

4.3.12 Goodyear

The City of Goodyear, located on the west side of the metropolitan area, was founded in 1916 by the Goodyear Tire and Rubber Company, which grew cotton in the area for use in its tire manufacturing. Later, a naval air station was established in Goodyear and a subsidiary, Goodyear Aircraft, began manufacturing flight decks for Navy seaplanes. Aerospace and food processing industries, and its proximity to California markets, have provided Goodyear with a strong economic base and have contributed to its rapid growth.

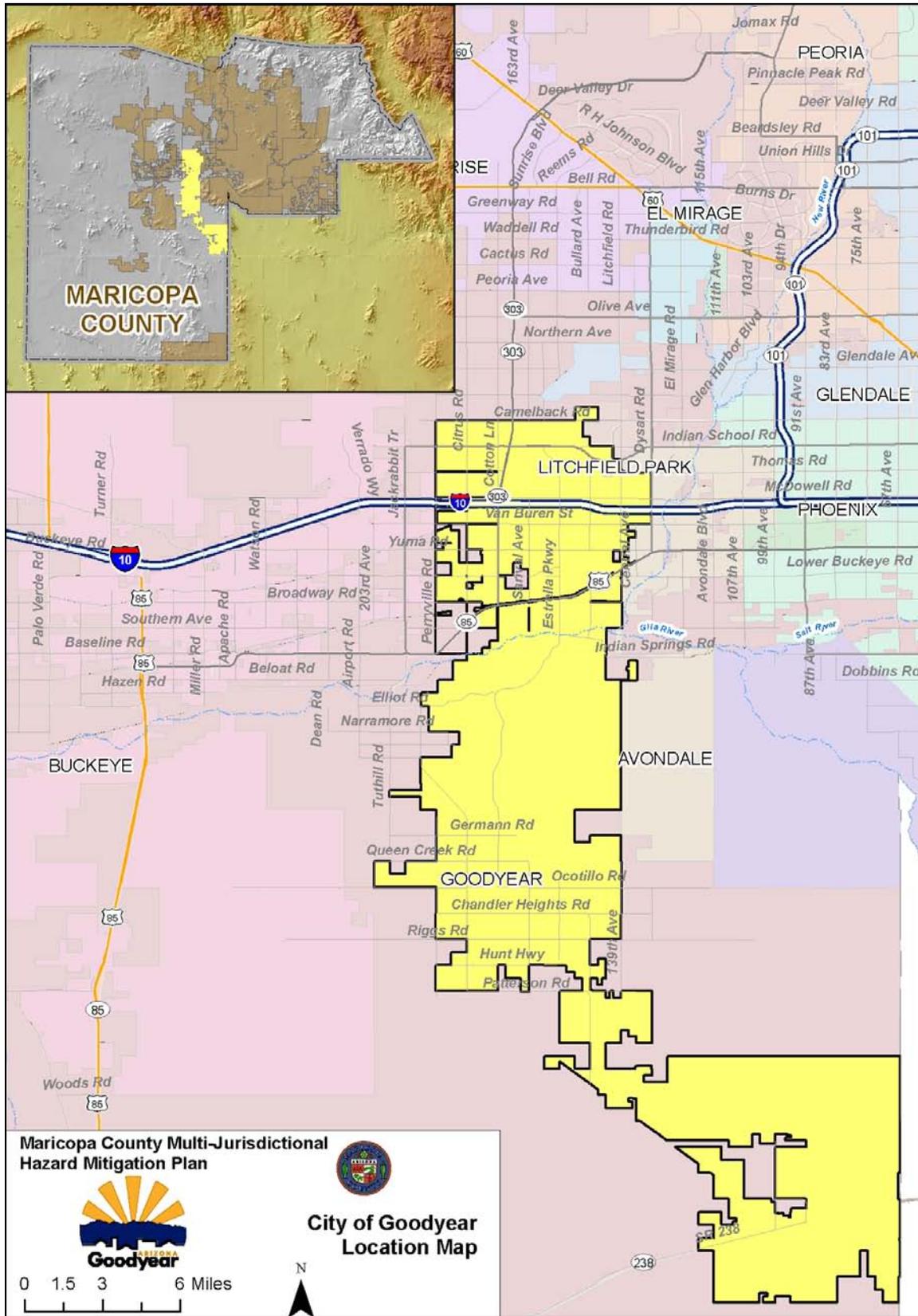
As illustrated through Figure 4-32, two major roadways contribute to the economic and residential growth in the City: Interstate 10, which bisects the City’s northern region, and Maricopa County Highway 85, which runs through central Goodyear and connects to Interstate 8. The Union Pacific Rail Line also runs through Goodyear, providing industrial sites with rail access. The two primary natural features that affect the City of Goodyear include the Estrella Mountains, which border a portion of Goodyear’s east side, and the Gila River watershed, which east to west bisecting the community. The incorporated area of Goodyear exhibits an elongated rectangular shape, ranging between 6 and 7 miles from east to west, and 22 miles from north to south. Currently Goodyear’s incorporated area contains approximately 117 square miles of land. The majority of its land area exhibits slopes less than 3 percent, draining to the middle of the planning area where the Gila River flows from east to west. The City incorporated on November 19, 1946.

