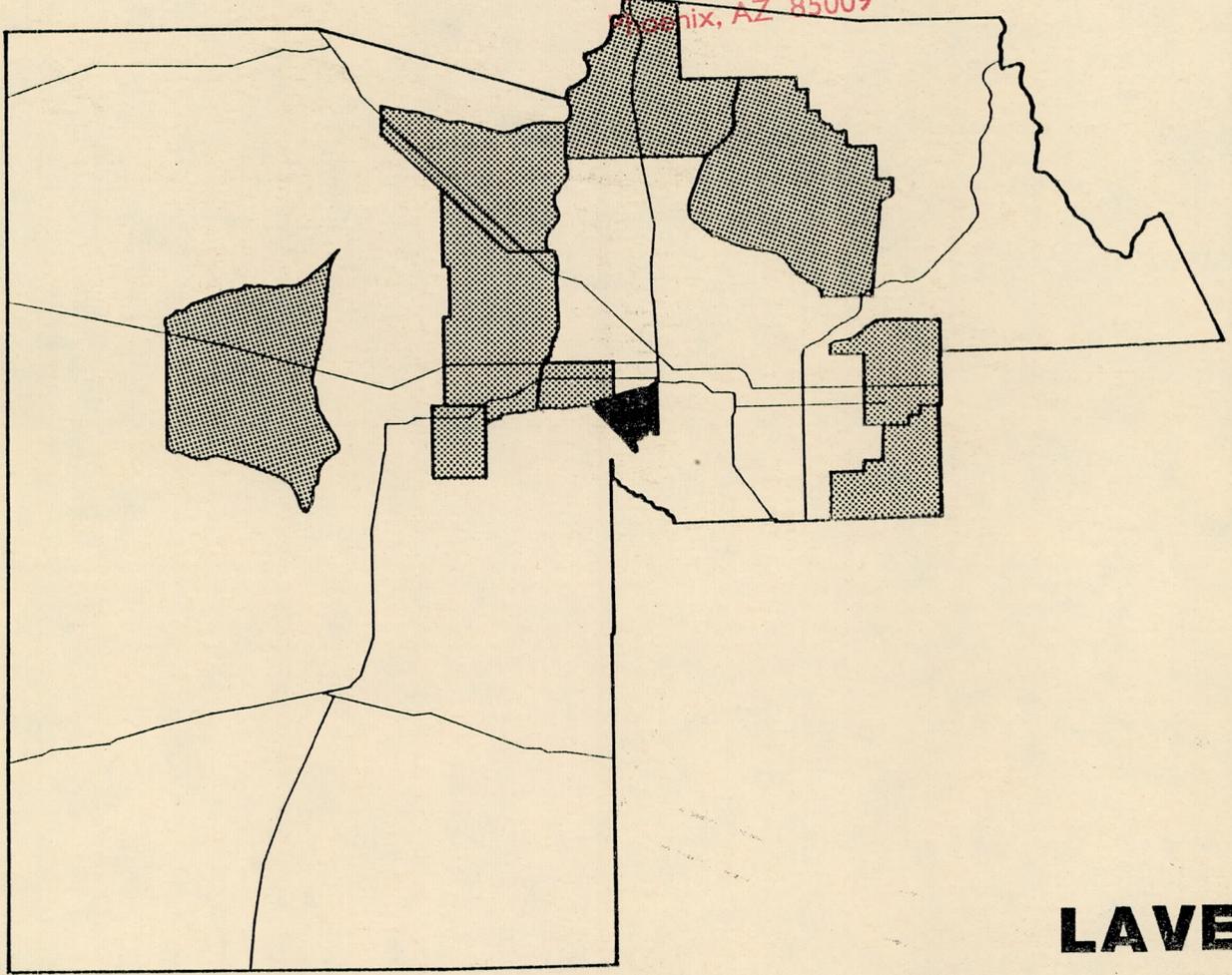


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**LAVEEN**

LAND USE PLAN  
MARICOPA COUNTY

A117.901

LAVEEN LAND USE PLAN

PREPARED BY:

The Laveen Phoenix Planning Committee  
Dale Smith, Chair

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REMARKS	

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## INTRODUCTION

This proposed amendment The Laveen Phoenix Plan was prepared by the Laveen/Phoenix Planning Committee. The Committee was mandated to develop a plan for Laveen that both the City of Phoenix and Maricopa County could support. The committee was appointed by Maricopa County Supervisor Mr. Ed Pastor and City of Phoenix District 7 Councilwoman Ms. Mary Rose Wilcox. The Committee was chaired by Dale Smith, representing the County Planning and Zoning Commission, and composed of Roy Cheatham, a Laveen resident; Gene Cox, a Phoenix resident, Chair of the Phoenix Planning Commission; Dennis Erickson, a Laveen resident and Chair of the Laveen Planning Committee; Donna Flanigan, a Laveen resident and representative of the Laveen Planning Committee; Patty Jones, a Phoenix resident, Chair of the South Mountain Village Planning Committee; and Mel Martin, a Laveen resident and member of the South Mountain Village Planning Committee.

The Laveen/Phoenix Planning Committee brought together Planning efforts by the City, County and private citizens. These efforts included a) the Laveen Committee Plan is the result of four years of work by private citizens; b) the Phoenix General Plan; c) a Maricopa County plan based on the Laveen Planning Committee's Plan, the City of Phoenix General Plan, a Plan reflecting a random sample of Laveen landowners and, a plan based on the impact of large landowners and d) other plans forwarded by various parties with land interests in Laveen.

The Committee members represent different interest groups. Prior to their work on this committee they participated in other planning efforts by the Laveen Planning Committee, Ad Hoc Committees of private citizens, landowners, Maricopa County and the City of Phoenix.

The Laveen/Phoenix Planning Committee developed this plan after consideration of the information and input they had from prior involvement in different groups. Consequently, no direct public participation was permitted during meetings of the Laveen/Phoenix Planning Committee.

## BACKGROUND

The Laveen/Phoenix Planning Area is bounded by the Salt River, South Mountain Park, Gila River Indian Reservation, and 7th Avenue. Within the planning area is Laveen, a predominantly agricultural and rural community. The Laveen community is bounded by 27th Avenue, the Salt River, South Mountain, and the Gila River Indian Reservation.

Most of the Laveen/Phoenix Planning area is adjacent to areas which are annexed by the City of Phoenix. Approximately 65% of the planning area is under the jurisdiction of Maricopa County.

When the Phoenix General Plan 1985 - 2000 was adopted, the Laveen/Phoenix Planning Area was not expected to experience significant development pressures. Consequently, the adopted General Plan reflects existing zoning categories for those areas under City of Phoenix jurisdiction. With the exception of the area surrounding Alvord Park, the traditional Laveen Center at 51st Avenue and Dobbins, and 51st and Southern Avenues, those areas under County jurisdiction were designated for development at the 0 to 2 dwelling units per acre category.

The planned Southwest Loop Alignment, rezoning requests in the County and City, and an acceleration in the number of annexation requests stimulated the need for a re-examination of land use in the Laveen planning area. Both the City of Phoenix and Maricopa County determined that a long range plan was necessary to provide a framework where growth would occur.

This plan portrays in general terms, the direction the committee feels growth in the planning areas should take. It is intended to serve as a general guide for the City Council, Planning Commission, Maricopa County Board of Supervisors and Planning and Zoning Commission; and the public regarding development. The text is an integral component of, and guide to the Laveen/Phoenix Planning Area map.

## PLANNING GOALS

The following goals guided the Laveen/Phoenix Planning effort:

1. MAINTAINING A RURAL LIFESTYLE

The Committee area recognizes the role of the planning area in contributing to the mix of housing types available in Maricopa County and Phoenix. The creation of a high density residential hub and other residential high density nodes is to insure that the variety of housing types mandated by the General Plan would be available in Laveen. At the same time, the area intends to preserve a suburban/rural atmosphere.

2. CONCENTRATE HIGHER INTENSITY USES IN APPROPRIATE LOCATIONS

By concentrating higher intensity uses in key locations the majority of the Laveen/Phoenix Planning Area can remain low density, thus maintaining a rural lifestyle.

3. PRESERVATION OF ATTRACTIVE DESERT FEATURES

This goal will be achieved by principals that preserve views of the South and Estrella Mountains, existing vegetation, desert washes, mountain slopes, and native Sonoran vegetation and wildlife.

4. PROVIDE TRAIL LINKAGES AMONG LAND USES

The Phoenix City Council has adopted a contiguous multi use trail system for South Mountain Village. This system will be maintained in concert with other designated trails as growth occurs, to create a pedestrian environment.

5. PROVIDE, IN APPROPRIATE LOCATIONS, DESIRABLE ECONOMIC DEVELOPMENT USES TO CREATE EMPLOYMENT OPPORTUNITIES FOR AREA RESIDENTS

There are many types of land uses that promote economic development as well as adding to the quality of life. For example, resorts can be an important factor in the development of a community. They provide exposure, employment and sometimes services such as restaurants and

specialty stores. Resorts can help to develop a positive image of a village. Several specific areas are designated for resort uses in the Laveen/Phoenix Planning Area with the intent that the community will benefit from direct and spin-offs effects of their development.

Retirement communities are usually thought of in terms of their housing effects. They are also important to the economic base of a community contributing tax dollars and requiring limited services.

Industrial and non-retail commercial uses provide employment and tax dollars to a community. This land use goal also includes encouraging development of quality industrial and commerce park projects and improving the appearance of existing industrial and commerce park uses.

This goal includes the development of commercial areas that will add to the quality of life in Laveen as well as supply services and employment for the Laveen community. Concepts for commercial development articulated by this plan include the creation of a residential hub, a high density retail node, and the maintenance of the character of the original Laveen Center.

6. OBTAIN RANGE OF DENSITIES WITHIN EACH DENSITY CATEGORY

This statement reinforces the range of densities concept articulated in the Phoenix General Plan. The overall density of any square mile should be close to the average of the sum of the highest and lowest numbers of that category. (For example, in the 2-5 du/ac category, the average density of the square mile would be close to 3.5 du/ac - the average of 2 + 5).

7. ENCOURAGE QUALITY CONSTRUCTION AND DESIGN

This goal will be achieved by discouraging the use of poor quality construction and design in all residential and non-residential projects. This goal encourages the adoption of design review standards or the formation of a design review committee. Both the Laveen Planning Committee and the South Mountain Village Planning Committee will provide input on all rezoning cases.

8. ENCOURAGE ORDERLY AND APPROPRIATELY TIMED DEVELOPMENT

This goal discourages leapfrog development.

## LAND USE DISCUSSION - SUMMARY

The overriding concepts guiding land use in the Laveen/Phoenix Planning Area are the maintenance of existing residential development and the preservation of a rural lifestyle wherever possible. Other factors taken into consideration include planned roads and transit corridors, maximizing the use of public facilities and, promotion of orderly development.

Generally, the Laveen/Phoenix Plan locates high density commercial and residential development around Alvard Park and at the intersection of 51st Avenue and Baseline Road. The location of higher density residential uses around Alvard Park enables the maintenance of a low density lifestyle in other parts of the planning area while achieving an overall average density of 3.3 d.u. per residential acre. Some commercial is planned for the traditional Laveen Center at 51st Avenue and Dobbins Road. Retail, residential, and recreational uses will be linked by a trail system.

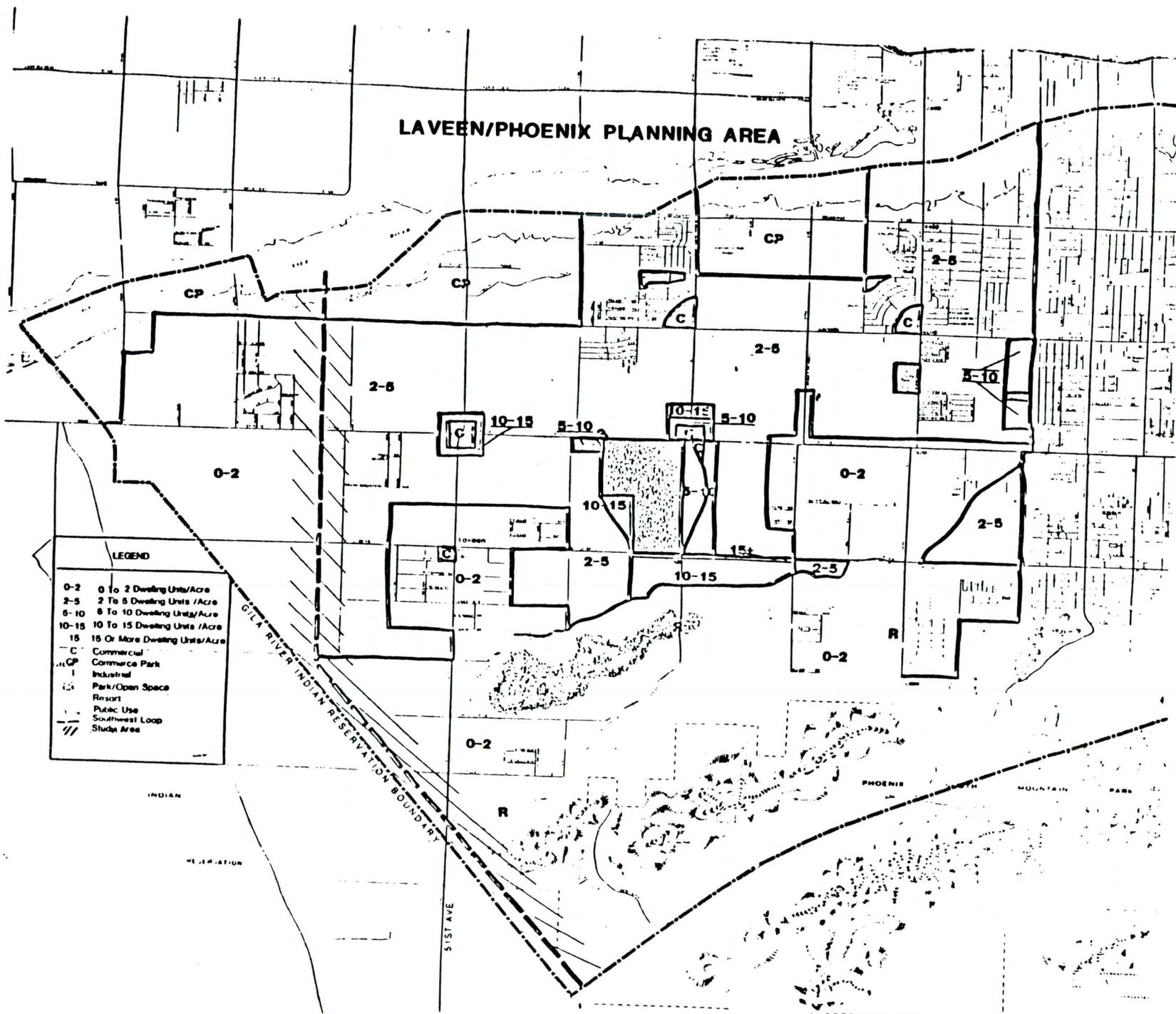
Lower density development is planned for the area south of the Western Canal (1) and around the traditional Laveen Center. These areas are presently developed with large lot and custom homes. It is planned that the rural flavor of this area be maintained.

Generally, north of Baseline Road to the proposed Southwest Loop Alignment, medium density housing is planned. While density levels in this area are not rural densities, it is anticipated that the mix of housing types that this range accommodates will contribute to the creation of a suburban/rural image in keeping with the Laveen Planning Area goals. West of the proposed Southwest Loop, low density housing is proposed.

Industrial uses are important to the Laveen tax base. Many of the existing industrial uses have unattractive street frontage and this discourages potential users from developing attractive sites. This plan encourages improving the appearance of existing industrial, and encourages new industrial development beneficial to the community image through the creation of a special Commerce Park District.

(1) Also known as lateral #14.0

# LAVEEN/PHOENIX PLANNING AREA



## LEGEND

- 0-2 0 To 2 Dwelling Units/Acre
- 2-5 2 To 5 Dwelling Units /Acre
- 5-10 5 To 10 Dwelling Units/Acre
- 10-15 10 To 15 Dwelling Units /Acre
- 15+ 15 Or More Dwelling Units/Acre
- C Commercial
- CP Commerce Park
- I Industrial
- P Park/Open Space
- R Resort
- P Public Use
- SWL Southwest Loop
- Study Area

- 89 -

## RESIDENTIAL LAND USES

Five residential density ranges are indicated on the Laveen/Phoenix amendment to the General Plan. The density categories described in the Laveen/Phoenix Plan text and on the plan map do not represent the maximum buildout for each and every development in that category and, the Plan does not envision that any area be developed to the maximum density indicated by a given density range. The overall density of a square mile should be close to the average of the highest and lowest numbers in that density category. (For example, in the 2 to 5 du/ac category the average density of the square mile would be close to 3.5 du/ac).

### 0 TO 2 DWELLING UNITS PER ACRE CATEGORY

The 0-2 dwelling units per acre category applies to 45% of the total 21,620 acres that comprise the Laveen/Phoenix Planning Area. The bulk of the area designated for 0 to 2 dwelling units per acre is located south of the Western Canal(1) around the Carver Hills, west of the Southwest Loop Alignment, and around the traditional Laveen Center at 51st Avenue and Dobbins Road. Other areas designated for development at 0 to 2 dwelling units per acre density are located on the north side of Baseline Road between 7th and 29th Avenues, and between Baseline and Dobbins Roads west of the Western Canal to 29th Avenue.

The 0 to 2 dwelling units per acre density category is used to minimize the effects of development on the existing natural features and views of the Laveen Planning Area, to prevent overload of planned streets and, to maintain the rural character of the planning area. Most of these issues are relevant to the area south of Dobbins Road.

Dobbins Road is a planned four lane scenic drive built to rural standards. It is intended that the design of Dobbins Road will reinforce the rural flavor of the planning area south of Dobbins Road. High density residential development along this road would require sacrificing the rural character of this road and would significantly change the character of the Laveen Center. Existing development and densities will be preserved to maintain the traditional rural air of the community.

South of the Western Canal low densities are to be maintained in order to protect existing development. Lower density development in this area will additionally have a minimal affect on existing vegetation, desert plants, views and hillsides.

(1) Lateral 14.0

The 0-2 densities designated for the north and south sides of Baseline Road and, the east and west sides of 27th Avenue are intended to protect the existing residences. Lower density development on these road frontages will also serve as a visual tool to reinforce the rural atmosphere of the Laveen Planning Area.

#### 2 TO 5 DWELLING UNITS PER ACRE

This density category is used to describe development that will transition between land uses of different intensities, and land uses that will accommodate development which creates an image of Laveen as a diverse and well planned suburban/rural community. Approximately 39.98% of the total Laveen Planning Area is designated for this type of development. It is anticipated that, at buildout, 53% of all housing units in the planning area will fall into this density range.

The 2 to 5 dwelling units per acre category covers a range of single family detached homes types. It is the most predominant land use type in the Laveen Plan. The use of this category in the Plan does not envision that all projects built in areas designated by this density category be constructed at the maximum density of this range. It is intended that some projects, especially those near very low density residential areas, be constructed below or at densities of 2 dwelling units per acre. Other projects, adjacent to attached, multifamily, or non-residential development might be constructed at the highest end of the 2 to 5 density range or, at densities slightly higher than 5 dwelling units per acre. In all cases however, the overall density of the square mile in which the project lies should be close to the average of the highest and lowest densities indicated for that range.

Most of the 2 to 5 dwelling units per acre development is planned around Baseline Road. Baseline Road is planned as a scenic drive with landscaped setbacks and trails. The 2 to 5 du/ac designations will buffer higher residential densities along Baseline Road from the rural densities to the south. More intense industrial uses to the north of Broadway and Roeser Roads, and north of Southern Avenue will be buffered from planned residential by setbacks which can be implemented at densities that fall in the upper end of the 2 to 5 du/ac range.

The Southwest Loop is a window to Laveen. Development of high intensity non-residential use along the entire frontage of this roadway would be contrary to the maintenance of the community's suburban/rural character. The land on both sides of the freeway alignment is proposed as a study area in order to fully research the various land uses that will help Laveen, the City of Phoenix, and Maricopa County to realize their planning goals. Density designations of 2 to 5 and 0 to 2 du/ac which underlie the study area are intended to preserve the rural/suburban character of the planning area.

## RESIDENTIAL DEVELOPMENT ABOVE 5 DWELLING UNITS PER ACRE

Residential development in the Laveen/Phoenix Planning Area at densities above 5 dwelling units per acre is focused around central commercial or recreational features - Alvord Park and, 51st Avenue and Baseline Road. The clustering of higher densities around the park enables the maintenance of existing and the creation of new low density residential areas. At the same time, clustering provides an opportunity to support a population necessary for the residential and retail services that will improve the overall quality of life for rural and suburban Laveen residents.

Four percent of the total land and 15% of the total dwelling units are planned in the above 5 du/ac density range at buildout.

The Alvord Park area is planned as a high density residential hub; the 51st Avenue and Baseline Road intersection is planned as a major commercial and residential node. High density residential uses are located along Baseline Road in order to take advantage of Baseline Road's intersection with the Southwest Loop and Baseline Road's planned width of six lanes.

The concept of the Alvord Park Hub is central to the philosophy of the Laveen Plan. Alvord Park would serve as a centerpiece to the Hub. Higher densities around the park enables the greatest number of persons easy access to and the benefits of this public facility. The hub would be a place where services and retail uses serving the community would be clustered. Higher density residential development would be encouraged in order to support those services.

Residential development at densities above the 5 du/ac category are considered appropriate in the Alvord Park Hub in order to support the residential services which will improve the quality of life in the Laveen community. The plan does not envision the creation of a rural environment in the hub. Instead, Alvord Park Hub is planned as a medium density center where those wishing close proximity to services and stores can live. Very high density development is removed from major road frontage in order to preserve visual continuity with the surrounding rural/suburban area. Higher density residential development is placed near the park in order to make a public improvement accessible to as great a number of persons as is possible.

The 51st Avenue and Baseline Road intersection is planned as a major commercial and residential node. The high density residential development at this location recognizes the role of Baseline Road as a major east/west arterial route, and is intended to take advantage of the interchange planned for the Southwest Loop at Baseline Road. The location of high density housing at this intersection additionally recognizes the historical roles of 51st Avenue and Baseline Road as a major transportation routes, and the planned interim role of 51st Avenue as a link between the Southwest Loop south of South Mountain and I-10.

## COMMERCIAL

Approximately 280 acres of zoned and designated commercial uses are proposed for the Laveen Planning Area. If this land were developed as planned, approximately 3,000,000 square feet of commercial space would be constructed to serve the Laveen population, or approximately 19 square feet of commercial use per capita. This ratio is comparable to Maricopa County (1).

It is estimated that approximately 153,000 persons will live in Laveen/Phoenix Planning Area if the proposed plan is built out. The Laveen area, west of 27th Avenue, will have an approximate build out of 113,000. The planning concept of creating the Alvord Park Hub with low intensity office and employment uses resulted in designation of commercial sites necessary to serve the residential retail and service needs of the community. Public service centers and similar uses are also appropriate for the Alvord Park Hub. Consideration was additionally given to the effects of commercial development on the rural atmosphere of low density residential areas, and the use of commercial to create a sense of place in the residential hub.

The need to meet the employment to population ratio articulated in the Phoenix General Plan has, therefore, been met in part by the immediately surrounding land use plans. The Laveen/Phoenix Planning Area lies across the Rio Salado from the Phoenix Industrial Reserve - an almost 50 year supply of vacant land designated for industrial development. Designation of additional industrial acreage in Laveen would add to the existing vacant industrial supply. This addition would not have significantly different topographical or locational characteristics. The South Mountain Core - which is also Laveen's core - is located between 7th Avenue and 7th Street north of Baseline Road. Development of a separate high intensity employment center designed to provide employment to residents of the planning area would be contrary to the goals of the Phoenix General Plan with regards to core development. Intense office and employment oriented land uses in the Laveen residential center would diffuse the potential for development of the South Mountain core. Lastly, Laveen is close enough to downtown Phoenix to supply labor to the burgeoning downtown employment market while keeping in step with the transportation goals of the Phoenix General Plan.

The Alvord Park Hub would serve the retail and service needs of the surrounding Laveen residential community. The hub could include low intensity commercial uses such as doctor and dentist offices, day-care centers,

- (1) Maricopa County ratio of retail commercial per capita is 19 square feet to 1 resident. This figure includes resort uses while the figure for the Laveen/Phoenix Planning Area does not.

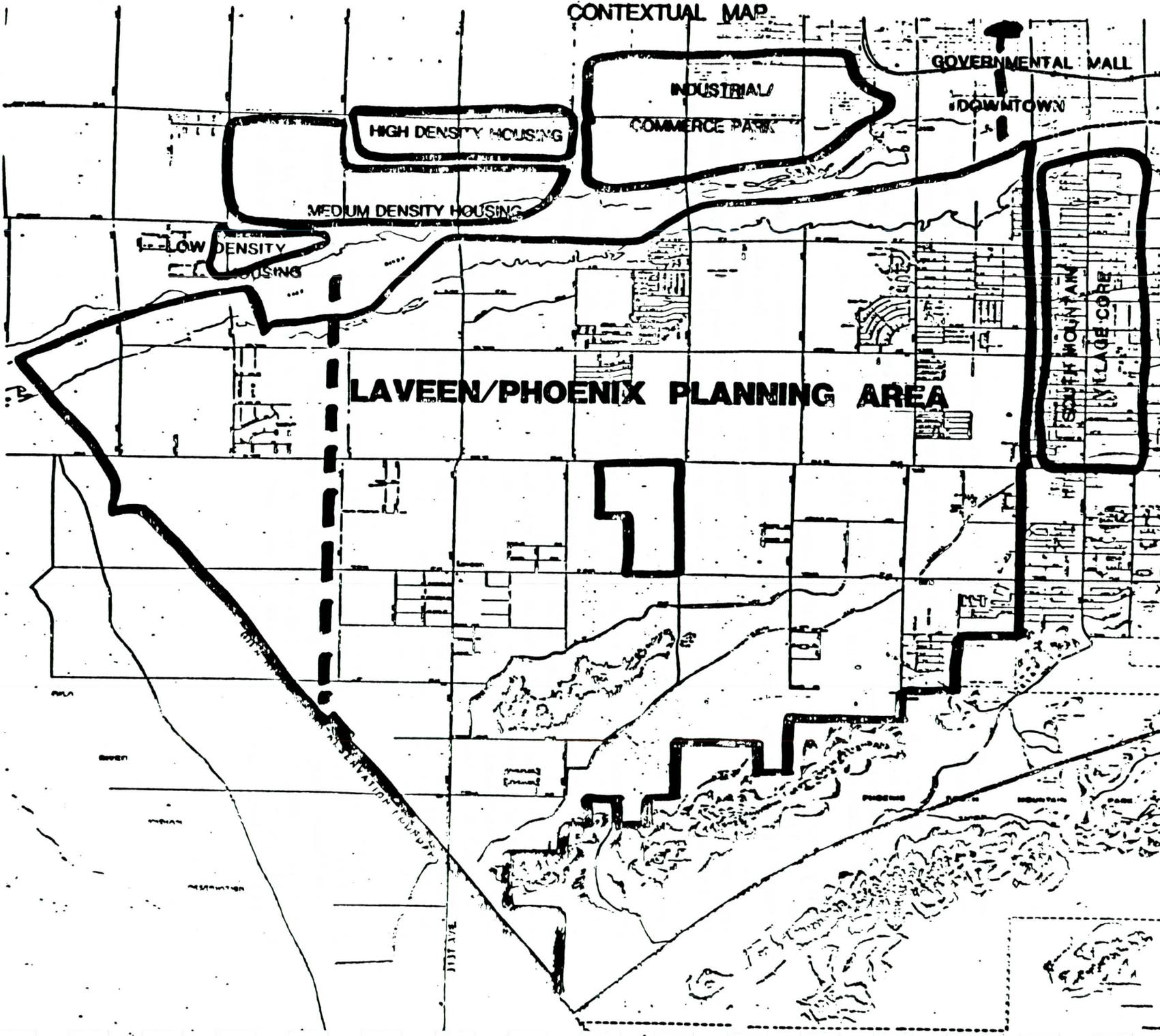
supermarkets, drugstores, cleaners, banks, and other retail and office services oriented to a residential market. High rise offices, large corporate offices, heavy traffic and noise generating uses would not be considered appropriate types of uses for the Alvord Park Hub. The Hub would be linked to the surrounding residential areas via multi use trails and attractively designed roadways. Commercial and retail development would be oriented towards pedestrian uses with outside seating areas and landscaping.

