cent of Total Gross Area	Acre- age	Per cent of Total Gross Area
Single-Family	96.6	17.2	74.1	4.4	170.7	7.6
Two-Family	5.9	1.1	0.5	0.0	6.4	0.3
Multi-Family	1.8	0.3	0.0	0.0	1.8	0.0
Trailer Parks - Mobile Homes	0.5	0.1	0.0	0.0	0.5	0.0
TOTAL RESIDENTIAL	104.8	18.7	74.6	4.4	179.4	7.9
TOTAL COMMERCIAL	23.8	4.3	7.9	0.5	31.7	1.4
Light Industry	13.9	2.5	17.5	1.0	31.4	1.4
Heavy Industry	8.8	1.5	32.0	1.9	40.8	1.8
RR and Public Utilities	43.6	7.8	71.6	4.3	115.2	5.2
TOTAL INDUSTRY	66.3	11.8	121.1	7.2	187.4	8.4
Streets and Alleys	123.0	22.0	160.1	9.5	283.1	12.7
Parks and Playgrounds	12.1	2.2	0.0	0.0	12.1	0.5
Schools	32.6	5.8	0.0	0.0	32.6	1.5
Other Public and Semi-Public	6.5	1.0	0.6	0.0	7.1	0.3
Special (Airport)	0.0	0.0	35.0	2.1	35.0	1.6
TOTAL PUBLIC AND SEMI-PUBLIC	174.2	31.0	195.7	11.7	369.9	16.6
TOTAL DEVELOPED LAND	369.1	65.8	399.3	23.8	768.4	34.3
Agriculture	91.0	16.2	1,133.3	67.5	1,224.3	54.7
Canals	7.7	1.3	14.9	0.9	22.6	1.0
Vacant	93.0	16.6	130.3	7.8	223.3	10.0
TOTAL UNDEVELOPED LAND	191.7	34.2	1,278.5	76.2	1,470.2	65.7
TOTAL GROSS AREA	560.8	100.0	1,677.8	100.0	2,238.6	100.0

There are ten churches inside of Buckeye, and three more in Valencia. Almost all denominations are represented, and the sites are somewhat scattered, occurring both in the older and newer residential area. A number of other public and semi-public buildings are scattered throughout the town, including the Town Hall, Post Office, Woman's Club Building, American Legion Building, and Town Library.

A small privately-owned airport is located to the west of town, between the canal and Monroe Avenue. The runway is about 2,400 feet long and is of sufficient length for lightweight aircraft. At the present time, the airport serves as a buffer zone between the industrial area north of the canal and the residential strip along the north side of U.S. 80 west of First Street. Eventually, this facility should be relocated and combined with the proposed municipal airport.

Existing Land-Use Area

The area of every parcel of land within the Buckeye Urban Area has been tabulated and summarized as shown by Table 3. Existing Land Use - 1960. In this manner, a complete inventory of developed land has been undertaken. This data serves as the starting point in the projection of Buckeye's future land-use needs and corresponds to the area shown on Plate 8.

Percentage of Developed Land Occupied

Table 4 enumerates the percentage of developed land occupied by specific uses for the Buckeye Urban Area (Buckeye Study Area)

TABLE 5
 RATIO OF EXISTING LAND USE TO POPULATION
 Compared to Phoenix Urban Area and 5 Other County Towns

	DEVELOPED ACRES PER 100 PERSONS				
	Buckeye Study Area			Phoenix Urban Area *	5 Other County Towns
	Town	Fringe	Total		
Population	2286	994	3280	397,836	
Single-Family	4.22	7.45	5.20	5.44	4.73
Two-Family	.26	.05	.20	.26	.07
Multi-Family	.08	.00	.05	.35	.16
Trailer Parks-Mobile Homes	.02	.00	.02		.14
TOTAL RESIDENTIAL	4.58	7.50	5.47	6.05	5.10
TOTAL COMMERCIAL	1.04	.79	.97	.54	.71
Light Industry	.61	1.76	.96	.46	.33
Heavy Industry	.38	3.22	1.24	.19	.25
RR and Public Utilities	1.91	7.20	3.51	.10	.24
TOTAL INDUSTRY	2.90	12.18	5.71	.75	.82
Streets and Alleys	5.38	16.10	8.63	2.91	3.71
Parks and Playgrounds	.53	.00	.37	.15	.14
Schools	1.22	.00	.99	1.34	.64
Other Public and Semi-Public	.28	.06	.22		.78
Special (Airport)	--	3.52	1.07	--	--
TOTAL PUBLIC AND SEMI-PUBLIC	7.41	19.68	11.28	4.40	5.27
TOTAL DEVELOPED LAND	15.93	40.15	23.43	11.74	11.90

* The City of Phoenix and its urbanized unincorporated area, 1958

** Maricopa County Towns of Gila Bend, Mesa, Gilbert, Chandler and Scottsdale, combined.

and comparisons can thereby be made with corresponding data for the Phoenix Urban Area and a composite of five other County towns.