Today Goodyear’s residents are governed under a Council-Manager form of government, which includes a seven member City Council consisting of a Mayor who serves a two-year term and six Council members elected at-large for a term of four years. The City Council appoints the City Manager and other officers necessary to produce an orderly administration of the City’s affairs.

As illustrated in Table 4-13, in 2000 the population of Goodyear was 18,779. With large tracts of available land expected to open for development for the foreseeable future, this population is forecast to grow exponentially to more than 174,000 by 2020. As a result of this substantial growth, Goodyear’s population will comprise a steadily increasing percentage of Maricopa County’s population. Similarly, Goodyear’s labor force is forecast to reflect an ever-larger share of the region’s jobs. In 1990, the City had 3,569 jobs, while 2020 projections anticipate nearly 74,000 jobs within the community. Exhibiting a trend that is shown in few Maricopa County communities, Goodyear’s jobs-per-capita ratio is forecast to fall from 0.57 in 1990 to 0.42 in 2020.

Table 4-13: Summary of population and employment estimates for Goodyear

Population	1990	2000	2008	2010	2020
Maricopa County	2,122,101	3,072,149	3,987,942	4,134,400	5,164,100
Goodyear	6,258	18,779	59,436	71,354	174,521
As a % of County	0.29%	0.61%	1.49%	1.73%	3.38%
Employment					
Maricopa County	948,227	1,564,900	1,814,700	2,112,000	2,705,000
Goodyear	3,569	13,900	22,392	28,167	73,622
As a % of County	0.38%	0.89%	1.23%	1.33%	2.72%
Jobs per Capita	0.57	0.74	0.38	0.39	0.42
Note: Interim projections for 2010 and 2020					
Source: Maricopa Association of Governments (2009), U.S. Census Bureau, Arizona Department of Commerce (2009)					



Today, Goodyear maintains a strong economic base of a diverse group of industries ranging from aerospace to food processing and an excellent quality of life. The three largest employers within the City include the State of Arizona-Perryville Prison, McLane Sunwest (a division of Wal-Mart) and Lockheed Martin Corporation. Several industries are represented in the City of Goodyear including the aerospace industry, food processing, and manufacturing. There is also a large sector of companies within the food processing and manufacturing industry including Poore Brothers, Snyder's of Hanover Southwest Specialty Foods, and DelMonte Fresh Produce. Employment projections forecast office employment as the major source of jobs by 2020.

Goodyear's General Plan, which was ratified in November of 2003, reflects a community that is preparing for the massive growth opportunities and stresses that the City will be addressing in the coming decades. The Land Use Plan, shown in Figure 4-33¹⁸, encompasses 17 land use and 3 overlay categories including 6 residential, 2 commercial, 1 mixed-use, 2 industrial, 3 public use, 2 recreational, and 1 preservation designations. The three overlay designations respond to the desire for future resort development, village centers, and mixed land uses at selected locations or corridors within the planning area. This development of Goodyear will be continually challenged by several unique features of the region including the Luke Air Force Base flight routes, the Gila River basin, and the alignment of an Interstate 10 companion roadway that may be developed in the coming decade.