In addition to the sixty to eighty acres of commercial planned at 35th Avenue and Baseline Road, the ten acres planned for the 35th Avenue loop road at its intersection with Dobbins Road, and the ten acres planned for all three corners of the 41st Avenue and Baseline Road intersection, smaller commercial uses and offices would be considered appropriate in various locations in the Alvord Park Hub. City, State and Federal site or branch offices would also be considered appropriate for the Hub, perhaps on the 35th or 41st Avenue loop roads or along Baseline Road.

Fifty-first Avenue will serve as the major north-south artery until the construction of the Southwest Loop is completed in early 2000. Baseline Road will intersect with the Southwest Loop and is an important intersection with I-10 on the east. Baseline Road is also planned as a six lane scenic road. The volume of traffic and exposure of the intersection of these streets make the intersection suitable for commercial uses. Approximately 60 to 80 acres of retail commercial is proposed for this intersection. The types of commercial uses considered appropriate here could include destination shops, movie theaters, and department stores. High rise offices, large-scale corporate offices and commercial service/retail uses would not be considered appropriate for this location.

Other commercial sites, in addition to planned commercial areas at the Alvord Park Hub and 51st Avenue and Baseline Road are anticipated to develop along the southwest loop. These uses might include destination and specialty commercial uses requiring a regional market. Uses not usually considered as part of those services necessary to residential development may be considered in the Southwest Loop Study Area.

CONTEXTUAL MAP



## RESORTS

The Laveen Plan designates three areas as appropriate for resort development. Resorts can provide the necessary elements for initiating other types of residential and commercial development, as well as benefits of employment and tax dollars. It is intended that any resort development compliment the character planned for the area and not adversely impact existing or planned residential development.

The type of resorts planned include a conference center or theme resort located adjacent to the Southwest Loop south of Estrella Road. This resort could be up to 200 acres and include housing and other uses. It is not expected that the resort will negatively affect the community. A resort use could additionally provide an ideal setting for a western entrance to South Mountain Park.

A small resort (less than 40 acres) is planned for the south side of the Carver Hills at 35th Avenue. A resort could benefit from the exceptional views afforded by this location as well as provide restaurants and other amenities to the surrounding residential area.

The third designated resort area is south of Olney Avenue and west of 19th Avenue. Approximately 60 acres of resort are planned for this area. This site is also considered appropriate for a theme park - publicly or privately operated. It is expected that any development here provide restaurants and amenities that would also benefit the Laveen Planning Area.

## INDUSTRIAL

Existing industrial zoning is located along the Salt River, and Southern Avenue. The appearance of existing uses can be upgraded and new development can be designed to lessen the impact of their presence on a neighborhood.

Two major industrial areas are planned for the Laveen area. Both reflect existing zoning in the County and the City. North of Roeser Road between 22nd and 35th Avenues is a planned Industrial/Auto Park area (designated Commerce Park in the Laveen/Phoenix Plan). This designation emphasizes the interest of the committee in upgrading existing industrial sites and yards. The improvements to existing industrial will encourage the development of additional, well designed commerce park and industrial development.

The second major industrial area is north of Southern Avenue west of 43rd Avenue. The Commerce Park designation reflects existing industrial zoning that is not expected to change in the near or medium term.

## SPECIAL STUDY AREAS

The area 1/4 mile to the east and west of the Southwest Loop Alignment is proposed as a special study area. The role of the Southwest Loop as a window to Laveen and the locational advantages of a freeway location highlighted several issues that can not be resolved by the Committee using existing information and without further study.

## TRANSPORTATION

### STREETS

The Laveen/Phoenix Plan envisions the maintenance of the existing grid system throughout most of the area with the exception of 35th Avenue between Baseline and Dobbins Roads, and 41st Avenue between South Mountain Avenue, (Smith Purdyman Road) and Dobbins Road. Both of these roads are planned as 'loops' which will emphasize the Alvord Park Hub, divert heavy traffic away from the east and west sides of Alvord Park, and in the case of the 'loop' between Baseline and Dobbins Roads, provide additional frontage on which small, residentially oriented retail uses can locate.

The Plan respects the existing designations of Baseline and Dobbins Road as scenic drives. Baseline Road is planned as a scenic drive east of Central Avenue. It is anticipated that this major street will be six lanes west of Central Avenue as well. Dobbins Road is planned as a four lane scenic drive built to rural standards. Rural standards along Dobbins Road will reinforce the rural character of the Laveen/Phoenix Planning Area south of the Western Canal.

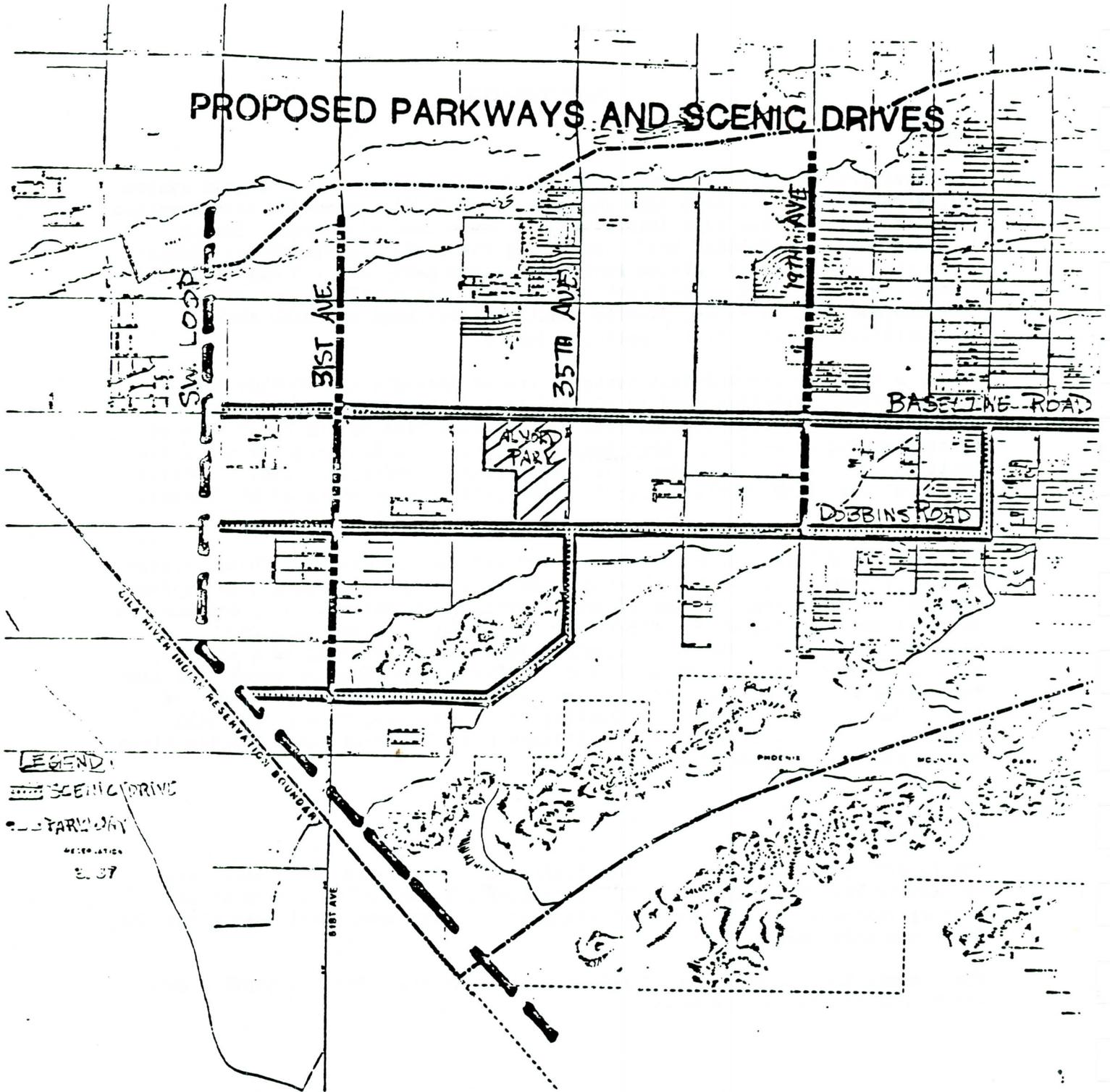
Nineteenth and 51st Avenues are considered gateways to Laveen. These streets will be the main entrances to Laveen. Their appearance, which can be improved upon with landscaping, the use of median strips, and setbacks will enhance the image of the planning area. Nineteenth Avenue links Laveen with the Governmental Mall and Downtown Phoenix. This road is planned as a parkway, with attractive setbacks and landscaping. Fifty-first Avenue, which will link Pecos Road to I-10, is planned as a parkway for the western portion of the Laveen/Phoenix Planning Area. A Parkway designation for this street will enhance its appearance and help to mitigate the effects of heavy traffic flows anticipated for this major street.

### Trails and Bikeways

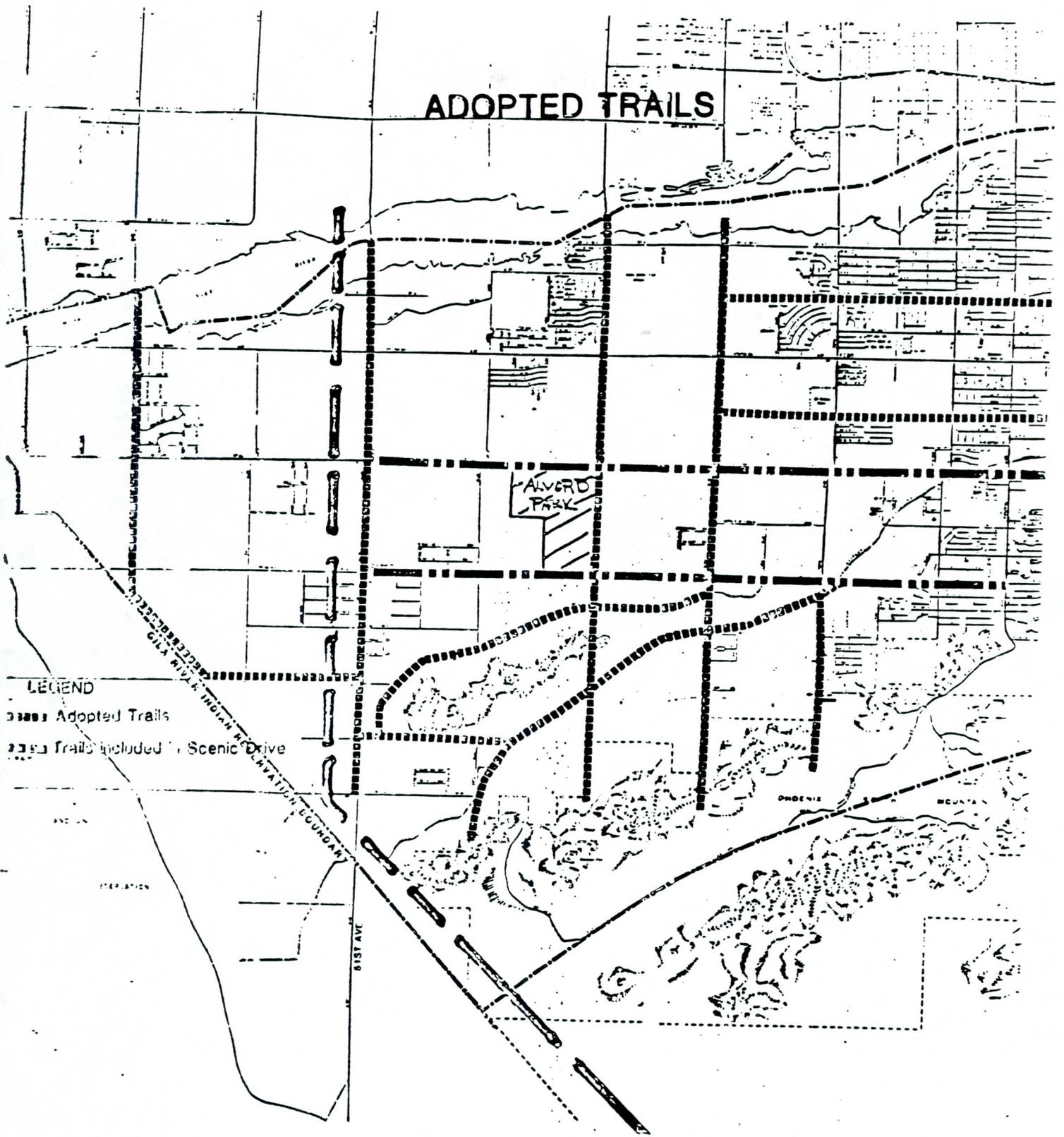
The Laveen Plan relies on multi-use trails and bikeways to unite land uses. The Alvord Park Hub includes plans to develop a system of multi-use trails linking residential land uses with the park and with commercial uses along the loops and other major roads.

The Phoenix City Council has adopted the South Mountain Village trail plan which includes the Laveen area.

# PROPOSED PARKWAYS AND SCENIC DRIVES



# ADOPTED TRAILS



## LEGEND

- Adopted Trails
- ... Trails included in Scenic Drive

## SCHOOLS

The Laveen/Phoenix Planning Area covers the Laveen and Roosevelt School Districts. The Laveen School District owns an elementary site in Alvord Park, and operates an elementary school at 51st Avenue and Dobbins and Roeser and 38th Avenue. Phoenix Union High School District also owns a school site in Alvord Park. It is likely that all Districts will need to construct additional schools and/or expand existing facilities, as growth occurs. This plan encourages the distribution and phasing of development so that all districts will be able to support the planned population.

## INFRASTRUCTURE AND SERVICES

This plan recognizes that changes in population require changes in service and infrastructure levels. Specific services such as water, sewer, parks, fire and police are not addressed in this report. The committee recognizes, however, that these services must be provided to the population of the planning area, and anticipates that the appropriate public departments will consider how to provide for and finance these needs when adopting this land use plan.



## AREA ORIENTED LAND USE PLANS

### Area A - South of the Western Canal west of 51st Avenue to 27th Avenue

The intent behind the 0 to 2 dwelling unit per acre designation of this area is to maintain the rural character of the Laveen/Phoenix Planning Area; to preserve the existing desertscape as much as possible by limiting development and to maintain the existing lifestyle of residents in this area. It is intended that the Carver Hills serve as a backdrop to the development of the Alvord Park Hub and that development of the Carver Hills be regulated by the Phoenix or Maricopa County Hillside Ordinances. Density transfers to the flatland will not exceed the number of units that would be permitted on the hillside as per ordinance.

### Area B - West of the Southwest Loop Alignment from Southern Avenue to South Mountain Park

The 0 to 2 dwelling units per acre designation of the area west of the Southwest Loop Alignment indicates a holding area. The construction of the Southwest Loop is not planned until late 1990 or early 2000. Land uses immediately adjacent to the freeway are part of the proposed Special Study Area. Planning for the types of land uses that would best serve that area would be based on more conjecture than fact at the present time. Consequently, the committee members decided not to make land use recommendations for this area until more information was available.

### Area C - 51st Avenue and Dobbins Road, the traditional Laveen Center

The original Laveen Center had a saloon, general merchandise store, blacksmith and, other services necessary to support the farming community. These structures are no longer standing and some have been replaced by newer buildings. The Laveen Plan seeks to retain the flavor of the original agricultural community around 51st Avenue and Dobbins Road. Consequently, the preservation of existing large lot homes and limited commercial development is envisioned.

The 0 to 2 du/ac density category is designed to preserve existing residences at the northwest corner of 43rd Avenue and Dobbins Road; on the southwest corner of 47th Avenue and Dobbins Road and on the southwest side of the 51st Avenue and Dobbins Road intersection. Parts of these existing low density areas are transitional zones - buffers- to protect the existing low density development. The transitional zone concept states that adjacent residential uses shall be similar in nature and densities.

Area D - North side of Baseline Road between 7th Avenue and 29th Avenue (extended), both sides of 27th Avenue between Baseline to Alta Vista (extended) Roads, between 27th and 29th Avenues from Euclid Avenue to Baseline Road.

The 0 to 2 dwelling units per acre designation along the frontages of these roads is intended to maintain the existing ranchettes and custom homes that have been constructed in recent years.

Area E - South of Baseline Road to South Mountain Park excepting the area bounded by the Western Canal, 7th Avenue and Dobbins Road.

This area is planned at the 0 to 2 dwelling units per acre density category in order to enable continued construction of lower density housing presently typical of the Laveen lifestyle. This designation will limit the amount of potential traffic on Dobbins Road. This area would be considered suitable for low density residential districts with some areas constructed at less than one home per acre while other areas may be constructed at slightly less than three dwelling units per acre.

Area F - South of Dobbins Road to Olney Avenue between 43rd and 47th Avenues.

Area F is a transition area between the Alvord Park Hub and the low density rural area surrounding the traditional Laveen Center. It is envisioned that development adjacent to existing development of less than 2 du/ac be at densities of 2 du/ac or less while development adjacent to the Hub, along 43rd Avenue be at densities near or at the upper end of the 2 to 5 du/ac range.

Area G - East side of the Southwest Loop Alignment west of 56th Avenue and north of Smith Purdyman Lane (South Mountain Road) between 43rd Avenue to 56th Avenue.

The Southwest Loop is a window to Laveen. According to present plans, much of the freeway will be at or slightly above grade. Intersections are planned for Dobbins and Baseline roads and Southern Avenue. Until the Southwest Loop is constructed, 51st Avenue will link traffic from Pecos Road to I-10 via a bridge at 51st Avenue.

Area G is a transition area between the variety of uses around the two commercial nodes, the Laveen Center and the freeway. The 2 to 5 dwelling units per acre category is used to capitalize on flexible single family development styles. Development along the freeway study area could be planned to minimize externalities of high intensity development along this major transit corridor, or to capitalize on the benefits of open space and views of the Estrella Mountains that low intensity development along the freeway might preserve. Residential uses along Baseline Road might fall in the upper density ranges of the 2 to 5 dwelling units per acre category gradually decreasing toward the south nearer the Laveen Center and Dobbins Road.

Area H - North of Baseline Road between 43rd and 7th Avenues.

The neighborhoods in this area are fragile. The housing stock ranges from well maintained to substandard. The preservation and upgrading of these areas for housing is important to the community. The 2 to 5 du/ac density category will help to stabilize these residential areas and will provide an environment where quality development at the upper end of this density range is appropriate and welcome. Residential uses in this area are also designed to prevent encroachment of the designated commerce park to the north.

Area I - The Residential Hub, Vineyard Road to the Western Canal, 43rd to 31st Avenue.

The most intense residential development in the Alvard Park Hub is planned on the previously multi family zoned land on the south side of the park between 39th and 27th Avenues. Approximately 235 acres of zoned vacant multi family land are designated for development at the 10 to 15 dwelling units per acre category. Adjacent to the canal, development below the 10 dwelling units per acre category would be considered appropriate. Increasing densities up to 15 or more dwelling units per acre would be considered appropriate for areas adjacent to Dobbins Road.

South of the planned elementary school site at 41st Avenue approximately 30 acres are designated for development in the 10 to 15 du/ac category.

The 5 to 10 du/ac category located at the southeast corner of 43rd Avenue and Baseline Road supports the goals of public facilities benefiting the greatest number of people possible, and creating a suburban lifestyle for the Laveen/Phoenix Planning Area. The location of the parcel, adjacent to Alvard Park and on a major street make it appropriate for development at the higher end of the recommended density range.

North of Alvard Park, around the proposed commercial uses at 35th Avenue and Baseline Road, approximately 40 acres of 10 to 15 du/ac and approximately 40 acres of 5 to 10 du/ac are planned. Approximately 90 acres of homes at the 5 to 10 du/ac density are planned adjacent to Alvard Park between Baseline and Dobbins Roads. The concept behind this area was to enable residents to walk to the retail and service uses planned for the Alvard Park Hub and to plan residential development so that the greatest number of persons could benefit from a public facility (Alvard Park). It is envisioned that lower density homes will be located adjacent to the park and that higher density projects would be located near the planned loop roads at 41st and 35th Avenues. The eastern portion of this area will transition down from higher density development along the loop road, to densities at or near 5 du/ac at the east, to blend with the planned 2-5 du/ac designation east of 31st Avenue.

The Alvord Park Hub is planned as a service center for the surrounding Laveen community. Approximately 50 acres of commercial uses are designated at the intersection of Baseline Road and 35th Avenue. The 50 acres at Baseline Road and 35th Avenue is composed of two 20 acre parcels on the north side of Baseline Road east and west of 35th Avenue, and ten acres on the southeast corner of Baseline Road and 35th Avenue. An additional ten acre site is designated for the southwest corner of Dobbins Road and 35th Avenue. These commercial sites are intended for development necessary to accommodate larger stores that could anchor smaller retail services. These services might include branch banks offices, day-care centers, cleaners, dentist and doctor offices, and office services oriented to a residential market. Public offices, such as a branch library, federal, state, or city field offices would also be located in the Alvord Park Hub. High rise offices, large corporate offices, heavy traffic and noise generating uses would not be considered appropriate here. Smaller projects, integrated into residential development and on sites less than ten acres, would be encouraged along 35th Avenue between Baseline and Dobbins Road and on Baseline Road between 35th and 41st Avenues, and on the 41st Avenue Loop Road.

Area J - 51st Avenue and Baseline Road.

Projections indicate that 51st Avenue will carry a substantial amount of traffic from south of South Mountain until the Southwest Loop is opened in early 2000. Historically, due to a bridge crossing the Rio Salado, 51st Avenue has been the major north-south arterial in the planning area. The interchanges with the Southwest Loop on the west, and I-10 on the east, indicate that Baseline Road will be the major east-west route in Laveen. The heavy traffic volumes and the exposure of this intersection make it appropriate for commercial development.

Approximately 80 acres of retail commercial uses are planned for the intersection of 51st Avenue and Baseline Road. This commercial will be buffered by residential development at the 5 to 10 dwelling units per acre density. The 2 to 5 dwelling units per acre density designations nearest this buffer area would be at the higher end of the 2 to 5 range and transition down to densities below or at 2 du/ac near the Laveen Center.

The types of commercial uses considered appropriate here could include hospitals, destination shops, movie theatres, and department stores. Uses considered inappropriate for this location include manufacturing, distribution and warehousing uses, and other uses with outside storage.

Area K - North of Roeser Road between 22nd and 35th Avenue.

The area between Broadway and Roeser Roads from 22nd to 35th Avenue is designated Commerce Park. This designation was used to encourage the development of attractively designed industrial uses and to enable the development of an industrial park district that would improve the appearance of existing uses in the area.

Area L - North of Southern Avenue between 43rd and the Gila River Indian Reservation.

Existing zoning formed the basis for the Commerce Park designation of this area. While it is not expected existing Industrial zoning will change, the Commerce Park designation is intended to encourage quality design in any new development.

Area M - South of Estrella Avenue to South Mountain Park.

The benefits of South Mountain park and easy access via the Southwest Loop were significant elements in the designation of this area as appropriate for resort development. Since the need for commercial services to serve the surrounding area would be limited here, an approximately 150 to 200 acre destination or theme resort was considered appropriate for this location.

Area N - 35th Avenue and Carver Hills.

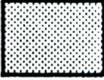
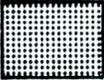
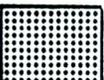
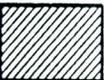
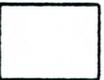
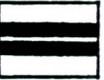
This area is less than one mile from the Alvord Park Hub. The location and current condition of the hills are the basis for recommending resort development at this location. The type of development envisioned for this approximately 20 to 40 acre area would serve resort as well as residential retail needs.

Area O - South of Olney Avenue, west of 19th Avenue.

The resort use on this plan is intended to enable 60 to 80 acres of medium intensity resort development that would upgrade the area and serve the Laveen community.

The close proximity to South Mountain Park also makes this site suitable for a theme park or other recreational use compatible with the Laveen character.

## Categories

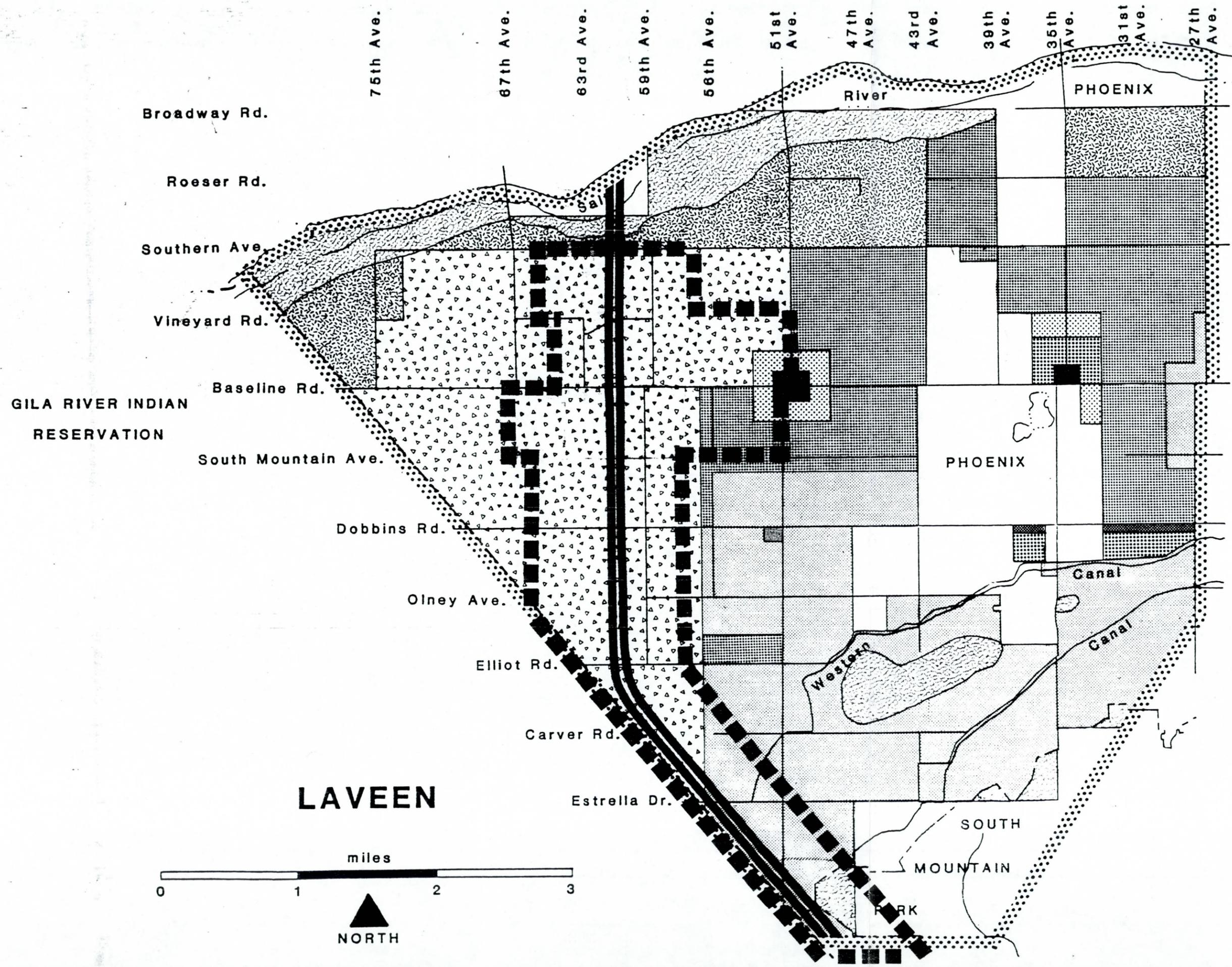
	<b>OS</b>	Open Space
	<b>RR/H</b>	Rural Residential/High (0-1 dwelling units/acre)
	<b>UR/VL</b>	Urban Residential/Very Low (0-4 dwelling units/acre)
	<b>UR/ML</b>	Urban Residential/Medium Low * (2-5 dwelling units/acre)
	<b>UR/L</b>	Urban Residential/Low (0-6 dwelling units/acre)
	<b>UR/M</b>	Urban Residential/Medium (0-12 dwelling units/acre)
	<b>UR/H</b>	Urban Residential/High (0-25 dwelling units/acre)
	<b>CC</b>	Convenience Commercial
	<b>NC</b>	Neighborhood Commercial
	<b>MNC</b>	Multi-Neighborhood Commercial
	<b>LIC</b>	Light Industrial Center
		Incorporated Areas
		Study Area
		Freeway

Laveen

\* Refer to page 8 for definition.