Of special interest is Buckeye's unusually low percentage of land devoted to residential use when compared to Phoenix or the five County towns. On the other hand, Buckeye's industrial percentage is unusually high, especially for the category of "railroad and public utilities." Most of the other categories of land use are exhibited by similar percentages.

Ratio of Existing Land Use to Population

The ratio of existing land use to population for each land-use category is listed by Table 5. This table also shows the existing ratios in Buckeye as compared to ratios in Phoenix and a composite of five other County towns.

Buckeye's most significant differences lie in the "railroad and public utilities" and "streets and alleys" land-use categories. Both industrial categories are relatively high, as well as "parks and playgrounds" and "schools." The "total residential" ratio for the town is less than either Phoenix's or the County towns; however, the value for the Buckeye fringe is high enough that the total study area ratio is raised above the latter.

The higher ratio of land use to population for "schools" and "total commercial" may be the result of Buckeye's situation as the service center of a large farming area. The other Maricopa County towns are farm communities as well; but, perhaps, Buckeye's position

is relatively stronger in this situation. The extremely high ratios for "railroad and public utilities" and "streets and alleys" can only be accounted for by the fact that Buckeye has a much higher percentage of its developed land used for these purposes than either Phoenix or the five other County towns, see Table 4. The premature platting of Valencia helps account for the study area's high ratio for "streets and alleys."

TABLE 6
ESTIMATED LAND AREA REQUIREMENTS - 1980
Buckeye Study Area

Land Use	Estimated Population - 7200*		
	Developed Acres Per 100 Persons	Total Land Need	Per Cent of Total Developed Acreage
Single-Family	6.00	432.0	37.0
Two-Family	.25	18.0	1.5
Multi-Family	.07	5.0	0.4
Trailer Parks-Mobile Homes	.04	2.9	0.2
TOTAL RESIDENTIAL	6.36	457.9	39.1
TOTAL COMMERCIAL	.70	50.4	4.3
Light Industry	.71	51.0	4.4
Heavy Industry	.71	50.6	4.3
RR and Public Utilities	1.60	115.2	9.8
TOTAL INDUSTRY	3.02	216.8	18.5
Streets and Alleys	4.50	322.7	27.6
Parks and Playgrounds	.37	27.1	2.3
Schools	1.00	72.0	6.1
Other Public and Semi-Public	.34	24.5	2.1
TOTAL PUBLIC AND SEMI-PUBLIC	6.21	446.3	38.1
TOTAL DEVELOPED LAND	16.29	1,171.4	100.0

* Maricopa County Planning Department

CHAPTER 6

FUTURE LAND USE

Estimated Land-Area Requirements - 1980

Land-area requirements for the Buckeye Urban Area have been estimated for the year 1980, as indicated by Table 6. The requirements as indicated therein have been projected to correspond with the population forecast made in Chapter 4.

The ratio of land use to population has been extended to 1980, as shown by column one of Table 6. These ratios then reflect the existing situation although modifications have been made to represent desirable or ideal conditions. This table provides an estimate of future urban land use requirements to accommodate a population of about 7200 persons.

By 1980 it is expected that 1,170 acres will be needed for all urban purposes as compared to 768 acres in 1960, for the entire urban area. As a means of comparison, the 1960 corporate limits of Buckeye included 561 acres of land of which 192 acres were undeveloped.

Residential Requirements

The single-family ratio is by far the largest when compared to other residential categories. The composition of the types of

residential uses has been assumed to remain essentially the same for the next twenty years. There is a possibility that emphasis in trailer occupancy will increase, but these possibilities remain an unknown factor. In larger cities and towns there has been a recent trend in the rejuvenation of apartment-house living. It is doubtful that Buckeye's small-town character warrants the emphasis on such a trend; and therefore, the multiple-family ratio has been assumed to remain virtually unchanged.

In the future it would be desirable for new single-family residential lots to be platted with an average of 10,000 square feet instead of 7500 square feet (150 ft. by 50 ft.), which is the size found in older areas of the town. Two-family lot size should be platted to provide an average of 5,000 square feet per family; 2,500 square feet per family for multiple-family, and at least 3,000 square feet per family for trailers. The ratios as indicated by Table 6 tend to reflect these standards. Many existing lots are sub-standard, but it is hoped that many new lots will be platted to a large enough size to bring the average up. The minimum requirements per family as presented by Buckeye's zoning ordinance are as follows: 6,000 square feet for single-family residence (with an average width of not less than 60 feet), 3,000 square feet for two-family dwelling, 2,000 square feet for a three-family dwelling, 1,500 square feet for a dwelling containing four or more units, and 3,000 square feet for each mobile home space.

Commercial Requirements

As indicated by Tables 5 and 6, it is expected that the commercial ratio of the Buckeye study area will drop from 0.97 acres per 100 persons in 1960 to 0.70 by 1980. It is reasonable to expect that Buckeye's future growth will greatly resemble the character of development that has recently occurred in Mesa, Scottsdale, and Chandler (three of the five communities that compose the composite ratio). Consequently, it is forecasted that Buckeye's commercial ratio will be brought into alignment with the existing average for the five towns. As a longer-range view, perhaps more than twenty years hence, it is probable that the ratio will further reduce to be brought into closer correspondence with the Phoenix Urban Area ratio.