4.3.13 *Guadalupe*

One of the smallest towns in Maricopa County, Guadalupe is a Native American and Hispanic community of about 6,000 residents sitting between Phoenix and Tempe at the base of South Mountain. Yaqui Indians founded Guadalupe around the turn of the century and the town proudly maintains a strong cultural and ethnic identity. The Town of Guadalupe was incorporated in 1975 and is approximately one square mile in area. Guadalupe is expected to retain its current shape because it is surrounded by man-made boundaries: Interstate 10 and the City of Phoenix on the west; Baseline Road and the City of Tempe on the North; the City of Tempe on the South; and the Highline Canal on the East. These features are illustrated through Figure 6 3.

The Town was founded in 1914 and today has a council-manager form of government. Municipal services are provided by the town or on a contractual basis, and the Maricopa County Sheriff's Department provides public safety services.

Over the years many Hispanic families have located in Guadalupe, and it has becoming well known as a stopping point for Mexican immigrant workers. As illustrated in Table 4-14, in 2000 the population of Guadalupe was 5,228. With vacant, developable land non-existent in the community, this population has grown only slightly to 5,990 by 2008.

¹⁸ City of Goodyear, <http://www.ci.goodyear.az.us/DocumentView.aspx?DID=4018>

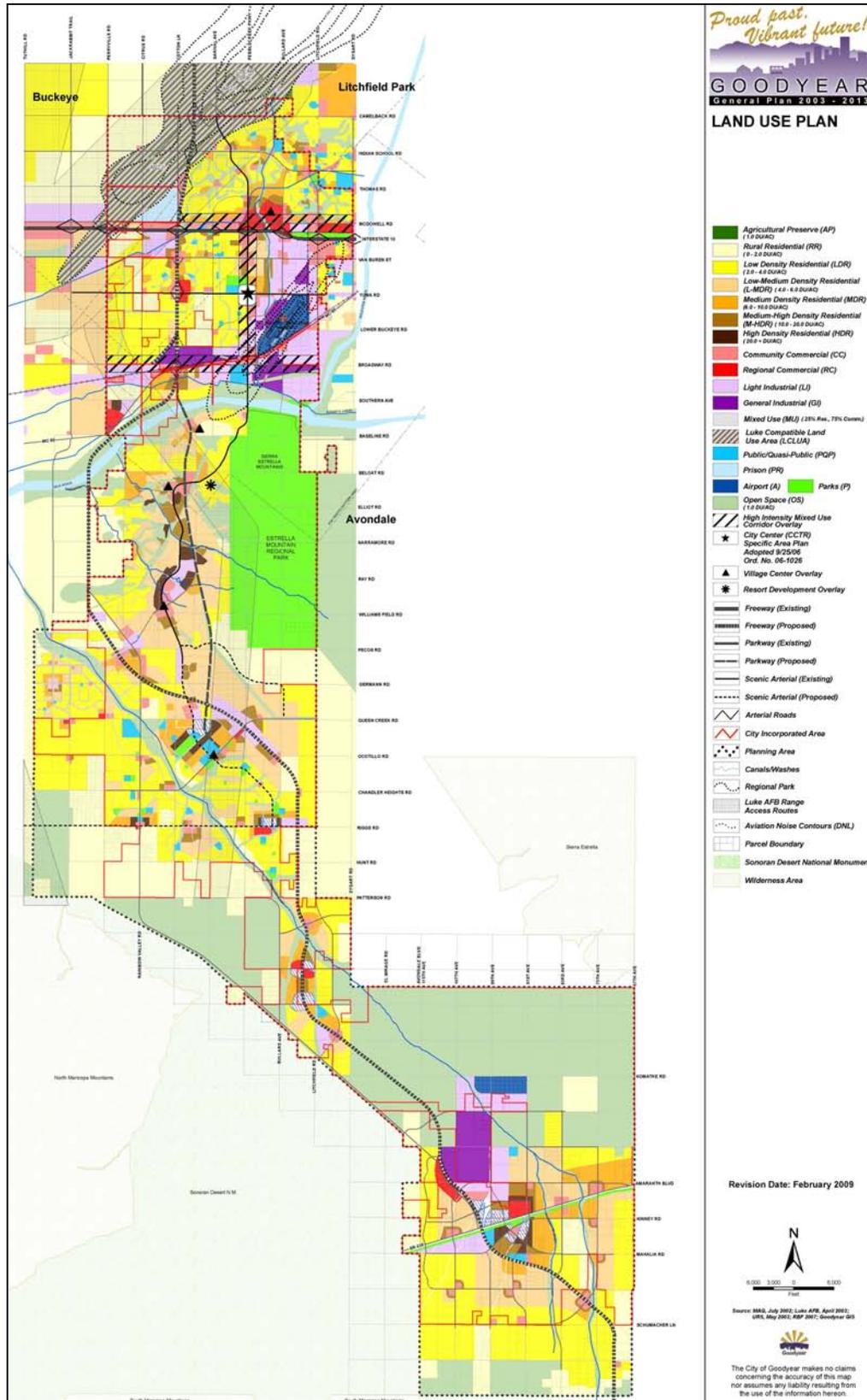


Figure 4-33: City of Goodyear land use planning map

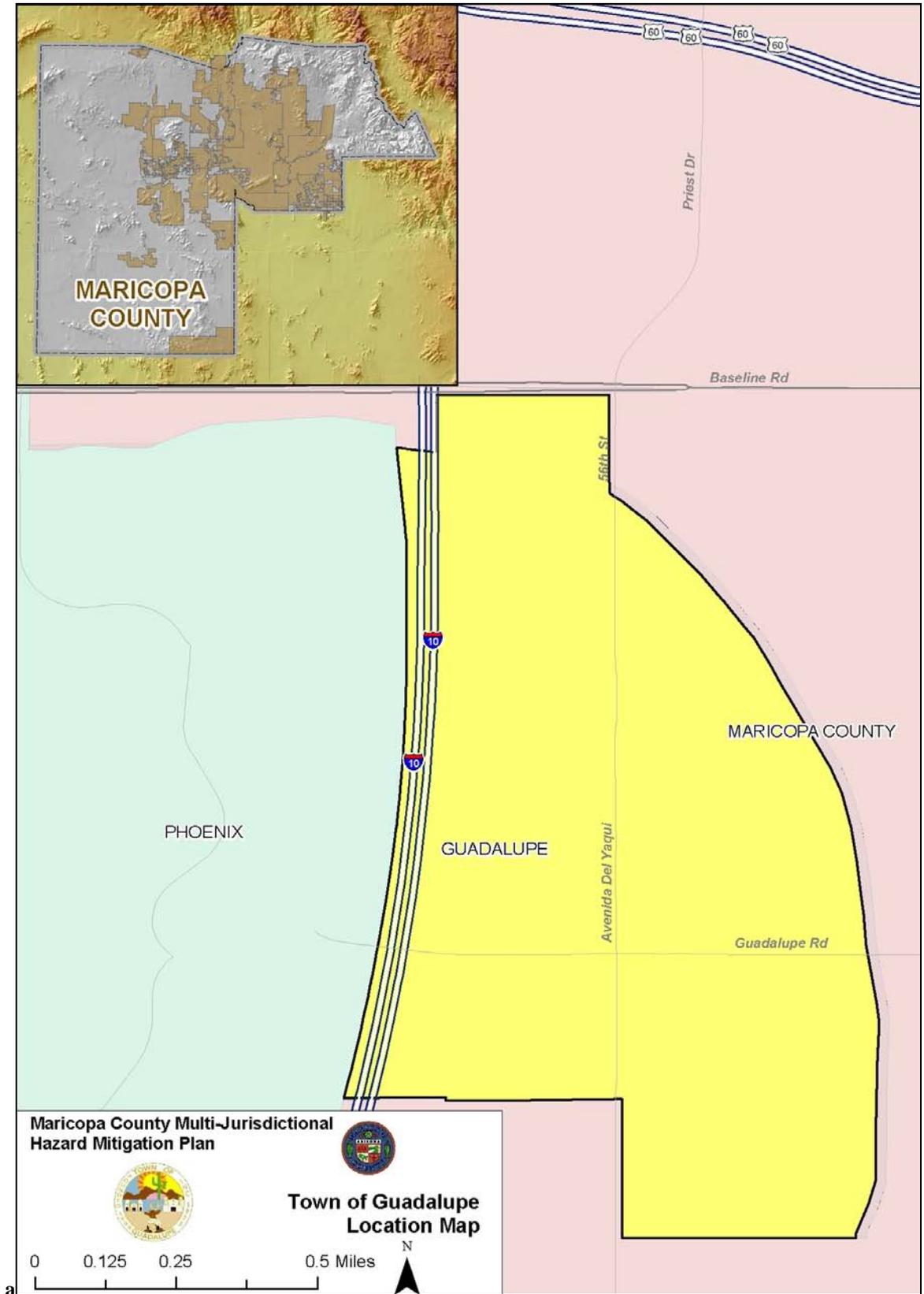


Figure 4-34: Guadalupe location map

Table 4-14: Summary of population and employment estimates for Guadalupe

Population	1990	2000	2008	2010	2020
Maricopa County	2,122,101	3,072,149	3,987,942	4,134,400	5,164,100
Guadalupe	5,458	5,228	5,990	5,790	5,982
As a % of County	0.26%	0.17%	0.15%	0.14%	0.12%
Employment					
Maricopa County	948,227	1,564,900	1,814,700	2,112,000	2,705,000
Guadalupe	330	600	2,570	1,387	1,467