Generalized Land Use Plan

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MARICOPA COUNTY LAND USE CATEGORIES

## Land Use Definitions

The following land use definitions have been established to be used in understanding the "Land Use Plan". For each land use designated, the corresponding definition is to be used to assure consistent interpretation of the "Land Use Plan". (NOTE: Definitions will only be shown for those land use categories designated on the Laveen Land Use Plan).

### ° Open Space, OS

The Open Space category denotes areas which would be best precluded from development except as open space and recreational areas. However, development of such environmentally sensitive areas as steep slopes and floodplains may be developed when in compliance with the Hillside Regulations and Floodplain Development Regulations. Additional uses in this category include parks, recreation areas, drainage ways and scenic areas.

### Residential

The Land Use Categories which permit residential development are divided into two areas based upon the availability of urban services (sewer, water, law enforcement, fire protection, schools, parks, etc.). Those categories in which some or all of these services do not exist and are not anticipated to be provided have been defined as rural, while those categories in which these services exist or are anticipated to be provided have been defined as suburban and urban. Permitted uses in all residential use categories include schools and churches. Special attention to the location of these uses should be given with regard to access, traffic and proximity to arterials.

### ° Rural Residential/High Density, RR/H, (0-1.0 Dwelling Units per Acre)

The Rural Residential/High Density category denotes areas where single family residential development is desirable but urban services (sewer, water, law enforcement, fire protection, schools, parks, etc.) are limited. Suitability is determined on the basis of location, access, existing land use patterns, and natural or man-made constraints. Within any particular development, densities greater than 1.0 dwelling unit per acre may be permitted, but only if areas of lower densities off-set the increase such that an average of less than 1.0 dwelling unit per acre is maintained. Uses in this category include agricultural and single family residential.

### ° Urban Residential/Very Low Density, UR/VL (0-4.0 Dwelling Units per Acre)

The Urban Residential/Very Low Density category denotes areas where higher density residential development is appropriate and all urban services (sewer, water, law enforcement, fire protection, schools, parks, etc.) are available or will be provided. Single family development may be permitted, provided overall development densities do not exceed 4.0 du/acre. Within any particular development

densities greater than 4.0 du/acre. Within any particular development densities greater than 4.0 du/acre may be permitted, but only if areas of lower densities off-set the increase such that an average of 4.0 du/acre or less is maintained. Convenience commercial development may be located within the area with direct arterial street access. A community sewer and water system will be required for development at these densities.

° Urban Residential/Low Density, UR/L, (0-6.0 Dwelling Units Per Acre)

The Urban Residential/Low Density category denotes areas where higher density residential development is appropriate and all urban services (sewer, water, law enforcement, fire protection, schools, parks, etc.) are available or will be provided. Single family development may be permitted, provided overall development densities do not exceed 6.0 du/acre. Within any particular development densities greater than 6.0 du/acre may be permitted, but only if areas of lower densities off-set the increase such that an average of 6.0 du/acre or less is maintained. Convenience commercial development may be located within the area with direct arterial street access. A community sewer and water system will be required for development at these densities.

° Urban Residential/Medium Density, UR/M, (0-12.0 Dwelling Units per Acre)

The Urban Residential/Medium Density category denotes are higher residential development densities are appropriate and where all urban services (sewer, water, law enforcement, fire protection, schools, parks, etc.) are available or will be provided. Two family and multi-family developments may be permitted. Residential densities for specific projects may exceed 12.0 du/acre, but only if areas of lower densities off-set the increase such that an average of 12.0 du/acre or less is maintained. Neighborhood commercial development may be located within the area at arterial street intersections, if demand permits. A community sewer and water system will be required for development at these densities.

° Urban Residential/High Density, UR/H, (0-25.0 Dwelling Units per Acre)

The Urban Residential/High Density category denotes areas where the County's highest residential development densities are appropriate and where all urban services (sewer, water, law enforcement, fire protection, schools, parks, etc.) area available or will be provided. High density multi-family developments may be permitted. Residential densities for specific projects may exceed 25.00 du/acre, but only if areas of lower densities off-set such that an average of 25.00 du/acre or less is maintained. Neighborhood commercial development may be located within the area at arterial street intersections, if demand permits. A community sewer and water system will be required for development at these densities.

## Commercial

Four Land Use categories have been developed which permit different intensities of commercial activities. Direct frontage on streets is an essential element for each category.

° Convenience Commercial, CC

The Convenience commercial category denotes areas for the location of small convenience shops and services for the benefit of local residents. This category permits development of 1 acre or less. Convenience Commercial locations area designated in area having a more rural character. Permitted uses in this category include gasoline stations, minor auto repair and maintenance, convenience food marts, mini-banks, barber shops, beauty shops, package liquor stores, laundromats, and eating and drinking establishments. Urban level services are not required; however, uses allowed should be appropriate for the services available.

° Neighborhood Commercial, NC

The Neighborhood Commercial category denotes areas provide convenience goods (food, drugs, and sundries) and personal services which meet the daily needs of an immediate neighborhood trade area. Such a trade area shall have a minimum population of approximately 5,000 people. This category permits developments of 5 acres or less per trade area. A limited number of permitted activities should be provided. A market analysis may be required. A community sewer and water system will be required for development. All uses within these category area subject to plan review and approval.

° Multi-Neighborhood Commercial, MNC

The Multi-Neighborhood Commercial category denotes areas providing for the sale of convenience goods (food, drugs, and sundries) and personal services which meet the daily needs of a multi-neighborhood trade area. Such a trade area shall have a minimum population for approximately 10,000 people. Use of this category in a trade area shall prohibit the use of the Neighborhood Commercial category in the trade area. This category permits buildings of 10,000 square feet or less per use and developments of 10 acres or less per trade area. A broader number of activities may be provided than in a Neighborhood commercial category. A market analysis may be required. A community sewer and water system will be required for development. All uses within this category are subject to plan review and approval.

## Employment Centers

The Employment Center categories denote areas for the concentration of major employers. In recognition of the diverse nature of major employers, three categories have been developed which attempt to group uses by their impacts on the surrounding area.

° Light Industrial Center, LIC

The Light Industrial Center category denotes areas for the location of major employment centers which would have greater impacts on surrounding areas than those uses in a Mixed Use Center. Uses permitted in this category would include warehousing, storage, wholesale distribution activities, limited manufacturing and assembly. Access to a principal arterial or freeway will be required. Very limited noise, vibration, smoke, dust, odor, heat or glare will be permitted. Limited truck traffic will be allowed. Urban services are available or will be provided. A community sewer and water system will be required for development. All uses within this category are subject to plan review and approval.

° Freeways and Principal Arterial Streets

Freeways and Principal Arterial Streets represent streets which will carry the majority of trips leaving and entering the Planning Area, represent the area's highest traffic volume corridors, and are the only streets designated on the future Land Use map. (Arterial and collector level streets may be developed, but are not illustrated on the plan.)

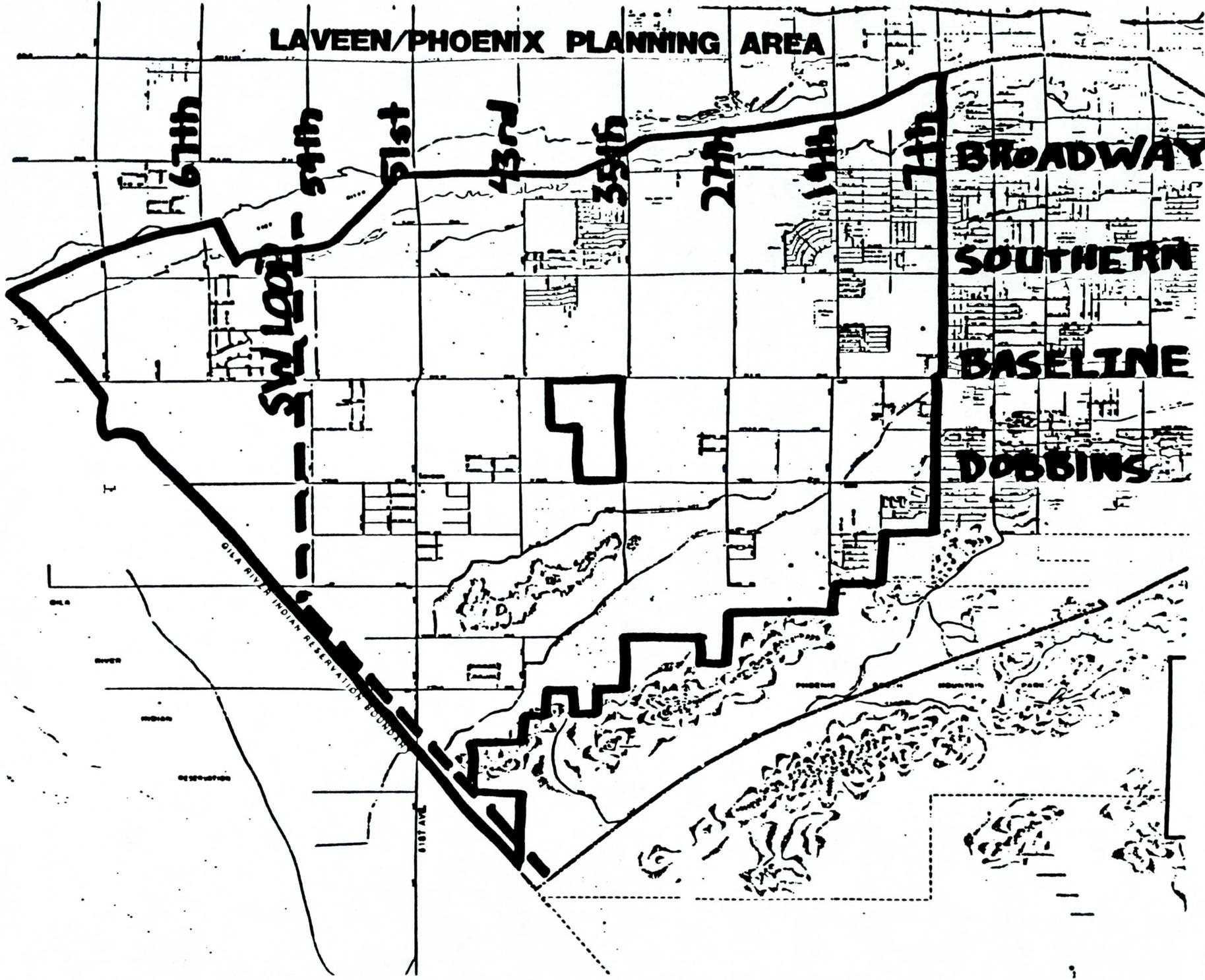


# ATTACHMENTS

**ATTACHMENT A**

**CITY OF PHOENIX**

**LAVEEN/PHOENIX PLANNING AREA**



**SW LOOP**

**BROADWAY**

**SOUTHERN**

**BASELINE**

**DOBBINS**

**GILA RIVER INDIAN RESERVATION BOUNDARY**

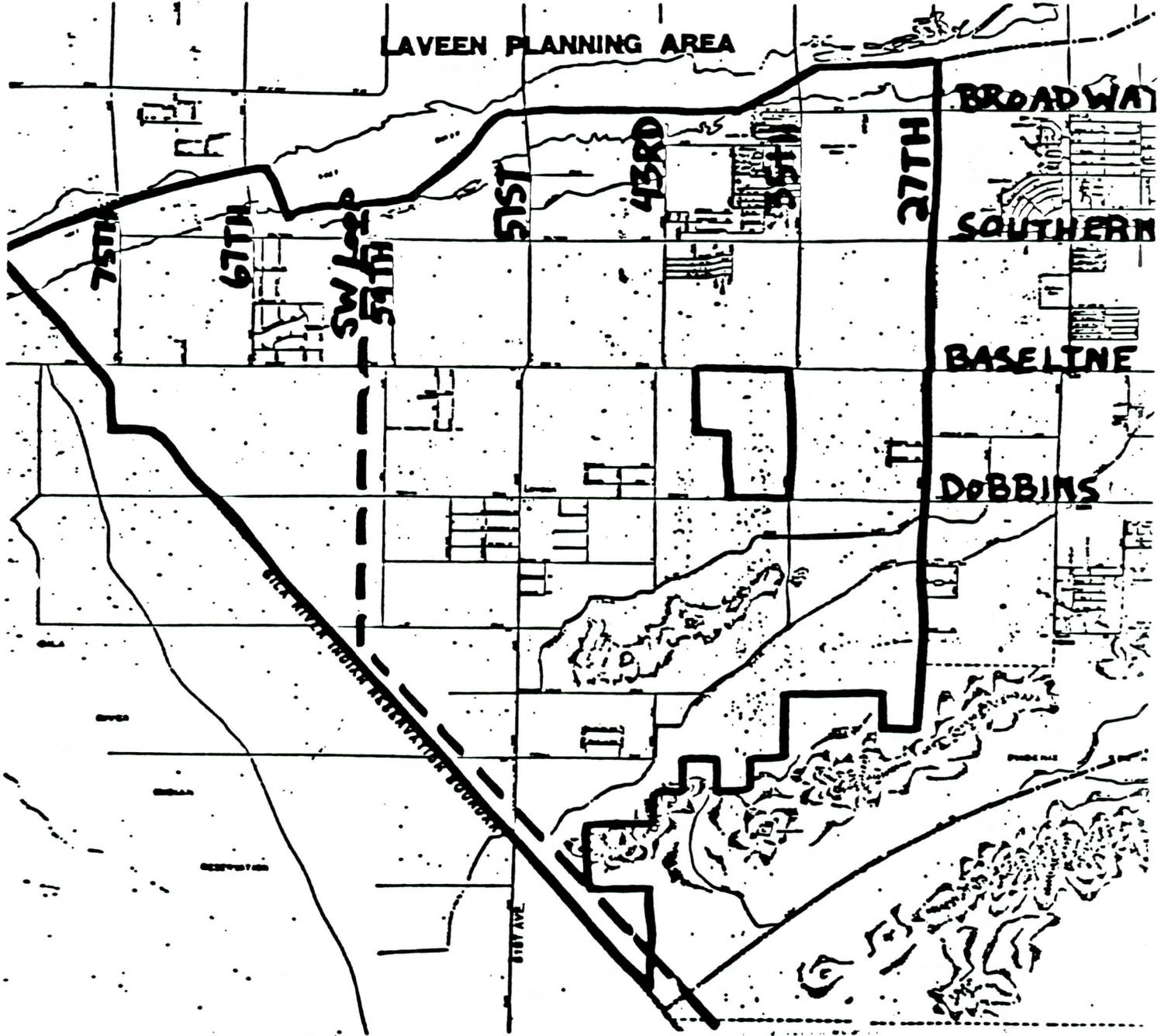
Laveen/Phoenix Planning Area

LAND USE TYPE	ESTIMATED AVERAGE DU PER ACRE	ACRES	# UNITS OR SQ. FT.	% OF TOTAL DWELLING UNITS	% OF TOTAL LAND	% OF TOTAL RESIDENTIAL LAND	TOTAL POTENTIAL POPULATION	% OF TOTAL POTENTIAL POPULATION
0- 2 DU/AC	2.00	9,499	18,998	30.99%	44.99%	50.91%	47,495	30.99%
2- 5 DU/AC	4.00	8,398	33,592	54.79%	39.77%	45.01%	83,980	54.79%
5-10 DU/AC	8.00	360	2,880	4.70%	1.70%	1.93%	7,200	4.70%
10-15 DU/AC	13.00	364	4,732	7.72%	1.72%	1.95%	11,830	7.72%
15+ DU/AC	30.00	37	1,110	1.81%	0.18%	0.20%	2,775	1.81%
COMMERCIAL .25 FAR		257	3,257,000		1.42%			
RESORT .30 FAR		300	3,920,400		1.39%			
COMMERCE PARK .25 FAR		1,900	20,691,000		9.00%			
INDUSTRIAL .25 FAR		0	0		0.00%			
PARKS		505	0					
<b>TOTALS</b>		<b>21,620</b>		<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>153,280</b>	<b>100%</b>
TOTAL DWELLING UNITS			61,312					
OVERALL DENSITY PER RESIDENTIAL ACRE			3.29					
AVERAGE OVERALL RESIDENTIAL DENSITY			2.84					

POPULATION ESTIMATES BASED ON 2.5 RESIDENTS PER HOUSEHOLD 8/31/87

LAND USE BY SECTION

SECTION	0-2 DU/AC	2-5 DU/AC	5-10 DU/AC	10-15 DU/AC	15+ DU/AC	Resort	Commercial	Commerce Park	Industrial	Parks	Section Total
1		260						240			500
2		640									640
3	25	485	120								640
4	395	235								10	640
5	480									10	480
6		440					30	160		10	640
7	40	560								40	640
8	640										640
9	520	60				60					640
10	160										160
11	360										360
12	469			130	11		10			20	640
13	120	320	180				20				640
14	20	560	20	20			20				640
15		320									640
16	720							320			640
17	350	160		84	6	40	20				720
18		170	40	30							660
19		573	←	20	20		27			400	640
20		595					30			15	640
21								480			480
22		600		20			20				640
23	240	360		20			20				640
24	480	160									640
25	640										640
26	640										640
27	280	340					20				640
28	120	480		20			20				640
29		600		20			20				640
30								320			320
31	480	160						80			720
32	480	160									640
33	600							140			740
34	480										480
35								160			160
36	320	160									480
37	440					200					640
	9,499	8,398	360	364	37	300	257	1,900	0	505	21,620



LAVEEN PLANNING AREA LAND USE ESTIMATES  
WEST OF 27TH AVENUE

LAND USE	ESTIMATED AVERAGE DU	# UNITS	% OF TOTAL DWELLING	% OF TOTAL RESIDENTIAL	TOTAL POTENTIAL	% OF TOTAL POTENTIAL
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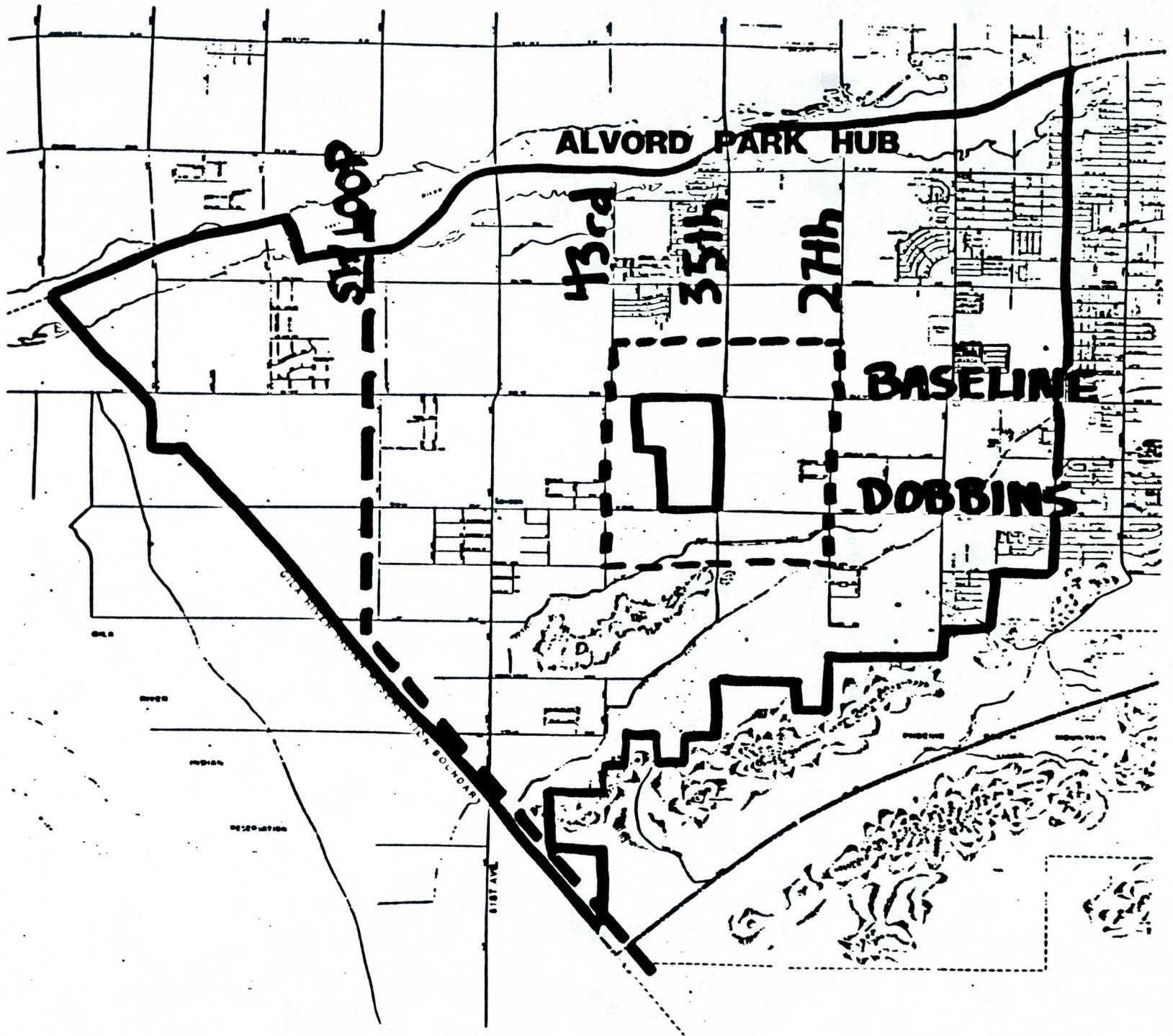
LAVEEN PLANNING AREA LAND USE ESTIMATES  
WEST OF 27TH AVENUE

LAND USE TYPE	ESTIMATED AVERAGE DU PER ACRE	ACRES	# UNITS OR SQ. FT.	% OF TOTAL DWELLING UNITS	% OF TOTAL LAND	% OF TOTAL RESIDENTIAL LAND	TOTAL POTENTIAL POPULATION	% OF TOTAL POTENTIAL POPULATION
0- 2 DU/AC	2.00	7,239	14,478	32.09%	46.51%	53.24%	36,195	32.09%
2- 5 DU/AC	4.00	5,718	22,872	50.70%	36.74%	42.05%	57,180	50.70%
5-10 DU/AC	8.00	240	1,920	4.26%	1.54%	1.76%	4,800	4.26%
10-15 DU/AC	13.00	364	4,732	10.49%	2.34%	2.68%	11,830	10.49%
15+ DU/AC	30.00	37	1,110	2.46%	0.24%	0.27%	2,775	2.46%
COMMERCIAL .25 FAR		227	2,613,600		1.54%			
RESORT .30 FAR		240	3,136,320		1.50%			
COMMERCE PARK. 25 FAR		1,500	16,335,000		9.64%			
INDUSTRIAL .25 FAR		0	0		0.00%			
PARKS		435	0					
<b>TOTALS</b>		<b>16,000</b>		<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>112,780</b>	<b>100%</b>
TOTAL DWELLING UNITS			45,112					
OVERALL DENSITY PER RESIDENTIAL ACRE			3.32					
AVERAGE OVERALL RESIDENTIAL DENSITY			2.82					

POPULATION ESTIMATES BASED ON 2.5 RESIDENTS PER HOUSEHOLD

LAND USE BY SECTION

SECTION	0-2 DU/AC	2-5 DU/AC	5-10 DU/AC	10-15 DU/AC	15+ DU/AC	Resort	Commercial	Commerce Park	Industrial Parks	Section Total	
1											
2											
3											
4											
5											
6											
7											
8											
9											
10											
11	360									360	
12	469			130	11		10		20	640	
13	120	320	180				20			640	
14	20	560	20	20			20			640	
15		320						320		640	
16	720									720	
17	350	160		84	6	40	20			660	
18		170	40	30					400	640	
19		573		20	20		27			640	
20		595					30		15	640	
21								480		480	
22		600		20			20			640	
23	240	360		20			20			640	
24	480	160								640	
25	640									640	
26	640									640	
27	280	340					20			640	
28	120	480		20			20			640	
29		600		20			20			640	
30								320		320	
31	480	160						80		720	
32	480	160								640	
33	600							140		740	
34	480									480	
35								160		160	
36	320	160								480	
37	440					200				640	
	7,239	5,718	240	364	37	240	227	1,500	0	435	16,000



LAVEEN PLANNING AREA LAND USE ESTIMATES  
ALVORD PARK HUB

LAND USE TYPE	ESTIMATED AVERAGE DU PER ACRE	ACRES	# UNITS OR SQ. FT.	% OF TOTAL DWELLING UNITS	% OF TOTAL LAND	% OF TOTAL RESIDENTIAL LAND	TOTAL POTENTIAL POPULATION	% OF TOTAL POTENTIAL POPULATION
0- 2 DU/AC	2.00	339	678	5.70%	15.69%	16.76%	1,695	5.70%
2- 5 DU/AC	4.00	1,123	4,492	37.77%	51.99%	55.51%	11,230	37.77%
5-10 DU/AC	8.00	240	1,920	16.15%	11.11%	11.86%	4,800	16.15%
10-15 DU/AC	13.00	284	3,692	31.05%	13.15%	14.04%	9,230	31.05%
15+ DU/AC	30.00	37	1,110	9.33%	1.71%	1.83%	2,775	9.33%
COMMERCIAL .25 FAR		97	435,600		1.85%			
RESORT .30 FAR		40	522,720		1.55%			
COMMERCE PARK .25 FAR		0	0		0.00%			
INDUSTRIAL .25 FAR		0	0		0.00%			
PARKS		420	0					
<b>TOTALS</b>		<b>2,580</b>		<b>100%</b>	<b>97%</b>	<b>100%</b>	<b>29,730</b>	<b>100%</b>
TOTAL DWELLING UNITS			11,892					
OVERALL DENSITY PER RESIDENTIAL ACRE			5.88					
AVERAGE OVERALL RESIDENTIAL DENSITY			4.61					