Table 6 reveals that the 1980 requirement for all commercial land in the Buckeye area will amount to about 50.4 acres. At the present time, 31.7 acres are devoted to commercial use, and since little change is expected for the general use of this land, about 18.7 acres of new land will be needed by 1980.

Industrial Requirements

Ordinarily, it is more difficult to estimate the needs for industrial land use than for residential or commercial uses because the needs vary greatly for each kind of industry. As a general guide, it is estimated that 51 acres will be needed for each industrial category, or 102 acres for light and heavy industry

combined. The fulfillment of this requirement would bring about 30 acres of new land into industrial use. The amount of land utilized for railroad and public utilities is expected to remain about the same from 1960 to 1980; therefore, the ratio of land area to population would drop from 3.51 to 1.60.

Public and Semi-Public Requirements

It is estimated that the schools of Buckeye will require about 72 acres by 1980, which represents an increase of almost 40 acres from 1960. The new school site (17 acres) in Valencia would be included within this 40-acre requirement. The high school would require most of the remaining acreage.

Park and playground facilities should be expanded until an area of around 27 acres is reached by 1980. Other public and semi-public uses are expected to encompass 24 acres at the end of the next twenty years.

In 1960, street and alley rights-of-way occupied 283 acres of land within the urban area producing an extremely high ratio of 8.63 when compared with the composite ratio for the five County towns or with the ratio of Phoenix. This high ratio is due in part to the premature platting of Valencia; many of the streets there still abut vacant land, if the street exists in reality at all. By 1980, it is estimated that about 323 acres of land will be needed for streets, and the ratio will drop to 4.5 acres per

TABLE 7
COMPARATIVE LAND USE DATA IN ACRES
Buckeye Study Area

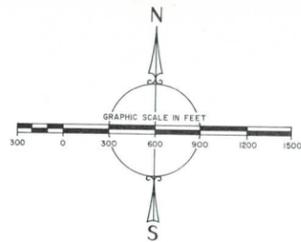
Land Use	1960 Land Use (1)	1980 Land Use Requirements *	Future Land Use Map **
Single-Family	170.7	432.0	492.3
Two-Family	6.4	18.0)	
Multi-Family	1.8	5.0)-----	32.4
Trailer Parks-Mobile Homes	0.5	2.9)	
TOTAL RESIDENTIAL	179.4	457.9	524.7
TOTAL COMMERCIAL	31.7	50.4	55.7
Light Industry	31.4	51.0	56.4
Heavy Industry	40.8	50.6	52.3
RR and Public Utilities	115.2	115.2	115.2
TOTAL INDUSTRIAL	187.4	216.8	223.9
Streets and Alleys	283.1	322.7	354.7
Parks and Playgrounds	12.1	27.1	27.0
Schools	32.6	72.0	67.0
Other Public and Semi-Public	7.1	24.5	15.8
Special (Airport)	35.0	---	---
TOTAL PUBLIC AND SEMI-PUBLIC	369.9	446.3	464.5
TOTAL DEVELOPED LAND	768.4	1,171.4	1,268.8
Agriculture	1,224.3	---	---
Canals	22.6	---	---
Vacant	223.3	---	---
TOTAL UNDEVELOPED LAND	1,470.2	---	---
TOTAL GROSS AREA	2,238.6	1,171.4	1,268.8