As a % of County	0.03%	0.04%	0.14%	0.07%	0.05%
Jobs per Capita	0.06	0.11	0.43	0.24	0.25
Note: Interim projections for 2010 and 2020					
Source: Maricopa Association of Governments (July 2003), U.S. Census Bureau, Arizona Department of Commerce (2009)					
Highlighted cells indicate anomalously low forecast estimates. Causes may include annexation of additional land into town limits, higher growth rates than projected, etc.					

Guadalupe’s labor force is forecast to reflect a slightly larger share of the region’s jobs. In 1990, the Town had 330 jobs, which have increased to 2,570 in 2008. In addition to having a proportionately growing employment role within the region, Guadalupe’s ratio of jobs-per-capita has also seen a rise from 0.06 in 1990 to 0.43 in 2008. Guadalupe is primarily a residential community with retail and service businesses catering to local residents and visitors. Commercial districts include one along Baseline Road and I-10 with several restaurants and hotels, and another on Avenida Del Yaqui that caters to tourists and locals. El Tianguis is a Mexican-style 22,000 square-foot shopping square, with restaurants and shops offering imported products. Manufacturing, service and agriculture also provide jobs within the Town.

Figure 4-35¹⁹ clearly illustrates the two most prominent land features of Guadalupe; namely, the preponderance of residential land uses and the Town’s inability to expand beyond its current borders. While residential land uses dominate the built environment of Guadalupe, other commercial and industrial areas along the border with Interstate 10 and in the Town’s eastern and southern regions also take advantage of the Town’s proximity to active regional features such as the Arizona Mills Mall and the dynamic retail core areas in Chandler.

4.3.14 Litchfield Park