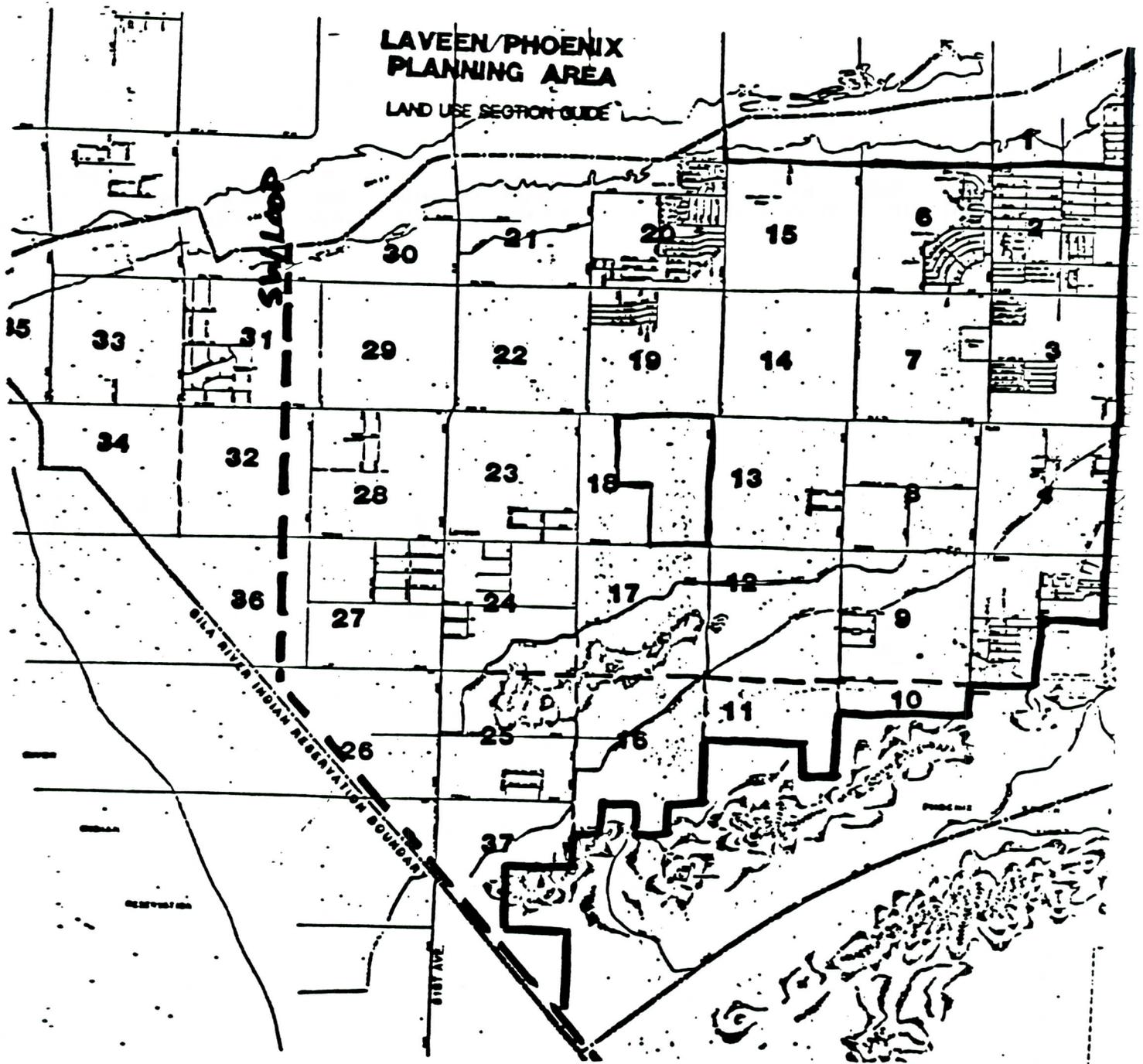
POPULATION ESTIMATES BASED ON 2.5 RESIDENTS PER HOUSEHOLD

ALVORD PARK HUB  
LAND USE BY SECTION

SECTION	0-2 BU/AC	2-5 BU/AC	5-10 BU/AC	10-15 BU/AC	15+ BU/AC	Resort	Commercial	Commerce Park	Industrial	Parks	Section —Total
1											
2											
3											
4											
5											
6											
7											
8											
9											
10											
11											
12	149			130	11		10			20	320
13	120	320	180				20				640
14	20	240	20	20			20				320
15											
16											
17	50	140		84	6	40	20				340
18		170	40	30						400	640
19		253		20	20		27				320
20											
21											
22											
23											
24											
25											
26											
27											
28											
29											
30											
31											
32											
33											
34											
35											
36											
37											
	339	1,123	240	284	37	40	97	0	0	420	2,580

# LAVEN/PHOENIX PLANNING AREA

LAND USE SECTOR GUIDE



**ATTACHMENT B**

**MARICOPA COUNTY  
BACKGROUND REPORT**

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**LAVEEN PLANNING AREA**

MARICOPA COUNTY LAND USE PLAN

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LAVEEN PLANNING AREA

Revised April, 1990

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Phillip Greer	
Sue Kathe	
Pam Del Duca	District 2
John Jordan	
Kathleen Collier	District 3
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\*Resigned February 21, 1990

\*\*Resigned December 31, 1989

\*\*\*Resigned April 17, 1990

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## INTRODUCTION

This introduction provides an overview of the process used to prepare the **Laveen Land Use Plan** as part of the Maricopa County Comprehensive Land Use Plan. The Introduction is presented in three sections:

- Area Plan Development
- Organization of the Laveen Land Use Plan
- Annual Update Process

### **AREA PLAN DEVELOPMENT**

In July 1985, the Maricopa County Department of Planning and Development issued a public Request for Proposal to professional urban planning consultants for the preparation of the seven specific Land Use Plans as part of the Maricopa County Comprehensive Land Use Plan. One of the specific areas was the Laveen Planning Area.

For each specific area the County requested that the provided professional services include collection and analysis of existing data leading to specific goals and policies to guide general land development. Each specific study area was also to be provided with a Land Use Plan.

Throughout the planning process the community participation was emphasized through a number of means. Public workshops for the Laveen Planning Area were held to solicit input from residents, property owners, business people, and Planning and Zoning Commission members. Newsletters announcing each workshop and providing project progress reports were prepared and distributed prior to each workshop. In addition, Planning and Zoning Commission workshops were held to review the project progress. Thorough coverage by the news media was also encouraged to create further awareness of the workshops and participation by the general public in the planning process.

### **ORGANIZATION OF THE LAVEEN LAND USE PLAN**

This document presents the results of the planning process for the Laveen Planning Area and is organized corresponding to the major work tasks.

"Inventory and Analysis," is a presentation and analysis of the data elements that describe existing conditions in the Laveen Planning Area.

"Resident Issue Identification" summarizes the major land development issues raised by the residents of the Laveen Planning Area.

"Goals and Policies", defines specific goals and policies which the County has adopted with regard to the Laveen Planning Area's growth and development.

"Laveen Land Use Plan," presents the Land Use Plan for the Laveen Planning Area with definitions for each Land Use category and discussion of the Land Use Plan, which will be implemented, in part, through the application of the policies presented in "Goals and Policies."

## **ANNUAL UPDATE PROCESS**

Each year, the **Laveen Land Use Plan** is revised to reflect changes in information and data. The County Planning and Development Department updates each land use plan using the most current Maricopa Association of Governments' (MAG) data. This data is compiled by MAG's Transportation and Planning Office. As each update is completed, it will go through public hearings at the Planning and Zoning Commission and at the Board of Supervisors.

## INVENTORY AND ANALYSIS

Development of the **Laveen Land Use Plan** hinges on a thorough understanding of the various physical, social and economic aspects of life in the immediate and surrounding area. This chapter of the Land Use Plan identifies and describes the following elements:

- Natural Resources
- Social and Economic Characteristics
- Land Use and Zoning

The "Inventory and Analysis" chapter of this Land Use Plan presents an analysis of data that describes existing conditions in the planning area. Population projections are also presented as part of the Inventory and Analysis so that the community, elected and appointed public officials and planning staff have a thorough understanding of the anticipated growth in the planning area.

### **NATURAL RESOURCES**

In describing natural resources in the Laveen Planning Area the following five elements are identified:

- Physical Characteristics
- Hydrology
- Vegetation and Wildlife
- Archaeology
- Policy Implications

The purpose of this section of the **Laveen Land Use Plan** is to describe the physical setting, to identify existing ground water supplies and flood control measures, to locate habitat areas, to note any archaeological resources and to identify policy implications.

#### Physical Characteristics:

The "Physical Characteristics" section describes key features of the natural and man-made environment which affect growth and development in the Laveen Planning Area. "Physical Characteristics" are presented in the following six sections:

- Physical Setting
- Soils
- Topography
- Geology
- Visual Features
- Air and Noise Quality

Each of the above factors will, to some extent, dictate the quality, character and direction of development in the planning area. The purpose of this Land Use Plan is to formulate an understanding of the environmental characteristics which are affecting and continuing to affect, growth and development in the planning area.

a) Physical Setting

The Laveen Planning Area, as illustrated in **Figure-1**, "Site Location", is located in the south central portion of Maricopa County, north of the South Mountains and bordering the City of Phoenix. Elevations within the planning area range from 2,072 feet above sea level along the southeastern boundary, to 982 feet above sea level at 75th Avenue and Southern Avenue, along the northwestern boundary. Terrain within the planning area ranges from hills and mountains, found in the southern portions as rock outcrops, to river plains, found in the northern portions as alluvium.

In the Laveen Planning Area, which encompasses approximately 30 square miles, landscapes are generally characterized by rural scenes mostly composed of "ranchettes," cultivated farm land, and dairy farms. However, a small urban character exists in the northeast portion of the planning area within the City of Phoenix; and a small natural desert area exists in the southeast portion, within the Phoenix South Mountain Park. The urban area is composed of single-family housing, and the natural desert area is composed of creosote habitat.

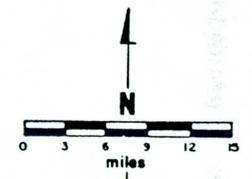
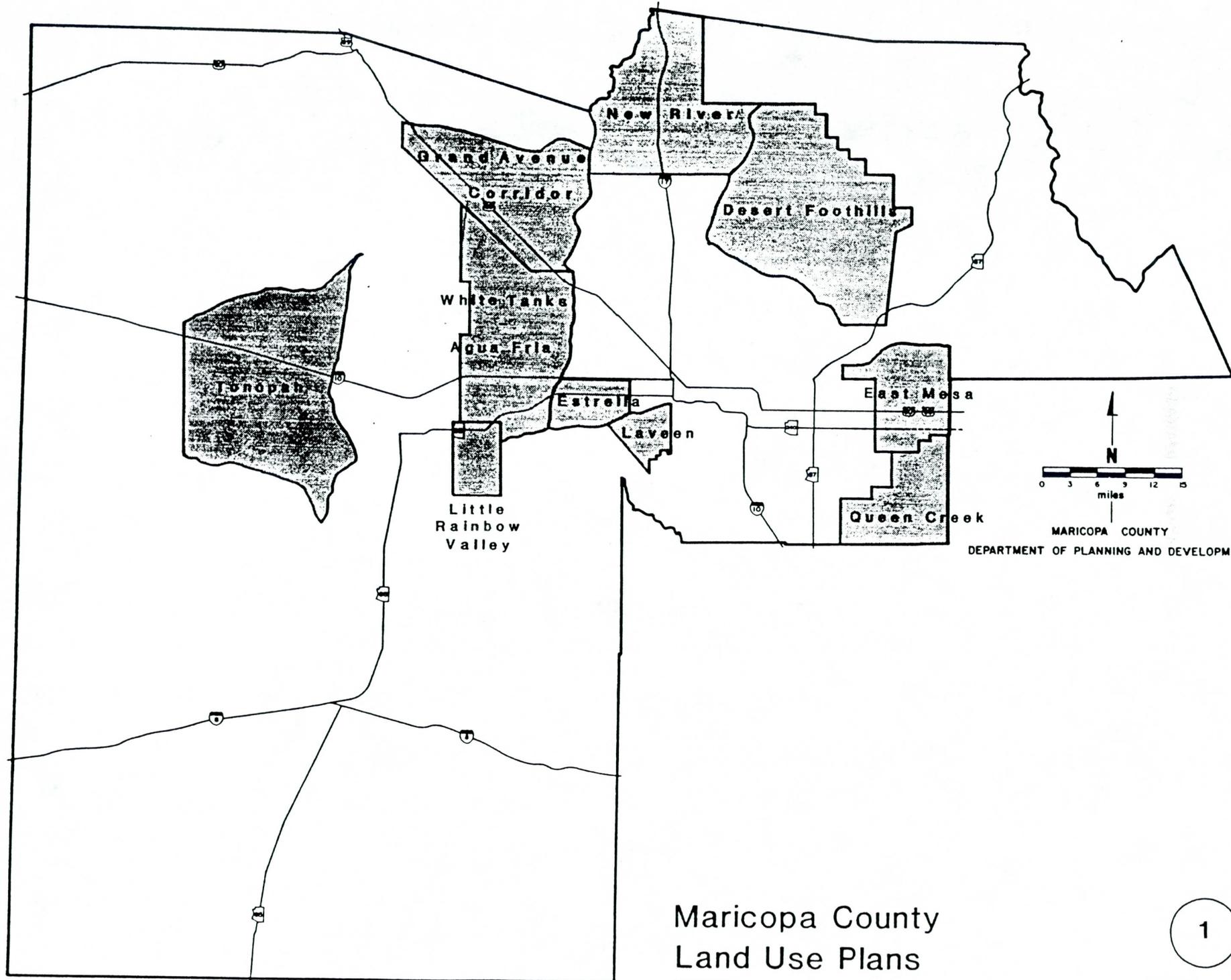
Climate in the planning area is similar to the rest of the Phoenix area, with generally mild fall, winter, and spring weather and hot, dry summer weather. **Table-1**, "Average Monthly Weather Characteristics," summarizes monthly temperature and precipitation levels within Laveen.

b) Soils

Seven major soil associations, as illustrated on **Figure-2**, "Soil Associations," are found within the Laveen Planning Area. The Gilman-Estrella-Avondale Association covers an area between Broadway Road and Baseline Road, parallel to the Salt River. The Carrizo-Brios Association covers an area between the northern planning area boundary and Southern Avenue, parallel to the Salt River. The Antho-Valencia-Mohall Association covers an area between Baseline Road and Dobbins Road, from the eastern planning area boundary to 51st Avenue. The Mohall-Laveen Association covers a diagonal area from the southwestern boundary to 43rd Avenue, between Baseline Road and Estrella Drive. The Laveen-Coolidge Association covers a diagonal area from the southwestern boundary to 43rd Avenue, between Southern Avenue to Elliot Road. The Ebon-Pinamt-Tremant Association covers an area generally bounded by Dobbins Road to Estrella Drive, and 35th Avenue to 55th Avenue. The Cherioni-Rock Outcrop Association covers an area generally outlined by the South Mountains, bounded to the north by the Western Canal and to the South by the planning area boundary.

To further identify the soil associations found within the planning area, the following section describes the associations in terms of drainage, slope and texture, and terrain:

Gilman-Estrella-Avondale: deep, well drained soils; nearly level loams and clay loams on valley plains and low stream terraces.



MARICOPA COUNTY  
DEPARTMENT OF PLANNING AND DEVELOPMENT

Maricopa County  
Land Use Plans

## Categories

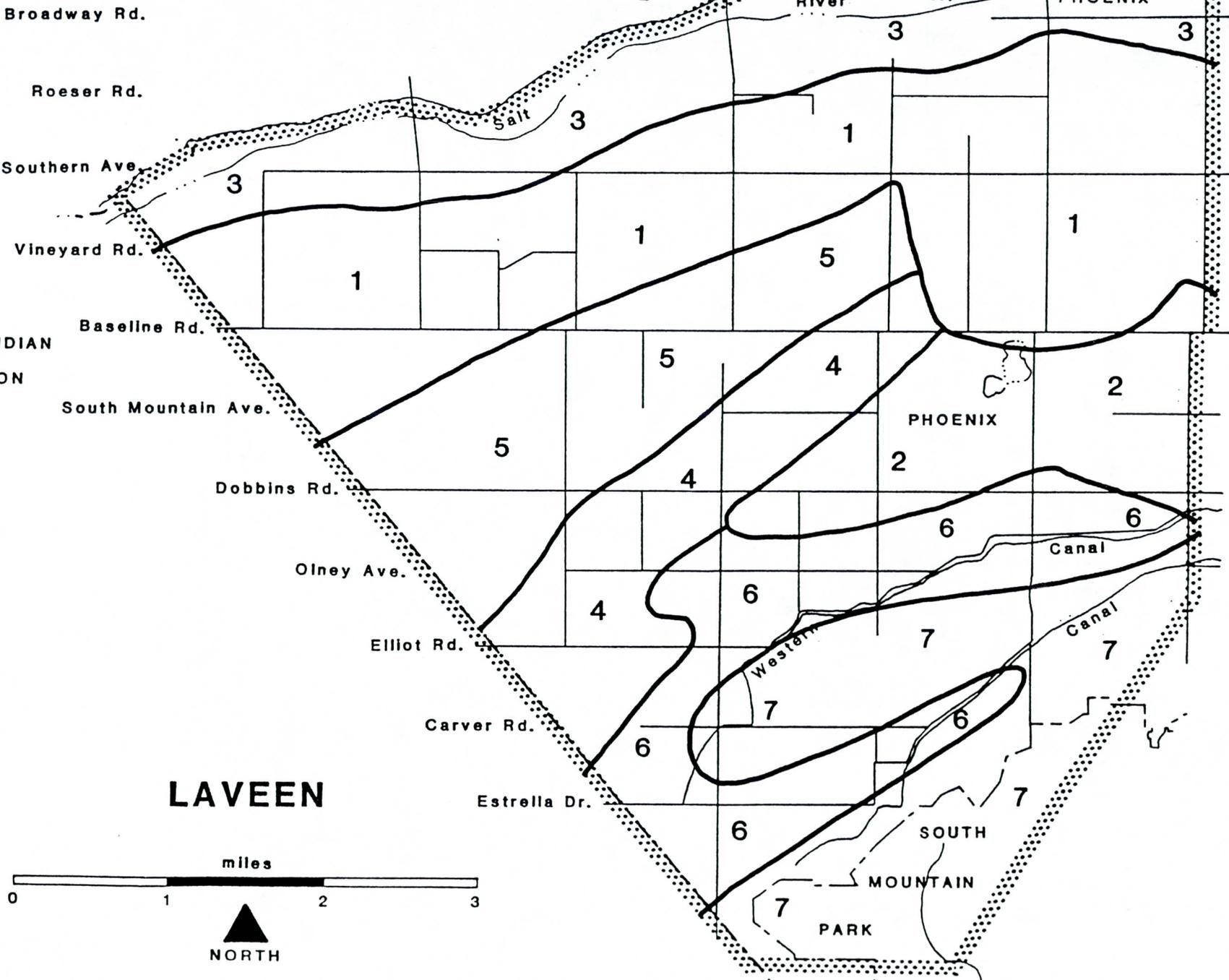
- 1 Gilman-Estrella-Avondale
- 2 Antho-Valencia-Mohall
- 3 Carrizo-Brios
- 4 Mohall-Laveen
- 5 Laveen-Coolidge
- 6 Ebon-Pinamt-Tremant
- 7 Cherioni-Rock Outcrop

Laveen  
Soil Associations

---

2

75th Ave. 67th Ave. 63rd Ave. 59th Ave. 56th Ave. 51st Ave. 47th Ave. 43rd Ave. 39th Ave. 36th Ave. 31st Ave. 27th Ave.

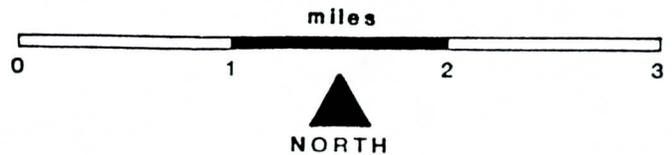


GILA RIVER INDIAN RESERVATION

PHOENIX

SOUTH MOUNTAIN PARK

# LAVEEN



7

**TABLE - 1**  
**Average Monthly Weather Characteristics**

Month	Average Daily Maximum Temperature( F)	Average Daily Minimum Temperature( F)	Average Total Precipitation (Inches)
January	66.9	35.8	0.92
February	71.7	38.8	0.76
March	76.8	42.9	0.69
April	86.0	49.2	0.34
May	94.9	56.9	0.10
June	103.2	65.1	0.09
July	106.8	75.3	0.74
August	104.5	73.7	1.24
September	101.0	66.1	0.74
October	90.2	53.7	0.44
November	77.0	42.1	0.57
December	68.2	36.2	0.93
Yearly Total	87.3	53.0	7.56

Average Total Snow, Sleet and Hail Annually: Trace  
Information based on a thirty year average.  
Source: Arizona Department of Commerce

Antho-Valencia-Mohall: deep, well drained soils; nearly level sandy loams on recent alluvial fans and valley plains.

Carrizo-Brios: deep, excessively drained soils; nearly level to gently sloping gravelly sandy loams and sandy loams in stream channels and on low-stream terraces.

Mohall-Laveen: deep, well drained soils; nearly level loams and clay loams on old alluvial fans and valley plains.

Laveen-Coolidge: deep, well drained soils; nearly level sandy loams, loams, and clay loams on old alluvial fans and valley plains.

Ebon-Pinamt-Tremant: deep, well drained soils; nearly level to gently sloping gravelly loams, very cobbly loams, and gravelly clay loams on old alluvial fans at the base of mountains.

Cherioni-Rock Outcrop: well drained soils, gently sloping to very steep, very gravelly loams and rock outcrop on mountains, buttes, and low hills.

The four general soil properties which affect soil suitability for development are permeability, available water capacity, shrink-swell potential and corrosivity.

Permeability refers to the rate at which water moves through the soil and is usually determined by the texture of the soil. Soils with a slow permeability pose severe limitations for septic tank absorption fields. In addition, soils with slow permeability do not allow adequate absorption of effluent from tile or perforated pipe into natural soil. Approximately 25 percent of the soils in the Laveen Planning Area pose severe restrictions for the use of septic tank absorption fields.

Available water capacity is the amount of water a soil can hold which is available for plants. The ability of soil to hold water in part determines the type of plants that can be used for landscaping and lawns. Approximately 10 percent of the soils in the Laveen Planning Area have low available water capacity. It should be noted that these soil limitations do not prevent the use of imported topsoil for landscaping purposes, provided the topsoil has a high available water capacity.

Shrink-swell potential refers to the capacity of a soil to expand or shrink as the moisture content is increased or decreased. Generally, soils with a high percentage of clay have a tendency to have a high shrink-swell capacity. Soils with a high shrink-swell capacity can contribute to structural problems for buildings and roads.

None of the soils in the Laveen Planning Area provide high shrink-swell characteristics.

Corrosivity refers to a soil's capacity to induce chemical reactions that will corrode or weaken metals and concrete. The Ebon-Pinamt Tremant Association is highly corrosive to uncoated steel and only slightly corrosive to concrete. Soils with a high corrosivity may create potential problems for underground utilities, if installed unprotected.

Soil characteristics can play an important role in determining the quality and character of development in the Laveen Planning Area. For detailed information on soil types, their characteristics, and their locations in the planning area refer to the U.S. Department of Agriculture Soil Conservation Service, "Soil Survey of Maricopa County, Arizona, Central Part".

The characteristics of each soil association as related to development is illustrated in Table-2. Because of the locational variability of each soil type within the Associations, soil testing should take place prior to actual development, particularly in any area that might contain soils which can pose problems for septic tank use, building and road foundation placement.

c) Topography

The Laveen Planning Area encompasses portions of the South Mountains to the east. At the base of the mountains, desert foothills are found which in part remain undeveloped. The remainder of the planning area slopes towards the Salt River, to the north. The highest point within the planning area is 2,072 feet on a point of the South Mountains to the southeast. The lowest point within the planning area is 982 feet at 75th Avenue and Southern Avenue in the northwest.

As illustrated on Figure-3 "Slope," the area generally slopes to the northwest. Slopes in the area range from less than one percent to greater than fifteen percent slope. Approximately eighty percent of the area is between zero to two percent slope, seven percent between two and fifteen percent slope, and thirteen percent of the study area has slopes that exceed fifteen percent.

d) Geology

In general, geology within the planning area consists of sedimentary and metamorphic rocks. Sedimentary rocks, composed of silt, gravel, and conglomerate, are found in a majority of the Mesa extending north from the South Mountains. Metamorphic rocks, composed of granite-gneiss, are found as rock outcrops and as mountains in the southern area.

e) Visual Features

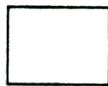
The visual character of the Laveen Planning Area is dominated by views towards the surrounding mountains to the east and southwest. The South Mountains to the east and the Sierra Estrella Mountains to the southwest are a dominant background to the existing rural scene.

TABLE-2

SOIL ASSOCIATION	SEPTIC TANK ABSORPTION FIELDS	DWELLINGS WITHOUT BASEMENTS	DWELLINGS WITH BASEMENTS	LOCAL ROADS AND STREETS	SMALL COMMERCIAL BUILDINGS	LAWNS AND LAND-SCAPING
Gilman-Estrella-Avondale	Slight	Slight to Moderate	Slight to Moderate	Slight	Slight	
Antho-Valencia	Moderate	Slight	Slight	Slight	None to Slight	None to Slight
Carrizo-Brios	Severe	Severe	Severe	Severe	Severe	Poor
Mohall-Laveen	Moderate	Slight to Moderate	Slight to Slight	Moderate	Slight to Moderate	Slight
Laveen-Coolidge	Slight	Slight	Slight to Moderate	Slight	Slight	
Ebon-Pinamt-Tremant	Moderate	Slight	Slight to Moderate	Slight	Moderate to Severe	
Cherioni-Rock Outcrop	Severe	Severe	Severe	Severe	Severe	Severe

Source: U.S. Department of Agriculture, Soil Conservation Service "Soil Survey: Aguila-Carefree Area", and "Soil Survey of Maricopa County, Arizona, Central Part".