* Based on Table 5, Estimated Land-Area Requirements - 1980

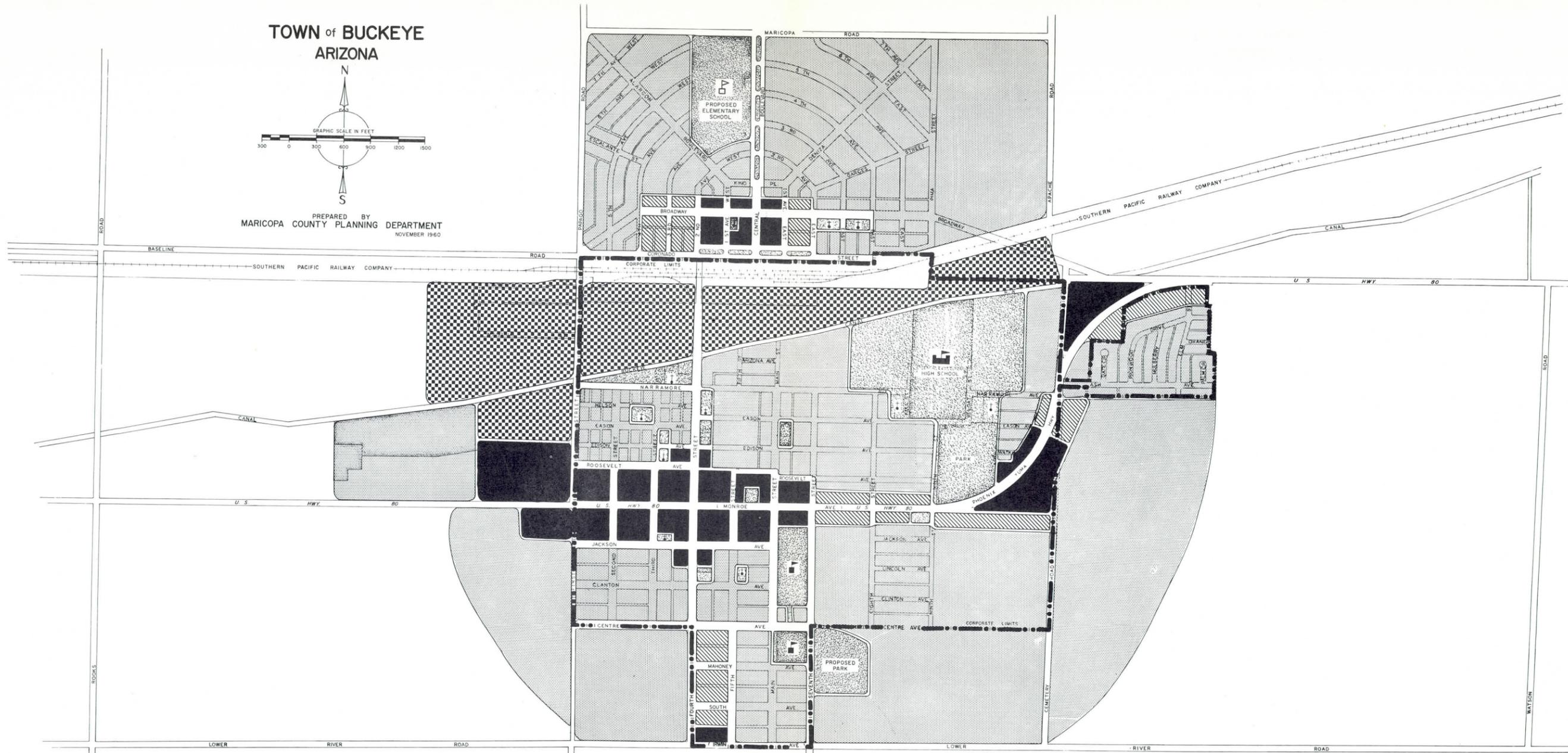
** Based on Plate 9, Diagrammatic Future General Land Use

(1) From Table 3, Total Study Area

TOWN of BUCKEYE
ARIZONA



PREPARED BY
MARICOPA COUNTY PLANNING DEPARTMENT
NOVEMBER 1960



LEGEND

- | | | | |
|--|---|--|----------------------|
| | RESIDENTIAL
LOW DENSITY
5-20 PERSONS PER ACRE | | INDUSTRIAL |
| | RESIDENTIAL
MEDIUM DENSITY
OVER 20 PERSONS PER ACRE | | PUBLIC & SEMI-PUBLIC |
| | COMMERCIAL | | EXISTING SCHOOL |
| | | | EXISTING CHURCH |
| | | | PROPOSED SCHOOL |

DIAGRAMMATIC FUTURE LAND USE PLAN

100 persons. However, if premature subdivision of land occurs in the future on a large scale, the ratio may not drop after all.

Future General Land-Use Plan

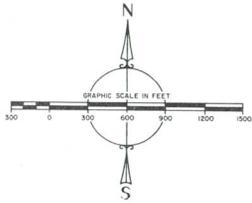
The land-use plan as indicated by Plate 9, shows the general location and extent of urban development by 1980. The plan conforms closely with the land-area requirements computed in Table 6. A comparison between the plan and requirements can be made by referring to Table 7. Most of the locational requirements have been given in general terms in order to provide for alternative plans for development that individuals may envision.

Town policy has already provided the location of the various districts within the town limits in the form of a zoning ordinance. The plan; i.e. Plate 9, reflects the pattern of the zoning map, but the area involved has been enlarged to include the urban area that greater Buckeye can be expected to reasonably encompass by 1980 or earlier, depending on growth trends.