### Categories



0 - 2%



2 - 15%



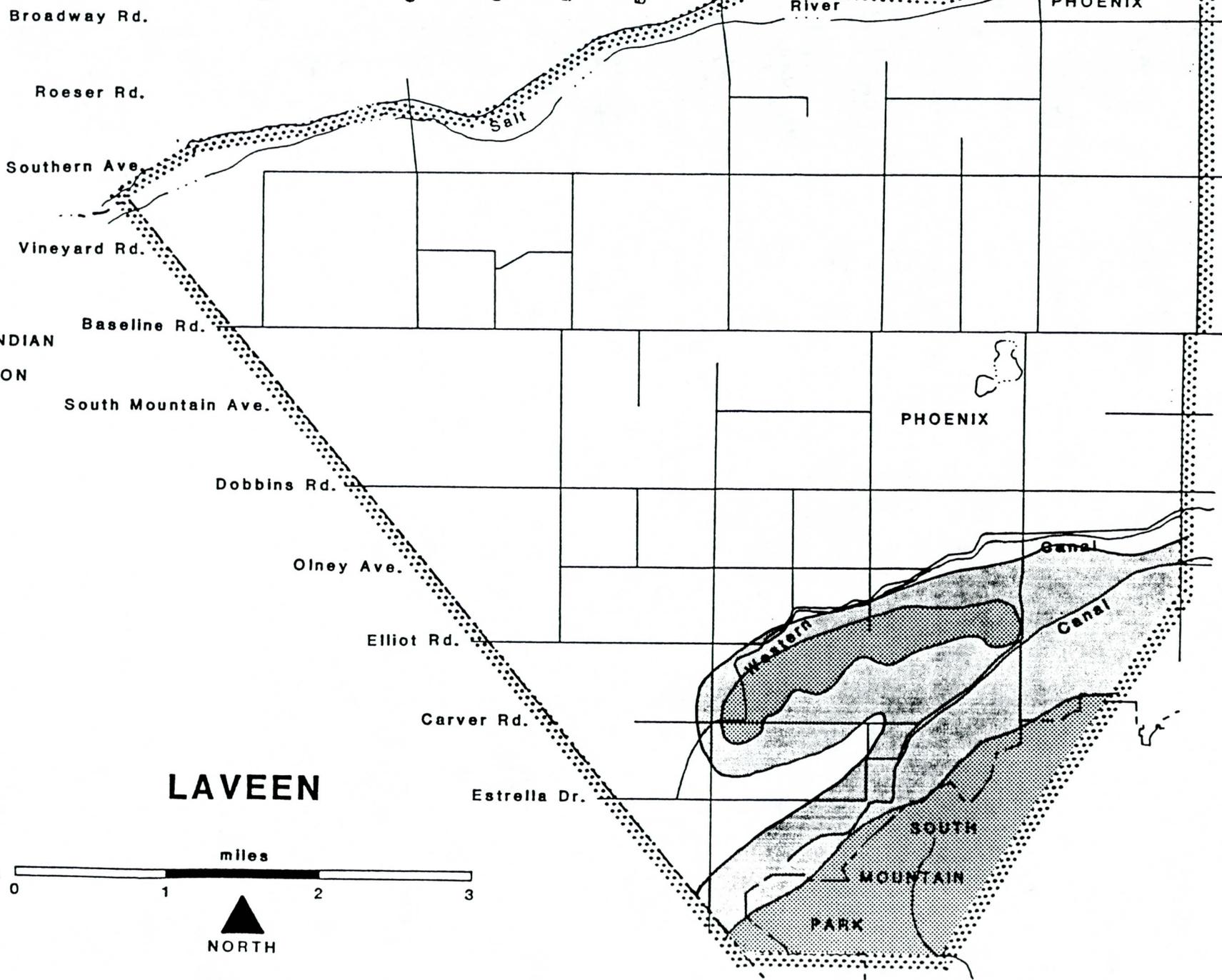
15% and Greater

Laveen  
Slope

---

3

75th Ave. 67th Ave. 63rd Ave. 59th Ave. 56th Ave. 51st Ave. 47th Ave. 43rd Ave. 39th Ave. 36th Ave. 31st Ave. 27th Ave.



GILA RIVER INDIAN RESERVATION

PHOENIX

SOUTH

MOUNTAIN

PARK

# LAVEEN



From many points in the planning area, particularly from the foothills, views of downtown Phoenix appear in the distance.

f) Air and Noise Quality

Air quality is affected in a number of ways as a result of a variety of activities. Sources of air pollutants may be mobile or stationary. One mobile source of air pollution results from motor vehicle use. Such vehicle-generated emissions include carbon monoxide, nitrogen oxides, and hydrocarbons. The pollutant of greatest concern is carbon monoxide because, under certain atmospheric and topographic conditions, concentrations may accumulate which are hazardous to health under prolonged exposure. Stationary sources of air pollution come from roads, agricultural fields, vacant lots and construction sites where wind-borne particulates such as dust and microscopic debris originate. One pollutant which comes from both mobile and stationary sources is ozone.

While carbon monoxide and wind-borne particulates usually come from a known source, ozone originates from atmospheric chemical reactions between nitrogen oxides, hydrocarbons, and ultraviolet light.

For the Laveen Planning Area, trends in concentration levels for three air pollutants were noted. Carbon Monoxide concentrations (PPM) are below those of Central Phoenix levels and appear to be decreasing. Wind-borne particulates (ug/m<sup>3</sup>) are above Central Phoenix levels and appear to be decreasing. Finally, ozone concentrations (PPM) are less than Central Phoenix levels, but appear to be increasing.

The sources and effects of noise are numerous. Noise depending on the decibel level and the length of exposure, can affect health, disturb sleep, affect learning ability and task performance, and decrease property values. In addition, extended loud noise levels cause general community annoyance.

Within the Laveen Planning Area, no widespread long-term noise sources have been noted. However, two local short-term noise sources have been located: 1) Sand and gravel operations, and 2) Auto racing along the Salt River and at 35th Avenue and Broadway Road.

Hydrology:

a) Surface Water

The County Flood Control District has implemented an Area Drainage Master Study (ADMS) program to analyze watersheds for areas experiencing local flooding following rainstorms. The Laveen Planning Area will be analyzed through one study, the Laveen ADMS. Preliminary plans are to be started in April of 1990, while designs should be completed by the end of 1991. As the plans are completed, provisions in the Land use Plan and corresponding development regulations should consider the studies' recommendations.

The central and northern portions of the planning area are relatively flat with slopes between zero and two percent, so some flooding occurs. The southeastern portion of the planning area is hilly and mountainous with some slopes greater than ten to fifteen percent, so periodic flooding occurs in washes.

One-hundred-year floodplains are limited to the area illustrated on Figure-4. This area, along the Salt River, follows the northern planning area boundary and ranges in width from one to two miles.

b) Groundwater

Groundwater levels within the planning area vary in depth, as illustrated on Figure-5. The depth to groundwater along the Salt River is less than 950 feet. Depth to groundwater along the South Mountains exceeds 1,050 feet. Recoverable groundwater ranges in volume from over 60,000 acre feet per square mile in a very small area of the northwestern portion of the planning area, to less than 30,000 acre feet per square mile along the South Mountain Range. The majority of the planning area is in the 30,000 to 60,000 acre feet per square mile range. Figure-6 and Figure-7 show primary and secondary contaminants of groundwater for the Laveen area. Primary contaminants are nitrates above 45 mg/l and metals (Boron). Secondary contaminants are sulfates above 250 mg/l and total dissolved solids above 500 mg/l.

Vegetation and Wildlife:

This section of the Laveen Land Use Plan describes the natural vegetation and wildlife in the Planning Area.

a) Vegetation

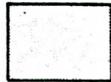
The majority of the Laveen Planning Area is composed of either developed or agricultural land. However, a small area, in the southeast portion in and around the Phoenix Mountain Preserve, is composed of native creosote plant communities.

The creosote community is considered the least scenic of the three Sonoran Desert plant communities. The plant community within this planning area is partially disturbed by home development, horse and motorcycle trails, and roads. Because the creosote community is considered the least scenic of the Sonoran plant communities and because it has already been disturbed by urban development or recreational use, this plant community is viewed unpreferentially in terms of preservation.

b) Wildlife

The majority of the Laveen Planning Area has been developed, so any areas of partially disturbed creosote communities, such as in the southeast portion of the planning area, contain little or no animal species, with the exception of birds and reptiles.

**Category**

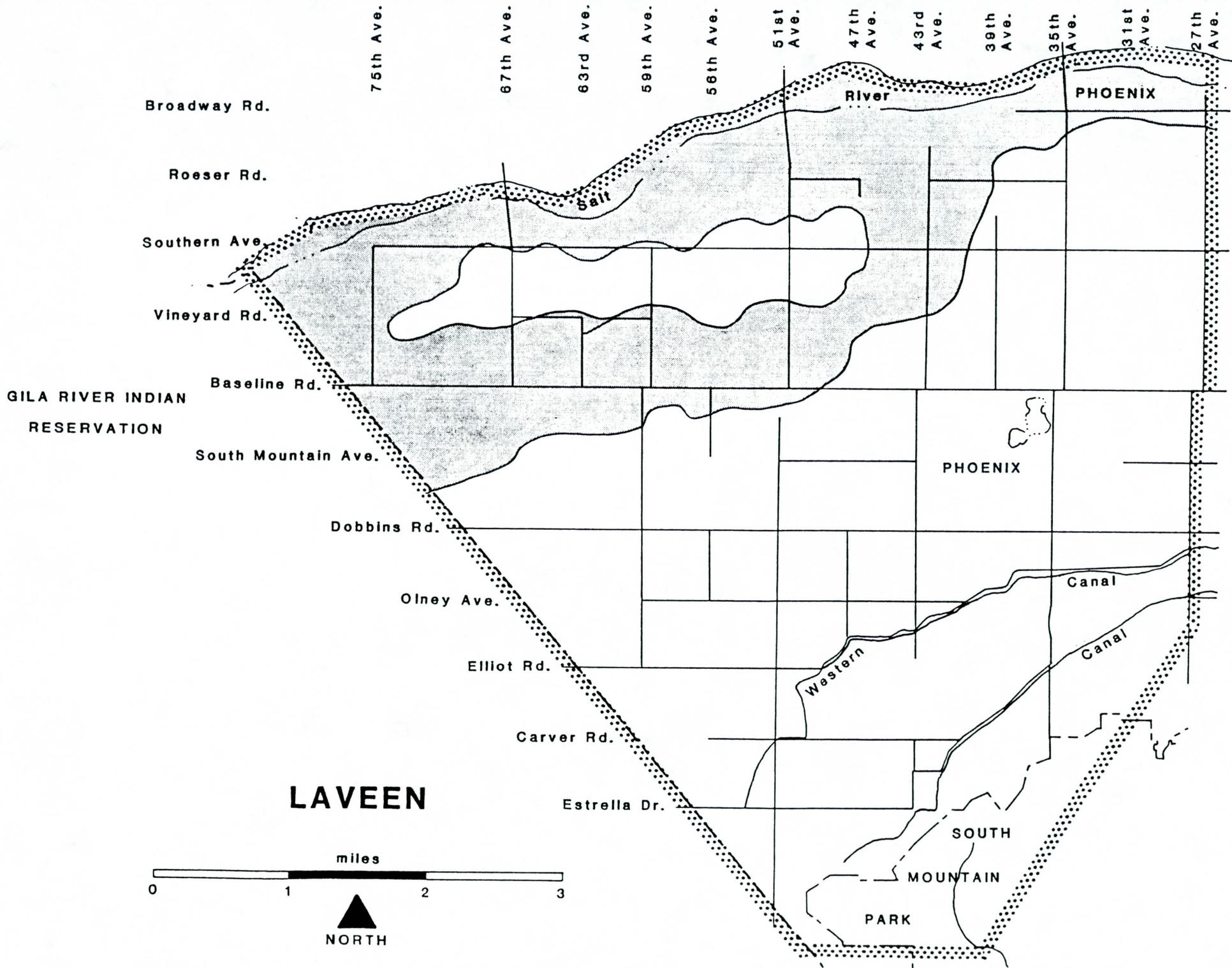


100 Year Floodplain

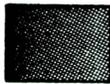
Laveen  
Surface Water

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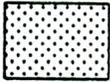
4



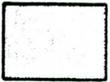
### Recoverable Groundwater



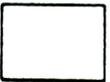
Greater than 60,000 Acre-Feet



30,000 - 60,000 Acre-Feet



Less than 30,000 Acre-Feet



Rocks Containing Only Small Amounts

$\frac{950' - 1000'}{1000' - 1050'}$

Depth to Water

Laveen  
Groundwater

---

5

75th Ave.

67th Ave.

63rd Ave.

59th Ave.

56th Ave.

51st Ave.

47th Ave.

43rd Ave.

39th Ave.

36th Ave.

31st Ave.

27th Ave.

Broadway Rd.

Roeser Rd.

Southern Ave.

Vineyard Rd.

Baseline Rd.

South Mountain Ave.

Dobbins Rd.

Olney Ave.

Elliot Rd.

Carver Rd.

Estrella Dr.

RIVER

PHOENIX

PHOENIX

Canal

Canal

Western

SOUTH

MOUNTAIN

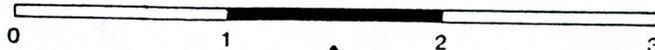
PARK

950' - 1000'  
1000' - 1050'

GILA RIVER INDIAN  
RESERVATION

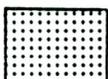
# LAVEEN

miles



NORTH

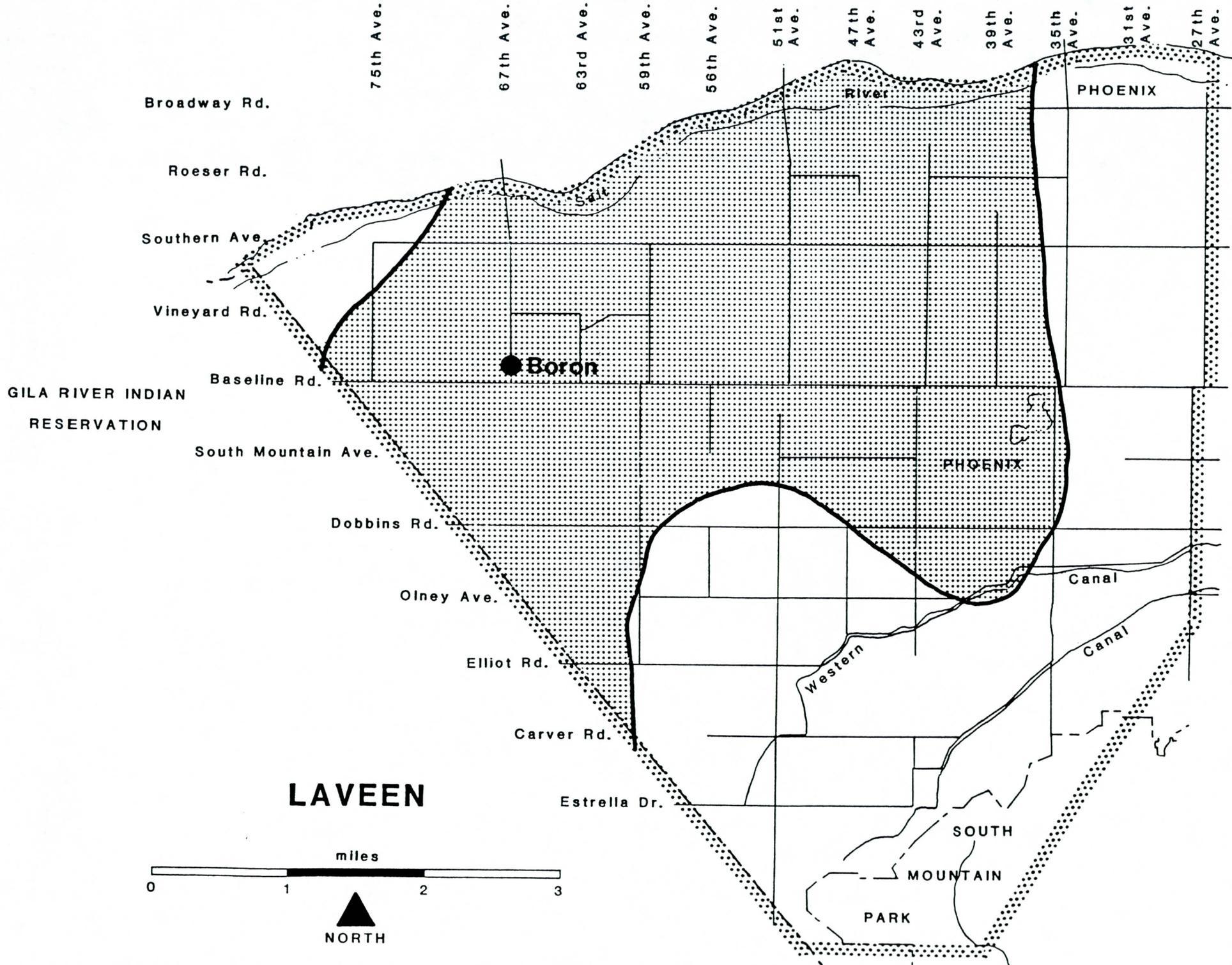
## Categories



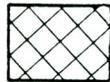
Nitrates  
Greater Than 45mg/l



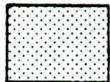
Metals



## Categories



Sulfates  
Greater Than 250mg/l



Total Dissolved Solids  
Greater Than 500mg/l

75th Ave. 67th Ave. 63rd Ave. 59th Ave. 56th Ave. 51st Ave. 47th Ave. 43rd Ave. 39th Ave. 35th Ave. 31st Ave. 27th Ave.

Broadway Rd.

Roeser Rd.

Southern Ave.

Vineyard Rd.

GILA RIVER INDIAN RESERVATION

Baseline Rd.

South Mountain Ave.

Dobbins Rd.

Olney Ave.

Elliot Rd.

Carver Rd.

Estrella Dr.

River

PHOENIX

PHOENIX

Canal

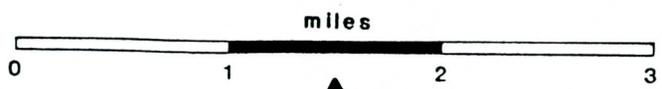
Canal

# LAVEEN

SOUTH

MOUNTAIN

PARK



The entire planning area is considered primary range for the Gambel Quail. Other birds can be found in the creosote communities and agricultural lands, such as Mourning Doves, Inca Doves, and Gila Woodpeckers.

Because of the existing disturbance or destruction of habitats by urban development or recreational use and the limited number of animal species, this planning area is viewed unpreferentially in terms of preservation.

#### Archaeology:

Arizona, and especially Maricopa County, has one of the highest concentrations of archaeological sites in the United States and possibly the world. **Figure-8** summarizes known archaeological site frequency by U.S.G.S. quadrangles within and surrounding the study area. Detailed site locations are on file with the State Historic Preservation Office (SHPO) and may be confidentially examined, on a project basis for the protection of the resource. To date no systematic reconnaissance field survey of the county has been conducted, so we must assume that unreported cultural resources, including historic resources, exist within the study area.

Archaeological resources within the Laveen Planning Area, as identified by the Pueblo Grande Museum, are limited to Hohokam Indian Villages. Three large village sites have been identified and are as follows: 1) Pueblo Primero; 2) Las Cremaciones; and 3) Villa Buena. Additional smaller sites can be expected to radiate from these larger villages.

Prior to development, excavation or grading, in the planning area, archaeological/historical review should be accomplished in order to determine the full archaeological potential so that preservation precautions can be implemented where necessary.

#### Policy Implications:

This section concerning the natural resources summarizes the key issues identified previously which should be addressed in the development of the Laveen Planning Area.

##### a) Physical Characteristics

Approximately 25 percent of the soils in the planning area, are characterized by slow permeability, which can limit the use of septic tanks.

Slopes of greater than 15 percent exist in the South Mountain area, in the southeastern portion of the planning area.

Views of the South Mountains and Estrella Mountains to the southwest exist within the planning area.

b) Hydrology

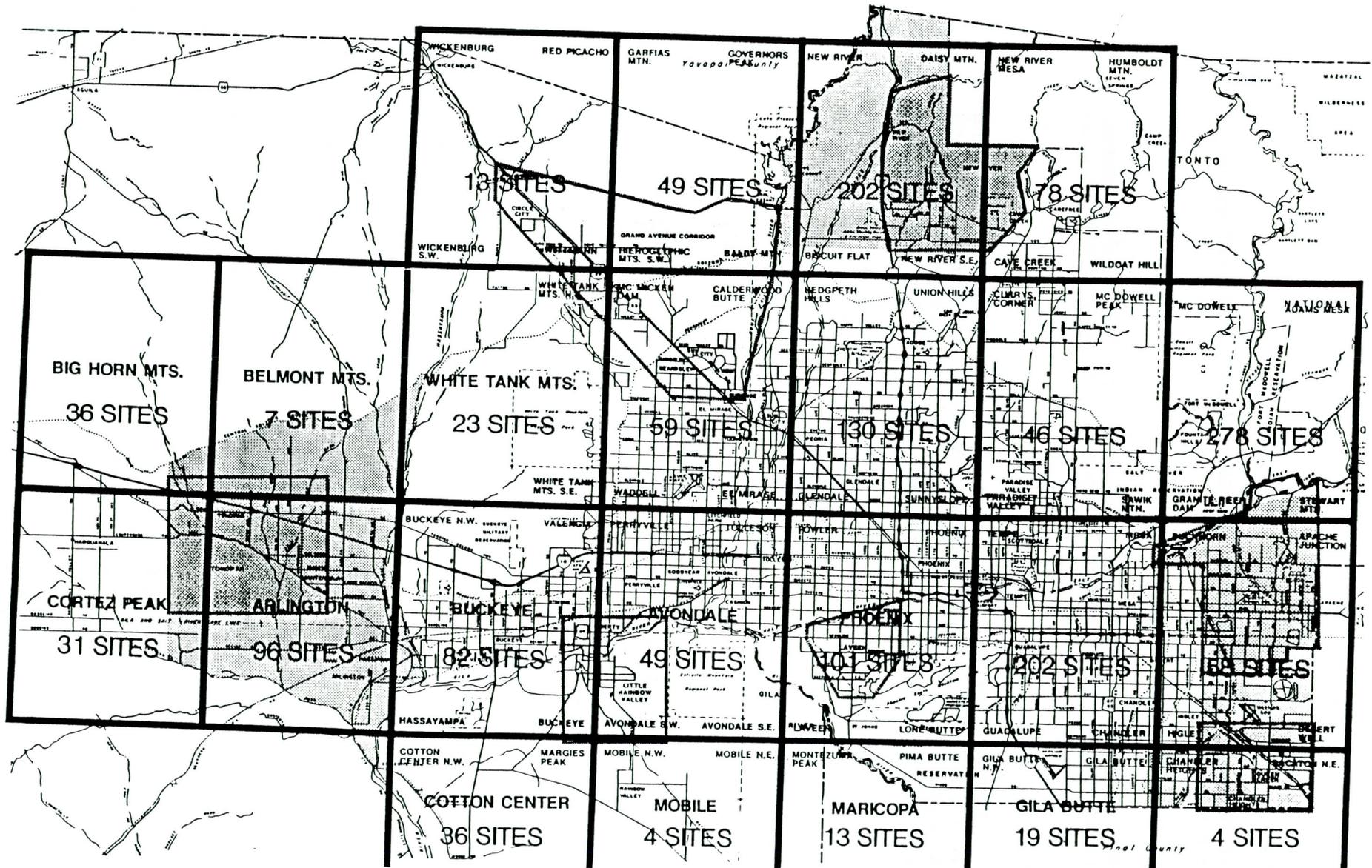
Major drainageways exist, such as the Salt River and several washes in the South Mountain foothills.

c) Vegetation and Wildlife

The area is almost completely disturbed by agriculture and development. Only the fringes around and in South Mountain Park are somewhat undisturbed.

d) Archaeology

Several Archaeological sites have been identified within the planning area as follows; 1) Pueblo Primero, centered on 67th Avenue and Baseline Road; 2) Las Cremaciones, sited at 35th Avenue and Southern Avenue; and 3) Villa Buena, situated near 75th Avenue and Dobbins Road.



Maricopa County  
 Archaeological Site Frequency by U.S.G.S. Quadrangle

## SOCIAL AND ECONOMIC CHARACTERISTICS

In describing the Social and Economic Characteristics of the Laveen Planning Area, the following seven sections are presented:

- Population, Age, Sex and Ethnic Composition
- Population Projection Methodology
- Economic Characteristics
- Area-wide, Economy/Economic Base
- Residential, Commercial and Industrial Demand
- Economic Base Potential
- Policy Implications

The purpose of this section of the Land Use Plan is to document population and economic characteristics, to examine existing economic conditions, and to present a population projection and associated development demands for the planning area.

### Population, Age, Sex, and Ethnic Composition:

This section of the **Laveen Land Use Plan** highlights historic and projected population and household data to the year 2010. Comparative 1980 and 1985 U.S. Census data is also reviewed for age, sex, and ethnic distributions for the planning area and Maricopa County populations.

The approximately 30 square-mile Laveen Planning Area includes only the unincorporated area of Laveen, as well as land within the corporate limits of the City of Phoenix.

In 1985, the planning area had a population of 5,190. By 1990, the planning area population will increase by 21.4 percent to 6,301. As shown in **Table-3**, the Laveen Planning Area's population will increase another 32.8 percent to 8,373 from 1990-1995. Further, the planning area population is projected to increase to 27,708 persons by 2010, an increase of more than 439 percent. In comparison, during the 1985-2010 period, Maricopa County's population is projected to increase by about 120 percent.

A small amount of additional population growth in the Laveen Planning Area is projected for seasonal residents. From a 1985 base of 19 persons in 15 households, seasonal population is projected to reach 494 persons in 390 households in 2010.

By 1985, there were 1,664 planning area households with an average of 3.4 persons per household. Household data for resident population from 1985-2010 is provided in **Tables-4** and **Table-5**.

Also, consistent with the larger household data for the Laveen Planning Area, in comparison with the County, is the younger age of the planning area's population as reflected in **Table-6**. The median age of the planning area's population is 25.2 years, while that of Maricopa County as a whole is 29.7 years.

As illustrated in **Table-7**, the Laveen Planning Area has a much higher concentration of non-white population than does the population in Maricopa County.

**TABLE-3  
Total Resident Population**

Area	Census 1985	Mid-Year 1990	Mid-Year 1995	Mid-Year 2000	Mid-Year 2005	Mid-Year 2010
Laveen	5,190	6,301	8,373	16,491	21,910	27,708
Maricopa County	1,837,954	2,262,022	2,791,312	3,252,262	3,644,809	4,051,838

**TABLE-4  
Total Resident Households**

Area	Census 1985	Mid-Year 1990	Mid-Year 1995	Mid-Year 2000	Mid-Year 2005	Mid-Year 2010
Laveen	1,985	2,082	2,937	5,911	8,188	10,673
Maricopa County	866,186	965,921	1,189,919	1,386,516	1,554,483	1,724,695

**TABLE-5  
Persons Per Resident Household**

Area	Census 1985	Mid-year 1990	Mid-Year 1995	Mid-Year 2000	Mid-Year 2005	Mid-Year 2010
Laveen	3.40	3.21	3.02	2.98	2.83	2.74
Maricopa County	2.62	2.58	2.56	2.55	2.54	2.54

Source: 1985 U.S. Census and Maricopa Association of Governments, Transportation and Planning Office, 12/12/87. All data is for resident population.

### Population Projection Methodology:

Maricopa Association of Governments (MAG) 1987 population projection methodology takes into account factors such as the distribution of current population, available land for residential development, and the location of large employment centers within Municipal Planning Areas (MPA) and Traffic Analysis Zones (TAZ).

In allocating population through the top-down methodology, the process begins with annual updated Maricopa County population projections to the Year 2015, which are prepared by the Arizona Department of Economic Security. These projections serve as control totals for the sub-county population allocations.

Prior to adoption each year, the County projections must be approved by the State Population Technical Advisory Committee, whose representatives include state agencies, state universities, MAG, the Cities of Phoenix and Tucson and numerous Indian tribes.