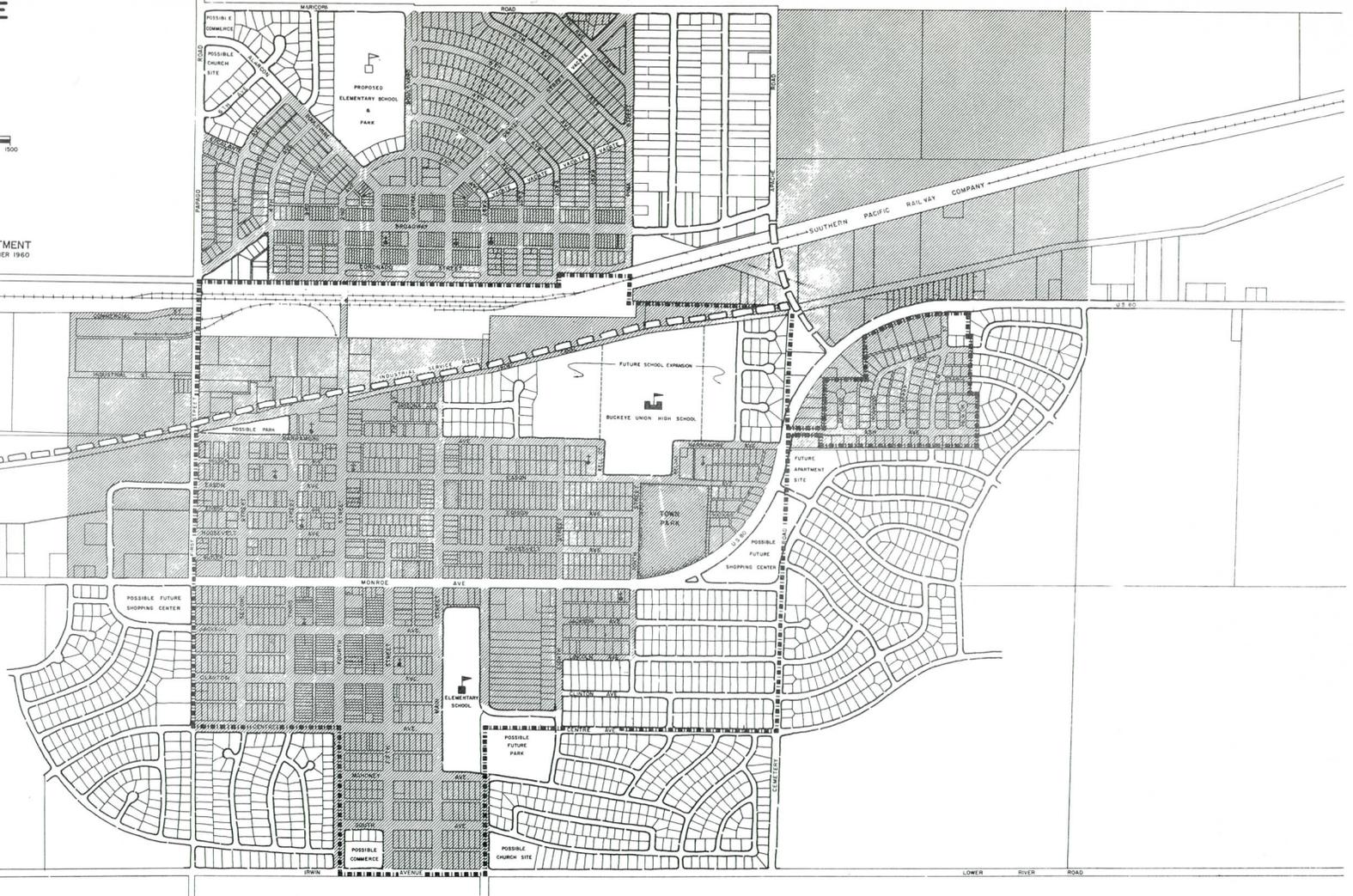
The plan recommends that the majority of the new residential development be located to the south of U.S. 80, both to the east and west of existing development; but expansion to the south of Irwin Avenue should be discouraged until it is fully ascertained that the presence of the sewage treatment plant would cause no harmful effects.

Most of the industrial and commercial expansion would result from normal expansion of existing districts.

TOWN of BUCKEYE
ARIZONA



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R.D.W. NOVEMBER 1960



LEGEND

-  EXISTING RECORDED SUBDIVISIONS
-  PROPOSED FUTURE PLATTING & SUGGESTED REPLATTING
-  PROPOSED STREET CONNECTIONS

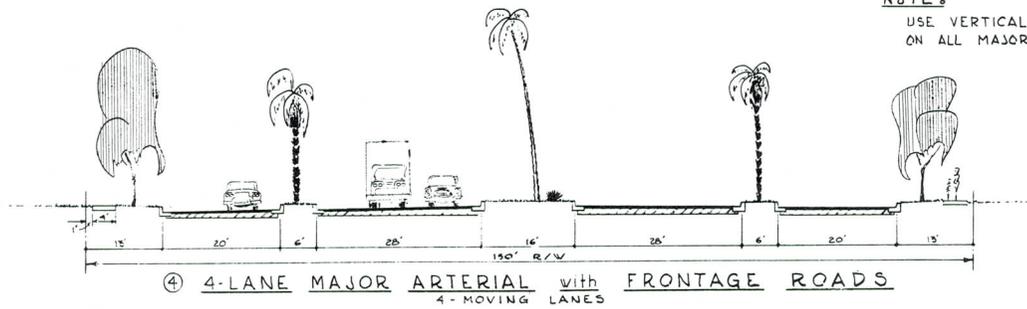
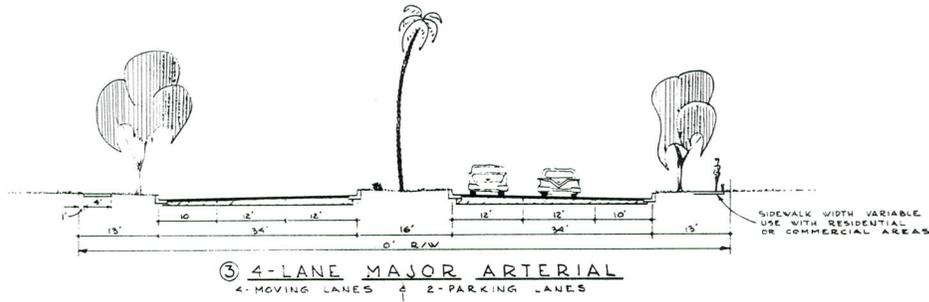
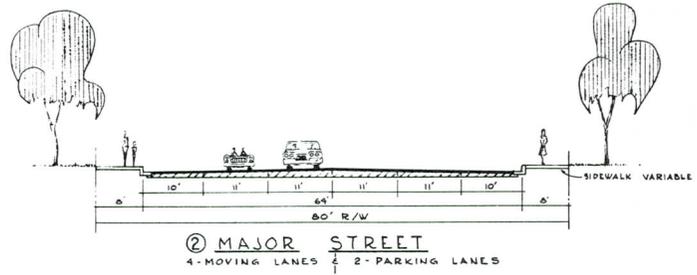
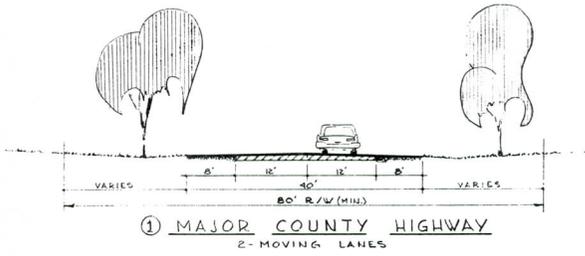
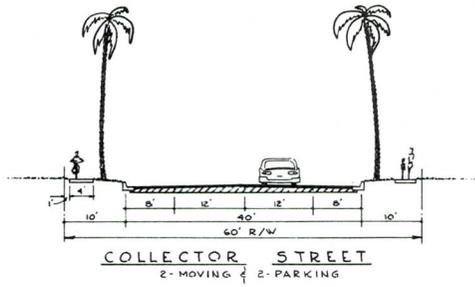
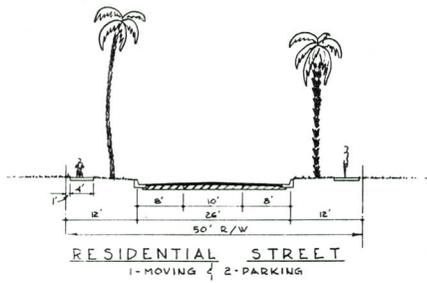
A SCHEMATIC PLAN
POSSIBLE FUTURE DEVELOPMENT

PLATE NO. 10

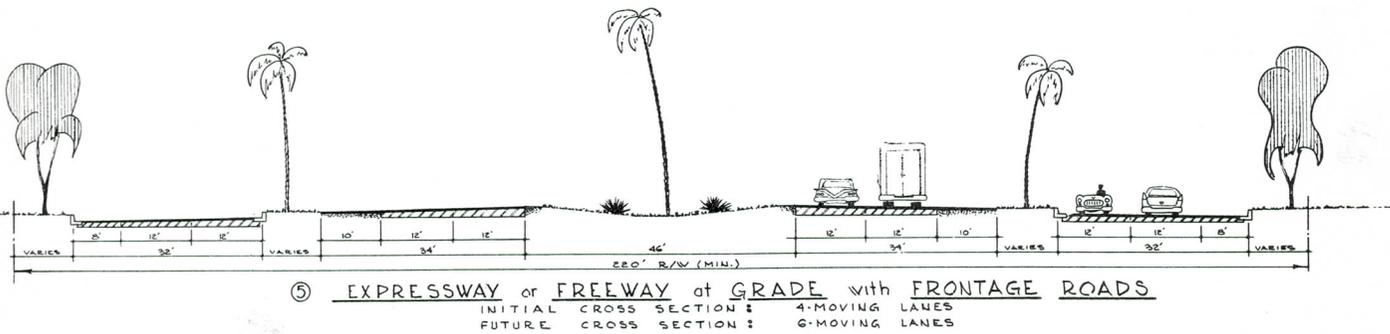
Schematic Plan for Possible Future Development

A Schematic Plan for Possible Future Development, Plate 10, illustrates the manner in which land could be subdivided in accordance with the future land-use plan. This plan has been submitted as a suggestion only; many alternate schemes of development are possible. The plan directs particular attention toward school- and park-site additions.

The existing elementary school in Buckeye is actually two school plants occupying two different sites. Standards for elementary schools require a five-acre base plus one acre for each 100 children enrolled. As the elementary school had an enrollment of 962 in 1959-60, a 15-acre site is needed now and the existing site falls five acres short of this goal. About three more acres of land could be used as playground space if Centre Avenue between Sixth and Seventh Street could be vacated and turned over to the school district along with the acquisition of the residential lots along the north side of Center Avenue. In this manner, the two school sites could be joined completely together and there would be no necessity for the children to cross the street in going from one section to another. The plan also makes the suggestion of closing Seventh Street between Centre and Mahoney Avenue, thus connecting the school with a possible 10-acre park which would serve the neighborhood in general. It is recommended that consideration be given to the acquisition of ten acres of land for park purposes, which area is located to the east of the southernmost elementary school building.