With adoption of the annual County population projections in five year intervals (1985-1990, etc.) to the year 2015, the new population change calculated for each five year interval is allocated to planning areas of the County. This allocation is accomplished by applying specific planning area growth proportions, developed using the Mountain West Research-Southwest, Inc. methodology, to the population changes. The updated estimates prepared by the MAG Transportation and Planning Office are then subject to several levels of local community review.

Prior to final review, approval and official adoption by the MAG Regional Council, a review is conducted by the MAG Management Committee and the MAG Population Technical Advisory Committee. During this review process adjustments may be made to the projections by any jurisdiction, provided that justification is presented and accepted.

The County and all communities have an opportunity to evaluate the projections made each year, and as a result population change may be closely monitored. If, on first appearance, the initial long-range projections used for planning need adjustment they may be considered at an early date.

### Economic Characteristics:

Tables 8- through -10 illustrate income, education, and labor force characteristics of the planning area population in contrast to those of Maricopa County.

While the Median Household Income in the Laveen Planning Area, shown in Table-8, is higher than the Comparable County Average; it is interesting to note that Table-9 reflects the median years of school completed by the planning area population as somewhat lower than the County average.

**TABLE-6**  
**Population Distribution by Age**  
**and Sex in Percentages**

	Male	Female	Under 5	5-17	18-44	45-65	65+	Median
Laveen	51.5	48.5	12.0	27.0	41.3	15.2	4.5	25.2
Maricopa County	49.6	50.5	7.8	21.3	41.5	17.4	12.0	29.7

**TABLE-7**  
**Ethnic Composition in Percentages**

Area	White	Black	Indian	Other	Spanish Heritage
Laveen	72	2.6	3.4	22.0	31.6
Maricopa County	93.3	3.2	1.4	2.2	13.2

**TABLE-8**  
**Household Income Distribution**  
**in Percentages and Median Income**

Area	Less Than \$7,500	\$7,500 14,999	15,000 24,999	25,000 34,000	35,000 & over	Median Income
Laveen	15.8	26.4	27.1	17.9	12.8	17,887
Maricopa County	17.4	24.1	27.9	16.8	13.8	17,728

Source: 1980 and 1985 U.S. Census. (Note: Percentages will not total 100 percent because Spanish heritage population is distributed among other categories.)

**TABLE-9**  
**School Years Completed in Percentages**  
**by Population 25 Years and Older, and by Median School Years**

Area	<u>Years Completed</u>					Median
	0-8	9-11	12	13-15	16+	
Laveen	10.4	20.1	45.5	16.8	7.2	12.4
Maricopa County	12.8	12.2	34.9	21.8	18.3	12.7

**TABLE-10**  
**Labor Force Characteristics of the Population**

Area	Civilians 16 & Over	Civilian Labor Force	Employed	Unemployed Rate	Civilian Labor Force Partici- pation Rate
Laveen	6,586	4,278	3,900	8.8%	65.0%
Maricopa County	1,128,899	701,242	663,642	5.4%	62.1%

Source: 1980 U.S. Census

**TABLE-11**  
**Total Employment and Retail Employment**

Area	Census 1985	Mid-Year 1990	Mid-Year 1995	Mid-Year 2000	Mid-Year 2005	Mid-Year 2010
TOTAL EMPLOYMENT						
Laveen	595	801	955	1,235	1,595	1,696
Maricopa County	905,815	1,137,150	1,423,467	1,665,857	1,873,664	2,064,683
RETAIL EMPLOYMENT						
Laveen	139	186	223	288	371	395
Maricopa County	164,366	217,091	277,460	319,881	362,966	405,906

Source: Maricopa Association of Governments, Transportation and Planning Office, January, 1987.

As shown in **Table-10**, the Laveen Planning Area population has a higher labor force participation rate than for the County as a whole, and also a higher percentage of unemployed persons.

Area-Wide Economy/Economic Base:

The economic base of this approximate 30 square-mile planning area is characterized by low-density residential development and predominantly agricultural land use. The planning area, although very close to the center of the Phoenix metropolitan area, does not presently have any other significant economic base with the exception of mixed industrial uses and some retail and service employment. This can probably be explained in large measure by the fact that the planning area has poor north/south transportation access, because of the Salt River; and while access to the east is somewhat better along major grid streets, this is only true for the northern half of the planning area. Visual clutter caused by the concentration of auto wrecking and salvage operations in the planning area's northeast quadrant closest to the Phoenix (CBD) also has undoubtedly had an inhibiting influence on investment and economic development in the area.

At present, slightly more than 5,190 residents live in the Laveen Planning Area, and it is estimated that about 595 people are employed within its confines. This employment is provided by approximately 55 businesses, nearly 42 percent of which are retail. Other categories of business activity in the planning area's economic base include: (a) wholesale (auto salvage), sixteen percent; (b) manufacturing, thirteen percent; (c) services, fifteen percent; (d) construction, seven percent; (e) mining, four percent; and (f) agricultural and self-employed, three percent.

Residential, Commercial, and Industrial Demand:

a) Residential Demand

Based on previous household projections for the period 1985-2010, it is estimated that there will be demand for 8,688 additional housing units during this period. Of this number, 8,358 will be year-round residential units, which includes an allowance for a 3.8 percent vacancy rate.

b) Commercial Demand

Employment in the Laveen Planning Area is projected to increase by 1,101 jobs over the period 1985-2010. Nearly 23 percent of this increase is projected in the retail trade sector. Another 25 percent of the 1985-2010 employment increase is forecast for other commercial space users.

Based on the population projections for the Laveen Planning Area, about 281 acres of commercially developed property will be needed in the planning area by the year 2010. At present, there are 17 acres in commercial use in the planning area. However, 65 acres are zoned for this activity.

c) Industrial Demand

At the present time, there are a small number of industrial-type users in the Laveen Planning Area. Some are in manufacturing and mining (sand, gravel, and cement processing), and others in heavy retail/wholesale operations (auto wrecking and salvage operations). However, industrial-space users are expected to account for about 209 acres of industrial land use based on the projected population for this area. At present, there are 312 acres of industrial use in the planning area. There are 510 acres of industrial zoning.

Economic Base Potential:

The character of the Laveen Planning Area will remain agricultural and large lot residential for the next ten years. After the year 2000, the Laveen area will see sudden growth. By the year 2010 over 27,000 people will reside within the Laveen area. The South Mountain Freeway (Southwest Loop) will begin construction around 2005. This freeway will bisect Laveen as well as give the area a boost for development opportunities. Given Laveen's central location and a freeway completion date near 2010, this area will see greater growth and expansion of industry, which will cause Laveen to develop into an urban area.

In the near future, it would appear that development pressure will be moving from the City of Phoenix to the west along Baseline Road. The convergence of these forces in the Laveen Planning Area should establish the conditions for a mixed-use node in the area of Baseline and the Southwest Loop Freeway.

The planning area will also be the recipient of a number of positive growth factors such as: (a) availability of sufficient water; (b) close proximity to the center of the Phoenix urban area; (c) excellent freeway access; (d) especially attractive scenic backdrops provided by the south and Sierra Estrella Mountains; (e) relatively lower land costs; (f) the possibility of relatively less costly energy (SRP service area); (g) reasonably good accessibility to domestic water and sanitary sewer infrastructure; and (h) privately-owned land which has few development impediments south of the Salt River floodplain.

While the list of present, as well as future, positive growth conditions is impressive, major growth pressures will not converge on the planning area until improved access is achieved. This will depend on the Southwest Loop Freeway Project which is scheduled for early in the next century.

Policy Implications:

In this section, social and economic issues are described, and should be addressed as the County formulates the Land Use Plan.

a) Economic Base

The amount and type of economic/employment growth that is to be encouraged by the County should be considered.

b) Residential Demand

Approximately 8,688 new residential dwelling units are projected for the next 20 years. The density of housing development should be examined.

c) Commercial and Industrial Demand

Approximately 216 acres of commercial and 209 acres of industrial demand are projected for the year 2010. Careful planning to help maintain a rural setting for as long as possible should be encouraged.

## LAND USE AND ZONING

In describing land use and zoning in the Laveen Planning Area the following seven sections are presented:

- General Pattern of Land Development
- Zoning
- Public Property Ownership
- Transportation
- Public Facilities and Utilities
- Location of Special Development concerns
- Policy Implications

The purpose of this section of the **Laveen Land Use Plan** is to document existing land uses and zoning regulations, to note public property ownership, and to describe transportation, public facilities and utilities in the planning area.

### General Pattern of Land Development:

**Figure-9**, "Existing Land Use," illustrates the general land use pattern of the Laveen Planning Area. As a review of this map indicates, the majority of the area land is agricultural in nature.

The most intense development, most of which is residential, is located in the City of Phoenix, in the northeast portion of the planning area.

Commercial development occurs along Broadway Road from 27th Avenue to 35th Avenue and consists of auto salvage operations, related businesses, and the Manzanita Raceway. Other scattered commercial uses occur between Southern Avenue and Dobbins Road.

Currently, industrial development exists at several locations in the northeastern portion of the planning area and at the southeast corner of Southern and 75th Avenues.

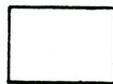
The remainder of the planning area consists of vacant land, with the exception of several large lot residential developments.

### Zoning:

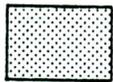
The majority of land in the **Laveen Planning Area** is zoned Rural-43, a rural zoning district allowing one dwelling unit per one (1) acre of site or agricultural activity. Approximately 250 acres, immediately south of Dobbins Road between 27th Avenue and 39th Avenue, is the only land zoned for multi-family use. A number of small sites for commercial use are scattered throughout the planning area at the intersections of arterial streets. Industrially zoned land is scattered throughout the planning area. For the most part, land use in the Laveen Planning Area conforms to the zoning map for Maricopa County.

Maricopa County enforces a zoning ordinance to regulate land development. Established zones are described in part as follows, and are illustrated on **Figure-10**, "Existing Generalized Zoning".

### Categories



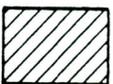
Vacant



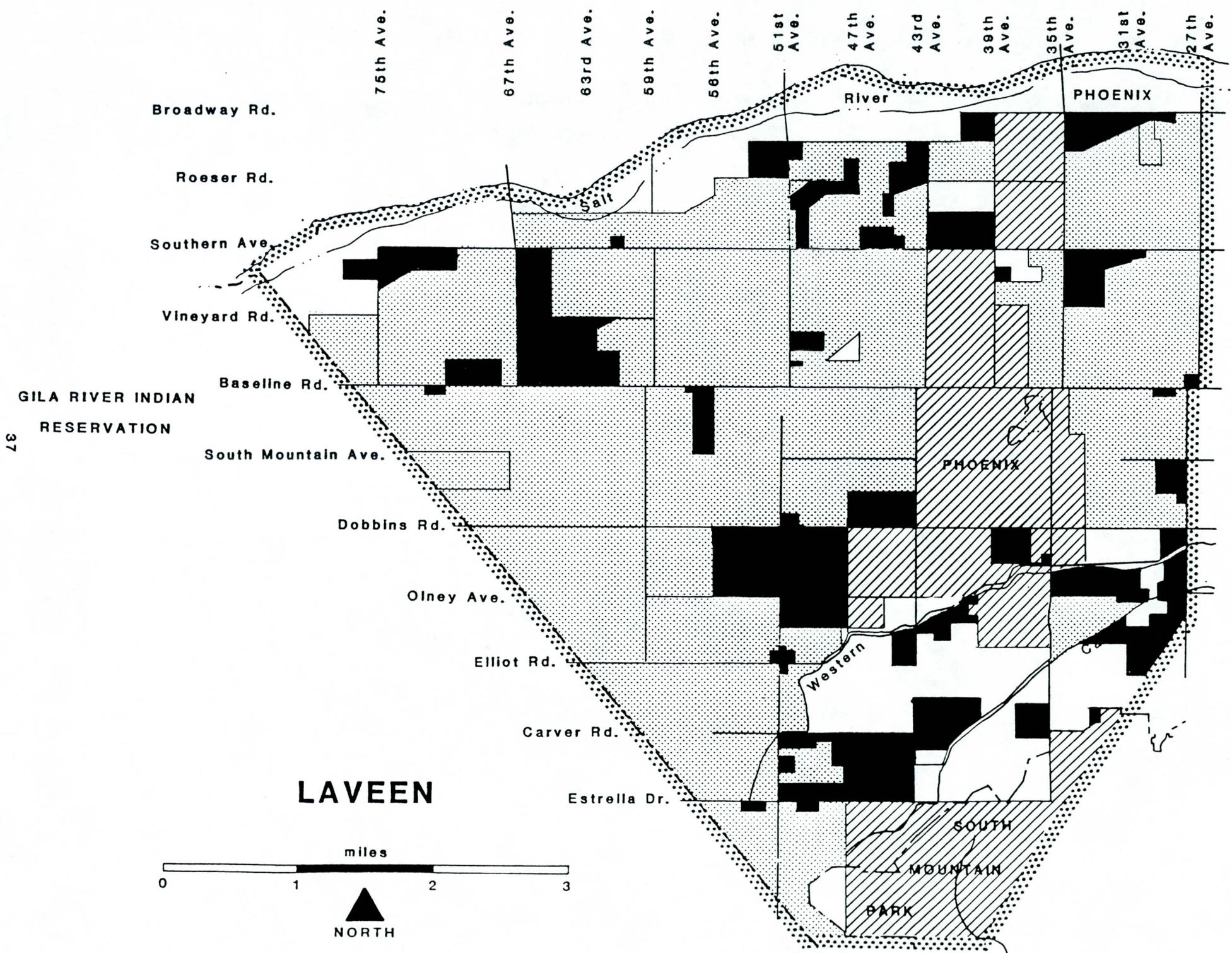
Agriculture



Developed

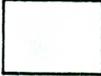
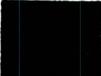


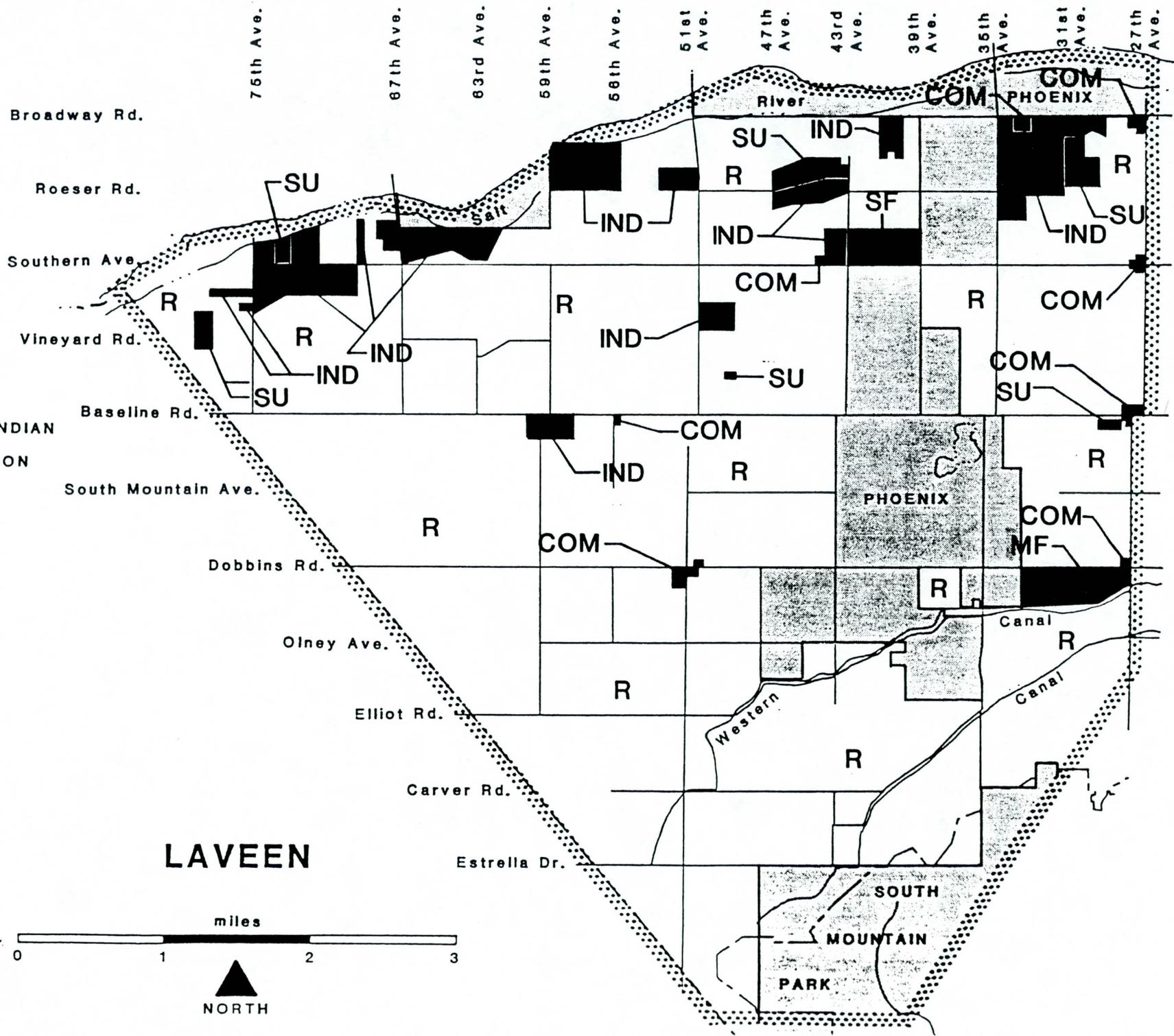
Incorporated



37

## Categories

	R	Rural Residential
	SF	Single Family
	MF	Multi-Family
	COM	Commercial
	IND	Industrial
	SU	Special Use
		Incorporated Areas



# LAVEEN



- 1) Rural Zoning District (Rural-190):  
Permitted Uses: One dwelling unit per 190,000 square feet;  
agricultural activities
- 2) Rural Zoning District (Rural-70):  
Permitted Uses: One dwelling unit per 70,000 square feet of site;  
agricultural activities
- 3) Rural Zoning District (Rural-43):  
Permitted Uses One dwelling unit per one (1) acre of site;  
agricultural activities
- 4) Single Family Residential Zoning District (R1-35):  
Permitted Uses: One dwelling unit per 35,000 square feet of site
- 5) Single Family Residential Zoning District (R1-18):  
Permitted Uses: One dwelling unit per 18,000 square feet of site
- 6) Single Family Residential Zoning District (R1-10):  
Permitted Uses: One dwelling unit per 10,000 square feet of site
- 7) Single Family Residential Zoning District (R1-8):  
Permitted Uses: One dwelling unit per 8,000 square feet of site
- 8) Single Family Residential Zoning District (R1-7):  
Permitted Uses: One dwelling unit per 7,000 square feet of site
- 9) Single Family Residential Zoning District (R1-6):  
Permitted Uses: One dwelling unit per 6,000 square feet of site
- 10) Limited Multi-Family Residential Zoning District (R-2):  
Permitted Uses: One dwelling unit per 4,000 square feet of site;  
multiple-family dwelling and two family dwellings
- 11) Multiple-Family Residential Zoning District (R-3):  
Permitted Uses: One dwelling unit per 3,000 square feet of site;  
multiple-family dwellings

- 12) Multiple-Family Residential Zoning District (R-4):  
 Permitted Uses: One dwelling unit per 2,000 square feet of site;  
 multiple-family dwellings.
- 13) Multiple-Family Residential Zoning District (R-5):  
 Permitted Uses: One dwelling unit per 1,000 square feet of site;  
 multiple-family dwellings.
- 14) Planned Shopping Center Zoning District (C-S):  
 Permitted Uses: Retail and service businesses with a development  
 site plan approved by the Board of Supervisors
- 15) Commercial Office Zoning District (C-O):  
 Permitted Uses: Professional, semi-professional and business  
 office activities
- 16) Neighborhood Commercial Zoning District (C-1):  
 Permitted Uses: Food markets, drugstores and personal service  
 shop activities
- 17) Intermediate Commercial Zoning District (C-2):  
 Permitted Uses: Hotels and motels, travel trailer parks, res-  
 taurants, and some commercial recreation and  
 cultural facilities, such as movies and instruc-  
 tion art and music
- 18) General Commercial Zoning District (C-3):  
 Permitted Uses: Retail and wholesale commerce and commercial  
 entertainment activities
- 19) Planned Industrial Zoning District (Ind-1):  
 Permitted Uses: Business and manufacturing activities with a  
 development site plan approved by the Board of  
 Supervisors
- 20) Light Industrial Zoning District (Ind-2):  
 Permitted Uses: Light industrial activities with a development  
 site plan approved by the Board of Supervisors
- 21) Heavy Industrial Zoning District (Ind-3):  
 Permitted Uses: Heavy industrial activities with a developed site  
 plan approved by the Board of Supervisors

In addition to the zoning districts listed above, Overlay Zoning Districts, Special Uses and Unit Plans of Development are also established to allow development which protects the environment, provides alternative housing types, and promotes age specific residential areas. These include:

a) Hillside Development Standards (HD):

To allow the reasonable use and development of hillside areas while maintaining the character, identity and image of the hillside area. These standards apply to development on slopes of 15 percent and greater.

b) Manufactured House Residential Overlay Zoning District (MHR):

To provide for housing which is similar to conventional on-site-built housing in subdivisions or on individual lots where manufactured housing is appropriate.

c) Senior Citizen Overlay Zoning District (SC):

To provide for planned residential development designed specifically for residency by persons of advanced age.

d) Planned Development Overlay Zoning District (PD):

To establish a basic set of conceptual parameters for the development of land and supporting infrastructure, which is to be carried out and implemented by precise plans at the time of actual development.

e) Special Uses (SU)

To permit a class of uses that are otherwise prohibited by the Ordinance.

f) Unit Plans of Development (UPD)

To provide for large scale development where variations in lot size, dwelling type and open space is warranted due to topographic or other considerations.

Public Land Ownership:

Neither the State of Arizona nor the Bureau of Land Management own any land within the Laveen Planning Area.

Transportation:

The existing and proposed street/highway system is shown on **Figure-11**, "Existing Transportation Facilities". The regular grid of arterial streets at one-mile intervals is the dominant characteristic for most of the planning area. The grid is interrupted on the north by the Salt River and on the south by the Western and Telegraph Pass Canals. A proposed element of the Maricopa Association of Governments (MAG) regional highway system plan is also shown, this being the Southwest Loop (State Route 218). The Southwest Loop is proposed for construction by the year 2005.

Existing average daily traffic (ADT) volumes are also shown on **Figure-11**. If the Southwest Loop is constructed by the year 2005, the traffic volume on 51st Avenue, which parallels the Southwest Loop, should be reduced.

a) Freeways/Expressways

Implementation of the proposed regional highway network will enable greater accessibility in the next century by the Laveen Planning Area to the balance of the Phoenix metropolitan region. The shorter travel times will make the area more attractive for development. Land use planning and zoning regulations must be utilized to ensure that new development and roadways will be compatible, and that traffic service can be provided without impairing the efficiency of the highway system. In particular, new residential areas, which are noise sensitive, should be permitted only at a safe distance from the freeways (as determined by specific studies) or be provided with noise protection (provided by developers) in the form of continuous berms/walls or buffer areas to prevent future incompatibility problems.

Continuous frontage roads parallel to the freeway corridors not only provide traffic service to adjacent developments, but also provide access for shorter trips (i.e., less than three miles) to discourage unnecessary freeway use. Frontage roads also re-establish some of the local street system continuity which is interrupted by an access-controlled roadway.

b) Arterial Streets

The primary function of arterial streets is to provide major traffic service for large areas. Access to adjacent property is a secondary function. The arterials shown on **Figure-11** include:

North-South Arterials

35th Avenue, Dobbins northward  
43rd Avenue, Dobbins to Broadway  
51st Avenue, continuous through planning area  
67th Avenue, Baseline northward

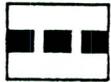
East-West Arterials

Dobbins Road, 51st Avenue eastward  
Baseline Road, continuous through the Planning area  
Southern Avenue, 67th Avenue eastward  
Broadway Road, 35th Avenue eastward

## Categories



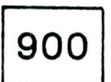
Arterial



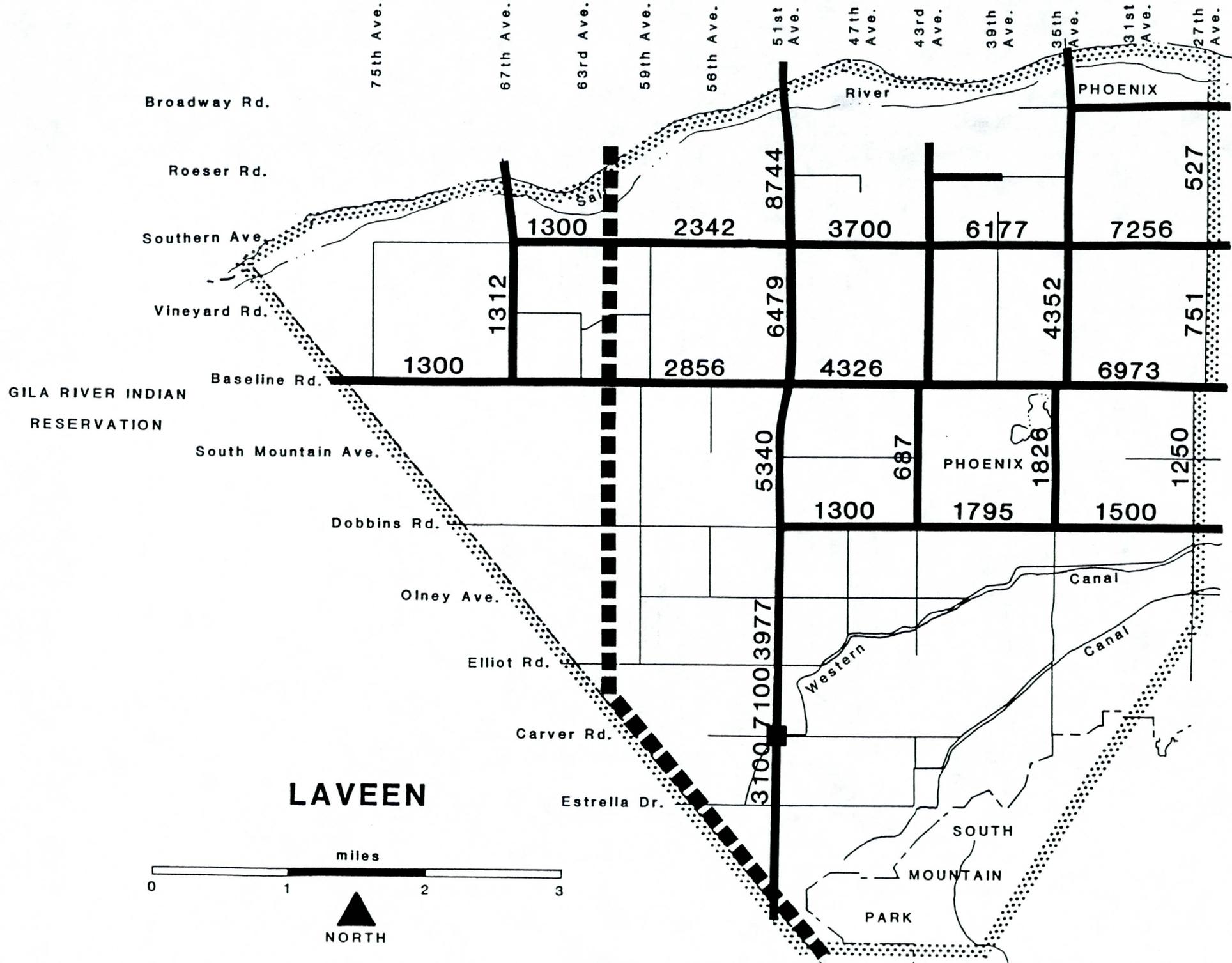
Future Freeway Corridor



Canal Crossing



Average Daily Traffic Count



Although some arterial traffic relief will be provided by the regional freeway system, growth and development will increase existing traffic volumes considerably.

Additional, fully developed arterials will have to be provided with future development. A 110-foot right-of-way is usually secured by Maricopa County by requiring adjacent property owners to dedicate 55 feet of their frontage from the centerline at the time of rezoning. This practice minimizes costly right-of-way purchases and should be continued.

c) Collector Streets

Collector streets provide the connection between local streets (which provide property access) and arterial streets (which provide traffic service). Collectors also provide access from the arterial street system to facilities which serve the community, including shopping areas, schools, and parks. Generally, in urban areas, collectors are on half and/or quarter-mile spacing.

d) Public Transit Service

One Phoenix Transit bus route, Route 61, Southern Crosstown, serves the Laveen Planning Area. Bus service is provided on this route with about one bus per hour from 6:09 a.m. to 6:55 p.m. on weekdays and Saturdays. This route continues east to 48th Street connecting with Routes 24, 0, 7, 16 and 45.

In addition to the Phoenix Transit service, carpool matching assistance is available through Regional Ride-Share, a service of the Maricopa Association of Governments (MAG).

e) Bicycle/Pedestrian Facilities

Existing facilities are limited and discontinuous. Sidewalks should be provided along all urban section streets (with curbs and gutters) and within new developments of urban density. In the rural areas, along heavily traveled arterials, adequate shoulder areas could be provided beyond the travel lanes to safely accommodate bicycles and pedestrians, or disabled vehicles when necessary.

Public Facilities and Utilities:

The Public Facilities and Utilities section provides an overview of the various public and semi-public utilities, public safety facilities and semi-public facilities in the Laveen Planning Area. This section is presented in five sub-sections:

Water Distribution System  
Sanitary Sewer System  
Sheriff's Department  
Fire Department  
Educational Facilities

The purpose of this section, of the **Laveen Land Use Plan**, is to inventory and document present conditions, capacity, and use of community facilities and services. The assessment of the various community facilities and services presented is not intended to be an in-depth evaluation of their operations or programs, but rather an overview of their physical plants in terms of how they currently, and can in the future, support urban development.

a) Water Distribution System

This section of the public facilities and services inventory discusses the present condition, capacity, use and location of the water distribution system within the Laveen Planning Area, along with an analysis of the system's performance, where pertinent.

Domestic Water Supply

Domestic water for the Laveen Planning Area is supplied by the following water companies as illustrated on **Figure-12**, "Existing Public Facilities and Utilities."

Peninsula Water Company  
K.O. Water Company  
The City of Phoenix

Currently, the majority of the area's domestic water supply comes from the groundwater aquifer beneath the Laveen Planning Area and surrounding areas.

The quality of domestic water in the Laveen Planning Area appears to be very high and free of contamination. Tests are run periodically by the water companies, to test the quality of water being extracted from the local wells. In addition to these tests, chemical analysis tests, as required by the State of Arizona, are conducted on a three-year basis.

Agricultural Water Supply

A significant amount of agricultural activity is located within the Laveen Planning Area. Most of the agricultural activity is supported by water from the Salt River Project and is delivered by the canal system, as shown on **Figure-12**.

Future Water Supply Alternatives

As the population grows in the Laveen Planning Area, the majority of the future water supply will come from new wells to supplement groundwater resources. It is possible, particularly if annexation by Phoenix occurs, that in the future, water could be supplemented by Central Arizona Project (CAP) water, through the City of Phoenix.

b) Sanitary Sewer System

This section of the community facilities and services inventory discusses the present condition, capacity, uses and location of the sanitary sewer system in the Laveen Planning Area with an analysis of the system's performance, where pertinent.

### Existing Sanitary System

The Laveen Planning Area is served by a sanitary sewer system and individual septic tanks. The sanitary sewer system, which serves primarily the northeast portion of the planning area, is operated by the City of Phoenix, and is approximately 18 years old. This system is in adequate physical condition. To improve service and to avoid system overload in the future, the existing system should be expanded. Sewer lines run south along 37th Avenue to Dobbins Road and from the east to 27th Avenue. Connected to these major lines, are numerous lateral and local collector lines throughout the nearby area.

The majority of development in the Laveen Planning Area utilizes individual septic tanks. Currently, there are no major contamination problems with septic tank use; however, the entire planning area could be served by the Phoenix sanitary sewer system, provided proper agreements could be established as development occurs.

### Future Sanitary Sewer System

Extension of the existing sanitary sewer system should be planned for future growth. Development at densities greater than one (1) dwelling unit per acre cannot occur without appropriate sewer facilities. Development approval should be coordinated with the City of Phoenix so that provisions can be made to ultimately provide all of the Laveen Planning Area, that is to be developed at urban intensities, with sanitary sewer service. In lieu of the Phoenix service, package treatment plants could be considered for large developments.

#### c) Sheriff's Department

The Maricopa County Sheriff's Department, located at 102 West Madison Street, in downtown Phoenix, serves the unincorporated areas in Maricopa County. The Avondale Substation, located at 900 East Van Buren Street in the City of Avondale, serves the Laveen Planning Area and is equipped with jail facilities. Burglaries are a major problem in the Laveen Planning Area, as with all sparsely populated areas, because of the distances between each household, providing minimum deterrence to criminal activities.

#### d) Fire Department

The Rural Metro Fire Department, a privately owned company, operates from a main facility located at 3200 North Hayden Road, Suite 200, Scottsdale. Rural Metro is currently contracted by Maricopa County to provide fire and ambulance services to many unincorporated areas in the County on a contract basis. Station 37, located at 5102 West Dobbins, Laveen, as illustrated on **Figure-12**, serves the Laveen Planning Area.

Station 37 operates with a staff of two full-time firefighters and 20 reserve firefighters on a 24-hour shift basis. The facility is equipped with one (1) engine, and one (1) tanker. A response time of less than eight minutes is provided by Station 37. The existing facility consists of a building of approximately 2,500 square feet built in 1945, but not utilized as a fire station until 1984. The existing building is adequate for current operations. As the area grows, it will be prudent to study the possibility of expanding and/or relocating the existing fire station, as well as building additional stations. Additionally, a response time of less than five (5) minutes would be ideal.

e) Education Facilities

The Laveen Elementary School and Cash Elementary School, as illustrated on **Figure-12**, "Existing Public Facilities and Utilities," have enrollments of 1,005 students and 720 students respectively.

Twenty-four classrooms were built in 1987 at Laveen Elementary School, with additional plans for the remodeling of two existing buildings as funding becomes available. The school also has four portable classrooms available to accommodate expansion in the near future.

High school facilities for students within the Laveen Planning Area are provided at Carl Hayden High School, part of the Phoenix Union High School System. Laveen Elementary School sends approximately 111 students and Cash Elementary School sends about 51 students to Carl Hayden High School.

Location of Special Development Concerns:

Three areas within the Laveen Planning Area will receive special attention as the Land Use Plan is developed. These areas and the issues concerning each location are described as follows:

Parts of the northeast portion of the planning area have been annexed by the City of Phoenix which will influence future development;

The southeast portion of the planning area could experience development pressure as the demand for housing near natural areas, such as South Mountain Park increases;

Land along 59th Avenue could experience development pressure as the Southwest Loop (SR 217) is constructed. This could also cause development to progress in the entire area.

The consolidation of private parcels of land into large land holdings or the transfer of large holdings of public land (State/Federal) into private ownership, will have serious impacts on land use plans and areas without land use plans. When such a holding is the subject of a Development Master Plan (DMP), population, housing, and land use projections and distribution for the area will change dramatically. The developer of such an area is going to have to demonstrate and verify how the DMP's projections will be attained and how they will impact the

## Categories



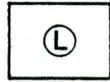
School



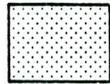
Fire Station



Post Office



Landfill



Park/Recreational Area

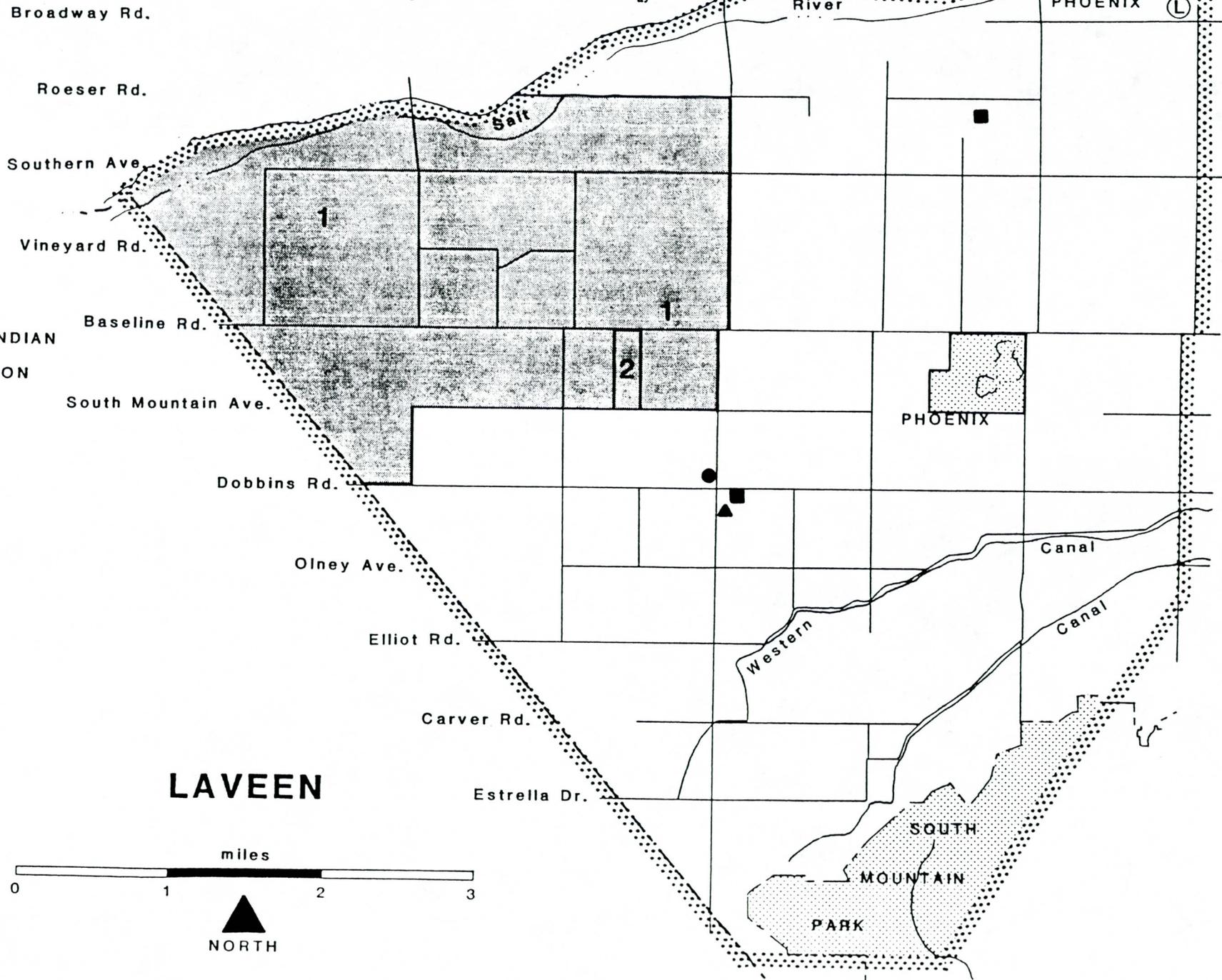


Water Company Service Area

### Water Companies

- 1 Peninsula Water Company
- 2 K-O Water Company

75th Ave. 67th Ave. 63rd Ave. 59th Ave. 56th Ave. 51st Ave. 47th Ave. 43rd Ave. 39th Ave. 35th Ave. 31st Ave. 27th Ave.



GILA RIVER INDIAN RESERVATION

**LAVEEN**



SOUTH MOUNTAIN PARK

land use plan and the plans projections set forth in the area plan. This type of holding is normally rural in nature while a DMP is going to be urban in scale and use. To urbanize an area, a DMP will be required to establish urban level services, i.e. water, sewer, fire and police protection, and if large enough, government. Water supply is the most restricting factor for a DMP. If an adequate water supply cannot be obtained, an urban project cannot be realized. Any owner/developer wishing to urbanize a rural area will have to address the aforementioned constraints before any large scale planning or development can occur.

Policy Implications:

This section describes the key land use and zoning issues that should be addressed by the County when reviewing development projects in Laveen.

a) General Pattern of Land Development

Possible future annexation of the northeast portion of the planning area by the City of Phoenix could influence development.

Demand for housing units near open space areas, such as South Mountain, could increase.

b) Zoning

Maricopa county will enforce its zoning codes to regulate development and maintain a rural environment.

c) Public Land Ownership

No State or Bureau of Land Management lands are located within the planning area.

d) Transportation

As the Southwest Loop (SR217) is constructed, increased development along 59th Avenue could occur.

e) Public Utilities

Should the County plan for public facilities (fire, law enforcement, and schools) in certain areas with high development pressures, and direct growth in those areas?

## LAVEEN RESIDENT ISSUE IDENTIFICATION

The Issue Identification element of the **Laveen Land Use Plan** summarizes the major land development issues raised by the residents of Laveen.

### **LAVEEN ISSUE IDENTIFICATION WORKSHOP**

On February 4, 1986, a Laveen Community Issue Identification workshop was held at Laveen Elementary School. Residents, business people, property owners, Maricopa County Planning and Zoning Commission members and the Maricopa County Board of Supervisors were invited to attend the workshop through the issuance of a workshop newsletter and coverage in the Phoenix Gazette and Arizona Republic newspapers prior to the workshop.

Approximately 45 people attended the workshop. Participants at the workshop identified specific issues and expressed general ideas which they felt should be pursued to resolve the issues. Fifty-eight total issues were identified in the areas of environment, land use, transportation, and public utilities. These issues were prioritized by the residents in terms of relative importance. Each issue was rated as low, medium or high. Thirty-six of the issues were rated as high in importance. These issues are shown in **Table-12**, "Laveen Resident Issue Identification".

### **SUMMARY OF RESIDENT ISSUES**

As the Planning Team prepared the Inventory and Analysis document for the **Laveen Land Use Plan**, it noted and commented upon specific issues that surfaced as a result of the extensive inventory and documentation that was conducted. The issues correspond very closely to many issues identified at the Community Issue Identification Workshop. These issues include:

#### Environment

The residents of Laveen perceived preservation of the natural environment, along with enforcing litter laws and eliminating billboards, as key issues to be addressed while preparing the Land Use Plan.

#### Land Use

The residents of Laveen perceived that maintaining the existing rural life-style, limiting residential development to one unit/acre density, maximum, no industrial, limited commercial development, no mobile homes/recreational vehicles, and no multi-family or high rise buildings as key issues. Many other key issues were perceived which are listed in **Table-12**. These major key issues need to be addressed while preparing the Land Use Plan.

#### Transportation

Residents of Laveen perceive bridges over washes and the upgrading of existing roads, as major issues which need to be addressed while preparing the Land Use Plan.

**TABLE-12**  
**Laveen Resident Issue Identification**

**ISSUES**

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**Environment**

Implement Flood Control/ADMS Study  
Preserve Mountain Parks  
Protect Water Quality  
Protect Air Quality

**Land Use**

Encourage Low Intensity Development Along Freeway  
No Annexation by Phoenix  
Enforcement of Hillside Ordinance  
Frequency of Shopping Centers (size, location)  
Establish Core Area Development (services, shopping)  
Maintain balance between Industrial and Residential Development  
Promote Low Density: 1.5 DU./acre, maximum  
Encourage Planned Unit Development  
Implement Design Review Board  
Promote Quality Development (housing)  
No Mobile Homes  
Limit Building Heights to 25 feet  
Use Canals for Open Space

**Transportation**

In Favor of Southwest Loop  
Construct Southwest Loop at 75th Avenue  
Construct Bridge at 75th Avenue/River  
Construct Bridge at 67th Avenue/River  
Extend Scenic Drive  
Design Roadways with Landscaping Design

**Public Utilities**

Need Sheriff's Substation  
Improve Emergency Services  
Completion of Alvord Park  
Implement a Park and Equestrian Trails System  
Extension of Rio Salado  
Preservation of Irrigation System (west of South Loop)  
Need High School  
Require Land Dedication for Schools  
Identify Transmission Line Corridor(s)  
No Prison Facilities  
No Landfill(s) Located in Planning Area

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Public Utilities

The residents of Laveen perceived the need to improve the existing public utilities and consider water availability before development occurs.

## GOALS AND POLICIES

The formulation of a realistic and implementable Land Use Plan for the Laveen Planning Area is predicated upon the definition of a set of comprehensive goals and policies. The Land Use Goals and Policies are presented in three subject areas:

Natural Resources  
Socio-Economic Development  
Land Use

The following are generalized definitions which should be referred to as a guide when reading this chapter of the Laveen Land Use Plan.

**GOAL:** A desired end which, if pursued over the long-term, will ultimately result in the attainment of a desired living environment.

**POLICY:** A means to attain the established goals. Policies prescribe or represent a course of action.

The goals and policies are intended to set the stage for public and private actions geared to guide orderly and planned growth within the Laveen Planning Area and its fringe; promote high quality residential, commercial, and industrial development; and continue to improve and expand transportation and public facilities for the planning area through the Year 2010.

### **NATURAL RESOURCES**

#### **A. Physical Characteristics**

**GOAL:** Permit developments which are compatible with natural environmental features and which do not lead to its destruction.

**Policy A-1:** Encourage compatible land use relationships with sources of excessive noise.

**Policy A-2:** Encourage land uses and development designs that are compatible with environmentally sensitive areas such as floodplains, hillsides, wildlife habitat, scenic areas, and unstable geologic and soil conditions.

**Policy A-3:** Encourage the submittal of land development applications which permit review on lands with slopes approaching 15 percent, in order to minimize adverse impacts of hillside developments.

**B. Hydrology**

**GOAL:** Protect and preserve existing water resources and minimize flood hazards.

**Policy B-1:** Acknowledging that it is in the public interest to minimize the potential for loss of life and destruction of property resulting from the action of flood waters, encourage cooperation with the Flood Control District to minimize land development conflicts, and achieve compatibility with the development and implementation of Area Drainage Master Studies, and other relevant investigations, in the discretionary review of applications for land development.

**Policy B-2:** Recognizing the correlation between land subsidence and groundwater overdraft, encourage the location of land uses which rely on direct extraction of groundwater, to where subsidence is neither an existing condition, nor is projected to occur in the future.

**Policy B-3:** Support the regulation of land uses which are consistent with water conservation efforts mandated in the Arizona 1980 Groundwater Management Act or successor legislation.

**Policy B-4:** Encourage developments which maximize recharges of groundwater supplies and utilize treated wastewater for water amenities and irrigation.

**Policy B-5:** Encourage the use of drought tolerant and low water use landscape materials in the discretionary review of applications for land development.

**Policy B-6:** Support Flood Control District policies and regulations on development within the 100-year floodplains of rivers, along drainage washes, and irrigation canals, for the purpose of minimizing the hazards resulting from the action of flood waters.

**C. Vegetation and Wildlife**

**GOAL:** Preserve existing habitat areas of threatened or endangered wildlife species.

**Policy C-1:** Encourage the protection of threatened and endangered wildlife species in the review of applications for land development.

Policy C-2: Encourage the use of replacement vegetation that is primarily indigenous to the Palo Verde-Saguaro Community for land developments which disturb that community on the discretionary review of applications for land developments and prior to the issuance of building or grading permits.

**D. Archaeology**

**GOAL:** Protect the County's historical and archaeological resources.

Policy D-1: To insure the protection of significant historical and cultural resources in the review of applications for land development and prior to development, excavation, or grading, require the submittal of a letter by the applicant from the Arizona Historical Preservation Officer stating that the proposed land development will have no effect on historical and cultural resources.

**SOCIO-ECONOMIC DEVELOPMENT**

**A. Commercial/Industrial Development**

**GOAL:** Recognizing that there is an increasing labor force, and expanding infrastructure in urbanizing areas, utilize those areas as the primary provider of major commercial activity centers and job employment centers.

**GOAL:** In suburban developments (development densities greater than one dwelling unit per acre) create a land use environment that generates a diversified economic base which fosters varied employment opportunities, and encourages business formation and expansion.

Policy A-1: Commercial land development is only to be encouraged when its demand can be justified and with the provision that construction will be completed on the proposed facilities within a specified time period.

Policy A-2: Acknowledging that there is a significant quantity of industrially zoned property within the County, encourage industrial land development on that property, prior to rezoning of additional property for industrial use.

Policy A-3: Encourage commercial development in areas currently zoned for such activity, and in areas that are a portion of a large scale or planned development, provided that proposed acreage may be supported by on-site population.

- Policy A-4: Require existing industrial and commercial operations with salvage or storage yard activities to be screened from public view in conjunction with any modification requiring building permit issuance.
- Policy A-5: Require proposed industrial and commercial operations with salvage or storage yard activities to be screened from public view.
- Policy A-6: Recognizing safety and aesthetic problems associated with "strip commercial development", discourage that form of rezoning and development.

#### LAND USE

##### A. Land Use

- GOAL:** Create orderly, efficient, and functional development patterns.
- GOAL:** Create high quality residential, commercial, and industrial land developments that are compatible with adjacent land uses.
- Policy A-1: Residential developments with densities exceeding single family (greater than 8 dwelling units per acre) will only be permitted as a part of a planned community with a mixture of housing types and intensities.
- Policy A-2: Encourage the use of "planned developments" for suburban development projects which incorporate quality and cluster development.
- Policy A-3: Encourage the location of rural density residential development (less than one dwelling unit per acre) in areas where infrastructure to support higher density housing is lacking, and where natural environmental conditions suggest low intensity development.
- Policy A-4: Residential development at suburban or greater intensities are to be directed toward urbanizing portions of the County.
- Policy A-5: Encourage land developers to cooperate with residents, and homeowner's associations during any development review process for construction near the property holdings of those residents and homeowner's associations.

- Policy A-6: In addition to normal site plan review development proposals along major streets and adjacent to existing and approved land uses will be reviewed to determine compatibility with those uses.
- Policy A-7: Discourage the location of commercial or industrial developments in locations specified for development with rural density land uses.
- Policy A-8: In the review of large scale development applications where the application will greatly effect current population, housing and land use projections and distribution, the impacts of the application must be thoroughly considered and the effects on the current plan noted.

## B. Transportation

- GOAL:** Establish a circulation system that provides for the safe, convenient and efficient movement of goods and people throughout Maricopa County.
- Policy B-1: Acknowledging that improvements to the regional transportation system will benefit County residents by improving access and travel to and throughout the metropolitan region, support the Arizona Department of Transportation's efforts to improve existing regional transportation links and their planning and construction of new regional freeways and expressways.
- Policy B-2: Encourage the planning and construction of frontage roads adjacent to regional transportation links where needed to provide for safe, convenient and efficient movement of local traffic.
- Policy B-3: Support the continued maintenance of roadways and the paving of new and existing local roads consistent with adopted engineering and design standards.
- Policy B-4: Encourage the extension of local roadways only when needed to provide for the safe, convenient, and efficient movement of local traffic.
- Policy B-5: Support the County Highway Department's efforts to provide for all-weather travel over washes on County roads.
- Policy B-6: Encourage the location of drought tolerant landscaping along new and existing major roadways, thereby enhancing the visual character of public transportation routes.

Policy B-7: Support County Highway Department efforts to obtain land dedications for roadways during rezoning and subdivision processes.

Policy B-8: The County will require the development of an arterial street system based upon the existing section line grid pattern unless, as part of approved developments, alternative arterial patterns are deemed superior or more appropriate.

C. Public Facilities and Utilities

**GOAL:** Require the provision of functional, efficient and cost effective systems of utilities, facilities and services to serve County population and employment centers.

Policy C-1: Continue to establish and maintain a system of park and recreational facilities to serve the residents of the County.

Policy C-2: Encourage the inclusion of private open space and recreational opportunities to meet the needs of occupants in large and/or high density residential developments.

Policy C-3: Support public agency coordination to provide a balanced system of recreational opportunities in the County.

Policy C-4: Where possible and appropriate, in the design and construction of new development, preserve natural drainageways as linear open space corridors leading to various water canals and the Central Arizona Project.

Policy C-5: Acknowledging that various water canals and the Central Arizona Project offer a corridor of conflict-free circulation; encourage their utilization as multiple use trails for recreational purposes.

Policy C-6: Recognizing that off-site signage along roadways can adversely impact aesthetic and property values, encourage signage to be located on the site for which it pertains.

Policy C-7: Residential developments that exceed one dwelling unit per acre will require the provision of community water and sanitary sewer systems.

## NATURAL RESOURCES

### A. Physical Characteristics

Policy A-1: Encourage the preservation of the scenic quality of the South and Estrella Mountains and develop other preservation programs and strategies as deemed appropriate.

Policy A-2: Encourage land uses and development designs that are compatible with soil conditions which have severe development constraints such as within the Carrizo-Brios Soil Association, in the north portion of the Planning Area, and the Cherioni-Rock Outcrop area in the south portion of the Planning Area.

### B. Hydrology

Policy B-1: Support Flood Control District policies and regulations on development within the 100-year floodplain of the Salt River, along Laveen's drainage washes and along the irrigation canals for the purpose of minimizing the hazards due to flood waters.

Policy B-2: Encourage cooperation with the Flood Control District to minimize land development conflicts relative to the development and implementation of the Maricopa County Laveen Area Drainage Master Study.

**SOCIO-ECONOMIC DEVELOPMENT**

**A. Commercial and Industrial Development**

Policy A-1: Encourage industrial developments in existing industrially zoned property in the Laveen Planning Area prior to rezoning of additional property for industrial use.

**LAND USE**

**A. Land Use**

Policy A-1: Residential developments will be encouraged at urban intensities in the northeastern portion of the Laveen Planning Area due to the availability of infrastructure (City of Phoenix water and sewer service).

Policy A-2: Residential development will be discouraged at greater than suburban intensities along the proposed Southwest Loop Freeway, except at interchanges of the Southwest Loop Freeway where a limit of urban intensities are appropriate.

Policy A-3: Residential developments will be discouraged at urban intensities throughout the planning area except in the northeastern portion of the planning area, interchanges of the Southwest Loop Freeway, and developing town sites.

Policy A-4: Discourage the development of recreational vehicle or mobile home developments at suburban or greater intensities throughout the Laveen Planning Area.

Policy A-5: Developers will be encouraged to cooperate with residents and homeowners associations during any development review process for construction near the property holdings of those residents and homeowners associations.

Policy A-6: Residential structures over two stories in height may be discouraged in order to maintain a rural character in the Laveen Planning Area.

**B. Transportation**

Policy B-1: Support Arizona Department of Transportation efforts to plan and construct the South Mountain Loop Freeway.

Policy B-2: Support the County Highway Department's planning and construction of bridges over the Salt River at such time that traffic generation warrants their construction.