NOTE:
USE VERTICAL CURBS
ON ALL MAJOR STREETS



SUGGESTED STREET CROSS SECTIONS

PREPARED BY MARICOPA COUNTY PLANNING AND ZONING DEPARTMENT
1961 J.W.S.

CHAPTER 7

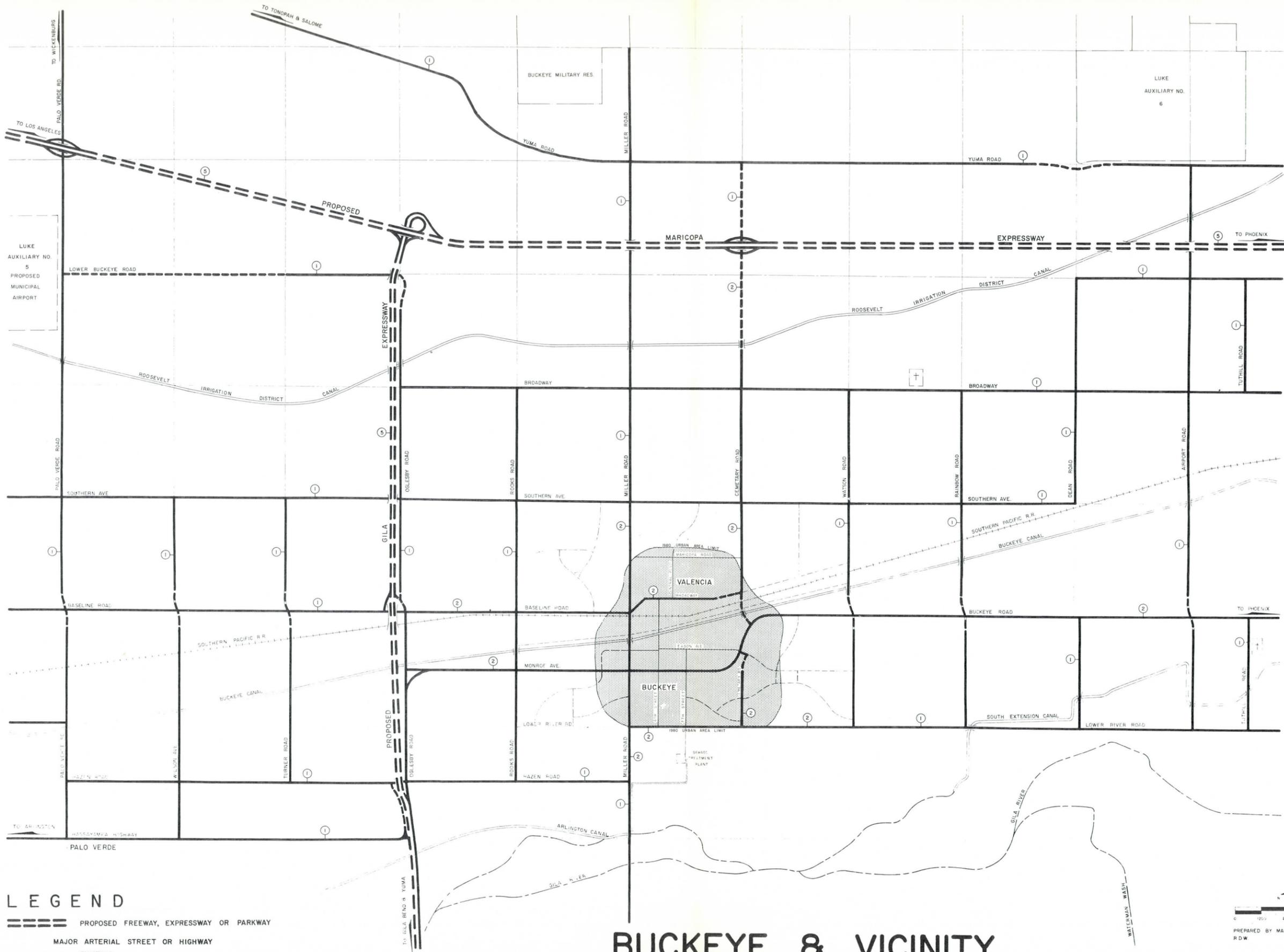
PROPOSED MAJOR STREET AND HIGHWAY PLAN

The primary purpose of a major street and highway system is to expedite the movement of traffic between various sections of the city and, in turn, from the city to various parts of the county or state. The Plan is intended to provide a network of major streets, few in number when compared to the entire street system; thereby, most of the traffic can be accommodated on a few arterials, leaving minor residential streets to be free from heavy traffic. In addition to the feature of neighborhood protection, traffic can easily be controlled on a properly designed major street system. In the long run, such a system will prove to be more economical and efficient than a grid-system where all streets must be constructed to moderately high standards; i.e., forty or more feet of pavement. Major streets and highways are of general rather than local benefit; and consequently, federal and state assistance usually can become available for their construction and maintenance.