## SOCIO-ECONOMIC DEVELOPMENT

### A. Commercial and Industrial Development

Policy A-1: Encourage industrial land development on existing industrially zoned property in the Laveen Planning Area prior to rezoning of additional property for industrial use.

## LAND USE

### A. Land Use

Policy A-1: Residential developments will be encouraged at urban intensities in the northeastern portion of the Laveen Planning Area due to the availability of infrastructure (City of Phoenix water and sewer service).

Policy A-2: Residential development will be discouraged at greater than suburban intensities along the proposed Southwest Loop Freeway, except at interchanges of the Southwest Loop Freeway where a limit of urban intensities are appropriate.

Policy A-3: Residential developments will be discouraged at urban intensities throughout the planning area except in the northeastern portion of the planning area, interchanges of the Southwest Loop Freeway, and developing town sites.

Policy A-4: Discourage the development of recreational vehicle or mobile home developments at suburban or greater intensities throughout the Laveen Planning Area.

Policy A-5: Developers will be encouraged to cooperate with residents and homeowners associations during any development review process for construction near the property holdings of those residents and homeowners associations.

Policy A-6: Residential structures over two stories in height may be discouraged in order to maintain a rural character in the Laveen Planning Area.

### B. Transportation

Policy B-1: Support Arizona Department of Transportation efforts to plan and construct the South Mountain Loop Freeway.

Policy B-2: Support the County Highway Department's planning and construction of bridges over the Salt River at such time that traffic generation warrants their construction.

## LAND USE PLAN

Consistency in zoning for specific areas or parcels of land within the Laveen Planning Area must be evaluated in terms of overall furtherance of plan goals and policies. The following guidelines have been formulated to help insure that the intent and integrity of the Land Use Plan is retained over the life of its use. The land use guidelines are presented in the following categories:

- A. Development Master Plans
- B. Residential Land Use Guidelines
- C. Commercial Land Use Guidelines
- D. Employment Center Land Use Guidelines
- E. Buffering and Transitional Land use Guidelines
- F. Environmental Conservation
- G. Transportation
- H. Facilities & Services
- I. Amendments to the Land Use Plan

### **Development Master Plans**

The use of Development Master Plans (DMPs) should be promoted by the County, as a means of implementing the generalized land use identified on the "Generalized Land Use Plan" Map. The use of DMPs is intended to allow flexibility in the master planning of large tracts of land located outside of municipal boundaries. Master Plans may be initiated by property owners and should have the following features:

Mixed-Use development

A separation of vehicular and pedestrian traffic which promote open space networks

Dispersal of through traffic when practical and desirable

A high level of integrated development design

A mix of intensities which are transitional with spatial, structural, and visual buffers.

### **Residential Land Use Guidelines**

The following guidelines shall aid in governing the development of land designated as residential in the Land Use Plan.

#### **Allowable Residential Densities**

Rural Residential/Low Density du/acre	0 - 0.2
Rural Residential/High Density du/acre	0 - 1.0
Suburban Residential du/acre	0 - 2.0
Urban Residential/Very Low Density du/acre	0 - 4.0
Urban Residential/Low Density du/acre	0 - 6.0

Urban Residential/Medium Density du/acre	0 -12.0
Urban Residential/High Density du/acre	0 -25.0

Note: Residential densities within any given development project will be calculated based upon the Gross Acreage of the project.

Commercial uses are allowed by most of the residential categories. In an effort to create quality neighborhoods in the Laveen Planning Area retail and service commercial uses will be permitted as part of the planned development pattern. However, any commercial development must be sited and designed such that the activities present will not detrimentally affect adjacent residential neighborhoods. To this end, the following guidelines will influence the siting of commercial uses.

- Commercial uses will be located at the intersections of arterial streets. It is the County's intent not to permit the proliferation of commercial development at every arterial intersection, therefore, only major intersections will be considered for commercial development.
- Professional offices, retail and service commercial uses may be permitted in neighborhood commercial centers, but only at a development scale compatible with adjacent residential development.

#### **Commercial Land Use Guidelines**

The following guidelines shall aid in governing all land use planning pertaining to the development of land designated as Commercial.

Commercial activities in designated areas include appropriate service, retail and professional office uses.

All commercial development should be landscaped utilizing consistent landscaping themes that will tie adjacent projects together. Landscaped easements along public rights-of-way using shrubs, trees and/or earth berming will be provided and installed at the time of street construction. Signage should be controlled in terms of placement and maximum size.

#### **Employment Center Land Use Guidelines**

The following guidelines shall aid in governing all land use planning pertaining to the development of land designated as employment centers on the Land Use Plan.

Proposed uses must be appropriate for the type of employment center in which they are located.

Heavy industrial uses and warehousing activities should be located away from arterial streets, allowing garden-type light industrial and business park uses to buffer the general view of heavy industrial activities. Industrial development may also be required to landscape and/or to screen unattractive uses from public view.

## **Buffering and Transitional Land Use Guidelines**

When any two different land use types are shown on the Land Use Plan or are approved as part of a Development Master Plan, buffering or a transitional land use between the two uses may be necessary. Buffering may consist of the placement of open space between two incompatible uses and will be required of the more intensive use where a less intensive use already exists, or where the Land Use Plan shows that a less intensive use is intended adjacent to the more intensive use. The use of transitional land uses consists of placing uses of intermediate intensity between to incompatible uses.

Situations necessitating transitional land uses may include:

- Low density, single family development adjacent to multi-family development.
- Single family development adjacent to commercial.

In cases where buffering is proposed, the following examples may be considered:

- Areas consisting of landscaped open space
- Arterial and collector streets with landscaping
- Major transmission line easements, if landscaped
- Block walls, landscaping, earth berms
- Combinations of the above

## **Environmental Conservation**

There are four general conditions within Maricopa County which deserve consideration of the application of environmental protection measures. These include floodplains and drainageways, mountainsides where slopes exceed 15 percent, areas within the Palo Verde-Saguaro Community and areas impacted by airport operations. Floodplains and drainage ways require protection or restrictive development standards to minimize destruction of property during periods of flooding. Areas of steep slopes (greater than 15 percent) should be subjected to minimal development due to the potentially destructive nature of cut and fill operations that are often necessary for providing property access and building pads.

Major drainageways with designated floodplains, such as the Salt River, have been designated as open space corridors. Where appropriate, other drainage ways may also be established as open space, but in any case, provisions for continued drainage should be maintained. Where possible open space corridors should be encouraged to function as walkways or bicycle trails as well as drainage corridors.

## **Transportation**

The Land Use Plan illustrates only the principal arterial streets. These streets include Baseline Road, 35th and 51st Avenues. Additionally, the Southwest Loop Freeway will serve a majority of the through traffic. These streets will carry the majority of trips into and out of the area. Other streets will certainly be necessary as the area, particularly in the southwest, develops.

Although other arterial streets are not depicted, the County will continue its policy of requiring the standard, 110-foot right-of-way for all section line (arterial) roadways or 130 feet of right-of-way for major arterials unless, as part of a planned development, an equally efficient transportation system is adopted. In such a case, the County will require either 110 or 130 feet of right-of-way for the street or streets that were approved to substitute for the section line roads.

Collector and local streets will make up the remainder of the vehicular transportation system, with collector streets being generally located on or near the half-section lines. An adequate collector system will be necessary to help relieve potential congestion on the arterial streets. This collector system should also, as development permits, provide a westerly access to South Mountain Park for residents of the Laveen Planning Area.

In addition to providing collector streets to relieve arterial street congestion, careful consideration should be given to access onto arterial streets. Arterial streets should be intended to primarily move traffic. A multitude of access points along an arterial street, particularly in commercial areas will severely restrict traffic flow and traffic volumes. **Table-13** illustrates the general design principals of the Arterial-Collector-Local street system. When reviewing development requests, each street's intended function and the function's relationship to access control should be considered. **Table-14** provides recommended minimum driveway spacing to insure proper street function. The driveway spacings do represent minimums, and additional spacing may be necessary under certain circumstances.

Serious consideration should be given to minimizing the proliferation of commercial intersections. Linear, or "strip" commercial development along arterial streets should be prohibited, unless extreme control over access is obtained (and design of the individual enterprises is compatible). For arterial streets adjacent to residential development, reverse fronting lots should be provided so that direct access to arterial streets from individual driveways is eliminated.

### **Facilities and Services**

For much of the development within Maricopa County, a full compliment of facilities and services will not be required and is usually not expected by the prospective resident, with the exception of park and recreation, law enforcement and fire protection services. This situation will generally apply to developments where densities remain less than 1.0 du/acre as in the Rural Residential categories. However, the County will be faced with reviewing major developments where densities exceed 1.0 du/acre and are more urban in nature. In these situations, community sewer and water service is required and other facilities expected, depending upon the actual character and magnitude of the development. Although each development must be considered on its own merits, **Table-15** should be used as a reference when determining and sizing necessary facilities for a given development.

TABLE-13

Functional Classification Definitions

Category	Primary Function	Degree of Private Access Control
Freeways	Traffic Mobility	Total Control
Expressways	Traffic Mobility	Very High
Principal Arterial Streets	Traffic Mobility	High
Arterial Streets	Traffic Mobility	Moderate
Collector Streets Transition	Mobility/Accessibility	Moderate
Local Streets	Accessibility	None

TABLE-14

Minimum Driveway Spacing  
(Centerline to Centerline)

Facility	Land Use	Minimum Spacing (Feet)
Principal Arterial	Commercial, High Density/Activity	200
	Industrial/Office Park, Low to Moderate Activity	275
Arterial	Commercial, High Density/Activity	150
	Industrial/Office Park, Low to Moderate Activity	230
	Multi-Family Residential, Low to Moderate Activity	150

Source: Adapted from "Guidelines for Control of Direct Access to Arterial Highways", FHWA.

TABLE-15  
Facilities Space Standards

Type	Space Requirements	Source
<b>PARKS AND RECREATION FACILITIES</b>		
General Recreational Standard	10 Acres*/1,000 persons (Does not include regional parks)	National Parks and Recreation
Individual Park Type Standards		National Parks and Recreation
Playgrounds	1.5 acres/1,000 persons	
Neighborhood Parks	2.0 acres/1,000 persons	
Playfields	1.5 acres/1,000 persons	
Community Parks	3.5 acres/1,000 persons	
Indoor Recreation Center	1.5 acre/10,000 persons	
Golfing	1 18-hole course/50,000 persons	
Swimming	1 outdoor pool/25,000 persons	
<b>PUBLIC SAFETY FACILITIES</b>		
Law Enforcement	400 s.f./1,000 persons (Does not include garage space)	Colorado Division Impact Assistance
Fire	800-1,000 s.f./1,000 persons (Four-minute response time)**	Colorado Division Impact Assistance
<b>GENERAL SERVICE FACILITIES</b>		
Administrative (Branch County Offices)	800 s.f./1,000 persons	Colorado Division Impact Assistance
Library	700 s.f./1,000 persons (1,000 s.f. minimum)	National Library Association
<b>EDUCATION FACILITIES</b>		
Elementary School	8-12 acres, 1 school/1,500-5,000 persons	U.S. Department of Health Education And Welfare; Urban Planning-and Design-Criteria, 3rd Edition
Junior High School	20-25 acres, 1 school/1,000-16,000 persons	
Senior High School	30-45 acres, 1 school/14,000-25,000 persons	

\* Standard is highly variable and dependent upon community values.

\*\* Dependent upon factors of water availability, storage and flow; trained personnel; equipment response time; building types, codes.

## **Amendments to the Land Use Plan**

The Plan is intended to be a flexible guide to County development. The Plan must be able to respond to changes in growth patterns without losing sight of basic guiding policies.

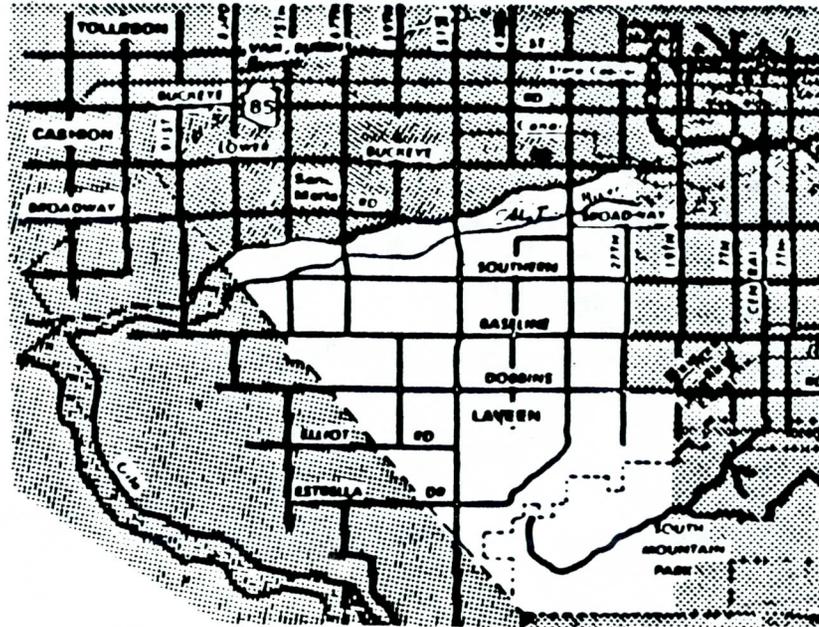
Amendments to the Plan should never be allowed to occur in a haphazard manner. Amendments should only occur after careful review of the request, findings of fact in support of the revision, and a public hearing. The statutory requirements which guided the adoption of the Land Use Plan will be followed for all amendments as they pertain to public hearings and otherwise. The term amendment will apply to both text and map revisions.

The findings of fact shall conclude that:

1. The amendment constitutes an overall improvement to the Land Use Plan and is not solely for the good or benefit of a particular landowner or owners at a particular point in time.
2. The amendment will not adversely impact the planning area as a whole or a portion of the planning area by:
  - Significantly altering acceptable land use patterns,
  - Requiring public expenditures for larger and more expensive public improvements to roads, sewer, or water systems than are needed to support the prevailing land uses,
  - Adversely impacting existing uses because of increased traffic.
  - Affecting the livability of the area or the health and safety of the residents.
3. The amendment is consistent with the overall intent of this Land Use Plan.

Amendments to the Land Use Plan may be initiated by the County or may be requested by private individuals or agencies. However, review of such requests shall be undertaken only on a regularly scheduled basis, which should occur only twice per year and shall be initiated during the same months of every year, unless the County determines that extreme hardship could result to the County if such amendment is not considered immediately.

It shall be the burden of the party requesting the amendment to prove that the change constitutes an improvement to the plan. It shall not be the burden of the County to prove that an amendment should be denied.



ADOPTED SEPTEMBER 23, 1987

# **LAVEEN QUALITY DESIGN AND SIGN GUIDELINES**

**LAVEEN PLANNING COMMITTEE**

P.O. BOX 60

LAVEEN, ARIZONA 85338

# LAVEEN PLANNING COMMITTEE AUGUST, 1987.

1. Bob Bobo

2. Shirley Breckenridge

3. Leonard Cheatham

4. Roy Cheatham

Chairman 5. Dennis Erickson

Secy. 6. Donna Flanigan

Vice-  
Chairman 7. Jon Kimoto

8. Bruce Lindquist

9. Howard Marshall

10. Fred Miller

11. Dale Smith

12. Jean Thomas

13. John Vandervey

# LAVEEN QUALITY DESIGN GUIDELINES

The architecture and the visual character of a community play vital roles in the attractiveness of that community - or the lack thereof. The following guidelines suggested by the Laveen Planning Committee are to provide an outline of important considerations.

## DESIGN STYLE

There is no definite "Laveen Style" of architecture. Some variation and originality is encouraged. Compatibility with the surrounding beauty of the area and with the good existing architecture is best achieved through design excellence using harmonious materials, with attention paid to massing, scale, landscaping and proportions and colors.

### Desirable:

Present examples existing include Frontier, Ranch, Territorial Western, Santa Fe, Spanish-Mexican and Mediterranean along with Informal Contemporary.

Appearance of the sides and rear of buildings is as important as the front. Often, the sides and rear are more readily visible than the front.

### Undesirable:

Classical (Georgian, Greek, etc.)  
Baroque, Rococo  
Formal Contemporary (glass and metal)  
Theatrical Alpine, Provencial, Tudor, etc.  
Geodesic Domes, "A" Frames.

## EXTERIOR MATERIALS

### Desirable:

Native Stone, Burnt Adobe, Textured Brick  
Wood, when shaded by overhangs or deep recesses  
Slump Block (Harmonious colors), Ceramic Tile (matte finish)  
Stucco, Exposed Aggregate Concrete

### Exposed Roofs:

Wood Shakes  
Tile, clay or concrete  
Lead-Coated Copper, acid etched decorative metal  
Plans should identify specifically.

### Undesirable:

Reflective Metal (chrome, aluminum, bright copper, stainless steel, galvanized iron)  
Asphaltic shingles

## EXTERIOR MATERIALS (continued)

### Undesirable

Plastic, Plywood, Concrete Block (unpainted), Glazed Brick

### Exposed Roofs

Rolled Roofing, Foam Roofing, Corrugated Metal, Rock Roofing, Bright Copper, Aluminum Reflective Paint.

## APPENDAGES

No visible razor-ribbon type fencing is acceptable.

Scuppers and downspouts are to be integrated into the architectural design of the building.

Garages, Carport and canopy designs are to be compatible with the main building in use of colors, textures and detailing.

Parking canopy structures are to have tubular type or box beam columns, and to have minimum 8" fascia to completely conceal edge of metal roof deck.

Garage and carport roofing to be of a prefinished, non-reflective material. No galvanized metal.

Electrical service boxes to be painted to match building and/or screened from view.

## BUILDING VOLUME

### Desirable

Wide and low proportions

Main building mass broken up with either covered walks, arcades, logias, patios, trellises, recesses for planters, shaded overhangs, or other means of preventing "boxiness".

### Undesirable

Narrow and tall proportions  
Unrelieved mass

## SITE PLAN

### Desirable

Set-backs from property lines wherever possible to provide surrounding light, air, and landscaping.

Sufficient off-street parking for customers, personnel and visitors

Convenient and safe pedestrian circulation.

Readily visible and convenient ingress and egress for vehicles

Slopes maximum of 4:1 and no retention basins first 10 feet.

Parking and maneuvering areas to be separated from the street by a minimum of 20 feet on-site driveway.

Discourage alley access adjacent to single family residential districts.

**COLORS (as dominant theme in combinations that relate)**

**Desirable**

Natural tones, subdued tones are preferable in general.  
Trim and accents should be in good taste and compatible the main building color.

**Undesirable**

High contrast and vibrant colors.  
Excessive contrast between wall, roof and trim colors are to be avoided.

**SCREENING**

**Desirable**

Sufficiently high parapets or decorative shielding completely around all roof-mounted mechanical equipment, vents and stacks.

Well placed service and trash areas away from public view.  
Underground utilities and orderly meter-box installations away from public view.

Screened grade-level mechanical installations and refuse containers with compatible materials of colors and textures to match the building, both sides.

All residential mechanical units to be ground mounted.

For all other, non-residential buildings, the roof top mechanical equipment and projections should be screened by permanent main building elements.

Six foot high masonry screen walls around storage areas and/or service yards visible from the street.

Parking areas screened by three foot high decorative masonry wall as measured from the highest adjacent parking lot grade. These walls to incorporate offsets to break up long lineal masses, and to have cap detail or relief band to add character and relate to building materials and colors.

Six foot high masonry screening walls at side and rear property lines for industrial and commercial sites adjacent to residential properties, stepping down to three foot high wall withing 25' for street property line.

Screening all satellite dish locations from view by a 6'-0" high masonry wall with finish to match building.  
Maximum height of dish and structure to be 8'-0".

**LANDSCAPING (Theme of low water use and low pollen production)**

**Desirable**

Building set-backs, patios, planting boxes, parking lots islands, etc., to permit good planting.  
Sufficient sized areas for proper soil volume to support plants and trees.

Where ground area is small, wall vines to aid appearance.  
Landscaping of street and highway right-of-ways, with state approval.

**LANDSCAPING, Desirable (continued)**

Native plant material for longevity and low maintenance.  
Salvaging of valuable existing trees and shrubs by good site planning and care during construction.

Use of palms for accent only in parking lot islands, and on street frontage.

Minimum of 10' width for turf areas, with a setback and watering system designed to avoid water wastage.

Retention basins using no more than 50% of street frontage landscaping.

Maximum of 4:1 slope for all berms and slopes.

Olive trees of only the "Swan Hill" (fruitless) variety.  
Landscape design and materials of arid to lush desert materials.

**Undesirable**

Foliage too high for good traffic visibility.

Plant material not suited to the Sonoran desert.

Small, scattered patches of planting difficult to maintain.  
Dead planting and/or weeds.

**Suggestions**

Street trees, minimum of one per 30' of frontage with 50% of these trees to be 24" box size.

Perimeter trees, minimum 15 gallon, 15' o.c.

Parking islands width of 7', with (2) 15 gal. trees and 5 gal. shrubs.

Landscape buffer, minimum 6' around commercial and industrial sites adjacent to residential, and around all gasoline stations.

Vegetative cover, minimum of 30% in all granite areas, with drainage outlets and culverts protected from erosion by river rocks, etc.

**ILLUMINATION**

**Desirable**

Very low intensity, and only on those building signs where business is open at night.

Height of outdoor fixtures, maximum 16' above grade with lighting to be directed downward.

"Down-throw", shielded parking lot lighting.

Low "mushroom-type" pedestrian lights.

"Soft-glow" illumination under covered walks or arcades where there is night occupancy.

**Undesirable**

Building floodlighting that produces glare.

High parking lot lights with excessive "light spread" and no source-shielding.

Bright spotlights or fixtures on building or poles.

Verticle beacons.

Flashing or revolving lights.

## MAINTENANCE

### Desirable

- Good design, orderly planning, attractive landscaping, and proper trash-service.
- Establishment of regular building and sign maintenance program.
- Landscaping attention and replacement as needed.
- Proper placement of public trash bins.
- Trash removal of sufficient frequency to prevent bin overloading and spillage.

### Undesirable

- Scaling and spalling walls and painted surfaces.
- Litter, weeds and dead foliage.
- Exposed junk cars, old appliances, bottles and boxes, used building materials, and scrap.

During construction periods the contractor's job site can be orderly and efficient - thus promoting his business, or disorderly and detrimental to the entire neighborhood - impairing his business potential.

Between job site and disposal site, trash trucks are required by law to be tightly covered.

## SPECIFIC RECOMMENDATIONS

### Commercial Office/Industrial Projects

Architectural character of proposed PAD buildings to match the major building(s) on site.

#### A. Convenience Stores/Gas Stations

1. Provide opaque window panels in lower portion of the storefront window wall.
2. Avoid exterior vending, storage and displays.
3. Integrate gas tank vents into building design with compatible forms, color and texture.

#### B. Warehouse Projects

1. Provide 6' high screen walls to obscure overhead bay doors at the loading areas.
2. Avoid signs withing a building which can be seen from adjacent properties through overhead doors.

#### C. Car Dealerships

1. Since lighting proposals are to be previewed, provide cut sheets indicating wattage, method of shielding, and fixture design.
2. Vehicle display pads should allow for permanent landscape planters to integrate with the overall design concept.

#### D. Banks

1. Locate Automatic Teller Machines away from street frontage, and design these as integral part of the building elevations.

## SPECIFIC RECOMMENDATIONS (Continued)

### Residential Projects

#### A. Tennis Courts

1. Chain link tennis court fencing should be vinyl coated.
2. Lighting details for tennis courts are to be submitted for approval.

#### B. Maintenance Buildings

1. Storage of fertilizer, gravel and other miscellaneous materials is to be concealed by 6'-0" high masonry walls.

#### C. Sales Trailers

1. Provide skirting around such trailers to screen the undercarriage structures from view.

#### D. Multi-family Residences

1. At least one covered parking stall is to be provided per unit.
2. Provide a 10' separation of landscaping between the dwelling units.

### Undesirable

- Insufficient parking space
- Lack of Landscaping
- Service, maintenance, and/or merchandise handling through main entrance.

# LAVEEN SIGN GUIDELINES

## PURPOSE

To enhance the potential for business while maintaining the natural beauty of the area, the uniqueness of the community, and the attractiveness for both visitors and residents.

## OBJECTIVE

To identify readily each business establishment while making such identification subordinate to and integrated with the natural beauty which is the community's primary asset.

## METHOD

To use a minimum number of low key signs of limited size which identify each business clearly and will not confuse or irritate the potential customer by a multiplicity of competing images. The goal shall be to identify, not advertise.

### A. GENERAL

1. State or county regulations, where more restrictive, shall apply.
2. Signs shall be maintained in good repair.
3. Signs shall not be put on natural objects (nailed to tree, painted on rocks, etc.).
4. The sign shall exhibit quality workmanship.
5. Sandwich signs are not permitted.
6. Pennants shall not be used except for special events such as store openings, etc.

### B. MATERIALS AND STYLE

1. Muted colors are to be encouraged.
2. Signs with highly reflective surfaces or bright metal are not to be permitted. Excepted are corporate logos used in at least two other communities, which should be modified to conform to community standards.

### C. ILLUMINATION

1. No sign shall contain moving, flashing or animated lights or visible moving parts.
2. Internally illuminated signs shall be lighted by white light of reasonable (to be defined) intensity with logos and/or letters lit or silhouetted on a non-translucent background.
3. Externally lighted signs shall be lighted by a white or amber steady stationary light of reasonable intensity, shielded and directed solely at the sign. Lights shall be shielded downward and directed where possible to avoid excessive glare. Bare lighting tubes are not encouraged.

### D. ON-PREMISE SIGNS

(Signs on land attached to the activity in question and as defined in Arizona Department of Transportation outdoor advertising control regulations.)

1. Attached Signs - Projecting
  - a. Are permitted in pedestrian areas only.
  - b. Are limited to one per establishment per building face.
  - c. Shall not project over three feet from vertical face of building.
  - d. Shall not exceed six square feet in area.
  - e. When located directly over pedestrian walkways shall have a minimum eight-foot clearance.
  - f. Roof signs or signs above eave level should not be encouraged.
2. Attached Signs - Wall Graphics on Building
  - a. Shall not occupy more than ten percent of the signable space on any one facade of a building; however, a maximum of twelve square feet is permitted for any business.
3. Detached or Free-Standing Signs
  - a. Maximum size is twenty-four square feet per face.
  - b. Maximum height of top of sign is eight feet above grade.
  - c. No individual tenant signs on roadways are permitted.
  - d. Decorative or landscaped bases are encouraged.

### E. OFF-PREMISE SIGNS

Are not encouraged except where a sign meeting these guidelines is not visible from a public road, in which case it must meet the requirements for detached signs.

### F. TEMPORARY SIGNS

1. Special public events and charities signs are acceptable, but must be removed by seven days after the event.
2. Signs, including real estate, architect, contractor, project, and charity signs must meet sign criteria, except that one sign per sponsor is permitted for each location and must be removed on completion of the project, or sale of the property.

### G. DEFINITIONS

1. The area for a detached or free-standing sign shall be considered to include all lettering, wording, and accompanying designs and symbols, together with the background on which they are displayed, any frame around the sign, and any cutouts or extensions, but shall not include any supports or braces. In the case of a multifaceted sign, the area shall be considered to include all faces visible from any one vantage point.
2. The area of a wall or window sign, consisting of individual letters or symbols attached to, or painted on a surface, building, wall or window shall be that of the smallest rectangle or triangle which encompasses all the letters and/or symbols.