Modern classification of streets starts with the minor residential street as having the smallest pavement width. Each type of street (collector, major, expressway, etc.) becomes successively wider until the freeway designation is reached. Typical cross-sections as applicable to the Buckeye Urban Area are shown by Plate 11.

The minor residential street has been designed to serve single-family residences at medium to low densities. Collector streets are intended to pick up traffic from minor residential streets and feed it onto major streets and arterials. Collector streets also should serve apartment and business areas. Single-family residences may be located on collectors, but streets of this classification should be kept at a minimum in single-family neighborhoods, usually one-quarter to one-half mile apart from each other or a major street.

Throughout Maricopa County, major streets usually correspond to section-line roads, being one mile apart. Two-lane highways ordinarily are adequate to serve rural areas, beyond the city or town. Within urban areas, these streets usually contain at least four moving lanes. Parking should be kept to a minimum, and restricted to parallel only. If the traffic is unusually heavy, median strip with left turn provisions are desirable, if not mandatory, as well as the presence of frontage roads. However, proper subdivision design usually can eliminate the necessity of frontage roads by side-on or back-on techniques. Expressways and freeways are merely major streets designed to be capable of carrying extremely large volumes of traffic at fairly high speeds with a minimum number of conflicts from outside traffic. Right-angle intersections are either eliminated entirely or kept to a minimum; access is permitted only at widely-scattered points, at least one-half to one mile apart.



- LEGEND**
- PROPOSED FREEWAY, EXPRESSWAY OR PARKWAY
 - MAJOR ARTERIAL STREET OR HIGHWAY
 - EXISTING
 - - - PROPOSED EXTENSION OR CONNECTION
 - COLLECTOR STREET
 - EXISTING
 - - - PROPOSED
 - ① KEY NUMBER FOR TYPICAL CROSS SECTION

BUCKEYE & VICINITY MAJOR STREET & HIGHWAY PLAN

PLATE NO. 12



Plate 12 indicates the proposed expressway system, existing highways and possible highway extensions and improvements within Buckeye and vicinity. A future system of collector streets is also shown for the urban area; suggestions have been made as to how Buckeye and Valencia could grow into neighboring sections. The proposed collector system serves a total of six square miles, which is undoubtedly much larger than the 1980 urban area will actually cover. However, indications have been given as to how development could occur in an orderly manner when the town is ready to expand into the area.

The suggested highway improvement scheme (other than the expressway system) principally concerns the S curve on U.S. 80 at the east end of town. It is recommended that Cemetery Road coming south from Valencia be straightened into a gradual curve to intersect the northern portion of the S curve at a right angle. The right-of-way of the existing legs that enter U.S. 80 would be abandoned, and development could occur in the area involved.

For the southern portion of the S curve the leg created by an extension of Monroe Avenue could be made into a one-way street headed east; thus attempts by westbound traffic to enter the highway at a bad angle would be avoided. Otherwise, proper channelization as shown by Plate 10 would permit westbound traffic to enter U.S. 80 at a right angle. Both Plates 10 and 12 show that Cemetery Road going north from Monroe Avenue has been pulled to the east thus enlarging the commercial site to the west. The

enlargement would create possibilities for a sizable shopping center; otherwise, it may be awkward to develop the triangular piece of land as it presently exists. An apartment site is shown to the north of the termination of Cemetery Road with an eastward extension on Eason Avenue because its proximity to the possible shopping center would provide a suitable location. An alternative solution to improve the S curve situation would be to permit Cemetery Road to continue following its existing right-of-way except as it approaches its entrance to U.S. 80. The street then would be turned westward to provide a smooth connection with Eason Avenue and a crossing of U.S. 80 at right angles. Failing to achieve either of the two plans mentioned above, Cemetery Road could be turned into a one-way street heading north from Monroe Avenue until U.S. 80 is reached. All important movements would be provided for, although some individual inconvenience would result.

The volume of traffic on U.S. 80 through Buckeye is going to build up until a point of inconvenience and congestion is apt to be reached unless a bypass for through-traffic is provided for in the near future. (From 1958 to 1960 the average daily traffic flow increased from 4,712 to 5,375, a fairly significant increase.) The proposed expressway system will provide relief to local traffic, but the completion date of such a system is uncertain. Even if the Buckeye urban area is bypassed, local traffic is going to increase considerably by 1980. If the right-of-way of the legs of the S curve cannot be abandoned,

some form of one-way system or signalization of all intersections could remedy the hazards to traffic safety. Although the situation is not intolerable at the moment, sound planning techniques dictate that recommendations be made at this time. The plan also proposes the abandonment of the Broadway railroad crossing and the extension of Broadway to Cemetery Road north of its present alignment.

Most of the streets within Buckeye are paved, although few curbs or sidewalks exist. Additional improvements to minor residential and collector streets ordinarily would come about by means of improvement districts. Possible improvements to major streets within the town will involve co-operation between town and County highway officials, and in some cases State Highway officials will be involved as well. An important step toward the implementation of the street and highway plan would be the adoption of town subdivision regulations. In this manner consideration could be given to proposals for street extensions and widenings at the time undeveloped land is subdivided. Special clauses for right-of-way would pertain to streets of each classification.