Situated north of Interstate 10 approximately 16 miles west of downtown Phoenix, the City of Litchfield Park lies immediately east of Goodyear and north of Avondale in the West Valley region of Maricopa County, as shown in Figure 4-36, Litchfield Park is a planned residential community. Incorporated in 1987, Litchfield Park began in 1916 when the Goodyear Tire and Rubber Company bought farmland to grow Egyptian long-staple cotton to use in tire cords. Litchfield Park eventually became the headquarters for Goodyear Farms, which had thousands of acres under cultivation. From 1931 to 1944, it was also the test site for Goodyear auto, truck and tractor tires. In the 1960’s, Litchfield Park designed a master plan for development including several self-sufficient villages.

As illustrated in Table 4-15, in 2000 the population of Litchfield Park was 3,813. With development opportunities opening steadily, this population is forecast to more than double to 10,305 by 2020. As a result, Litchfield Park’s population will comprise a steadily increasing percentage of Maricopa County’s population through 2020. Litchfield Park’s labor force is forecast to reflect a growing share of the region’s jobs until available land is developed. In 1990, Litchfield Park had 1,280 jobs, while 2020 projections anticipate 3,200 jobs within the community. Litchfield Park’s projected percentage of Maricopa County employment is projected to remain flat at 0.12% over the next decade.

¹⁹ Maricopa Association of Governments, 2007 (DRAFT), *Municipal Planning Area Socioeconomic Profiles Maricopa County, Arizona*

The Wigwam Golf Resort and Spa is Litchfield Park's largest employer with over 600 employees. Luke Air Force Base, located just north of Litchfield Park, is the largest training center for F16 fighter pilots in the world, and many Litchfield Park residents are retired military personnel. Morton Salt has a facility just north of Litchfield Park; nearby Goodyear is home to Rubbermaid, Inc., Lockheed Martin and Lufthansa German Airlines Pilot School. Palo Verde Nuclear Generating Station is 30 miles away and provides additional job opportunities.

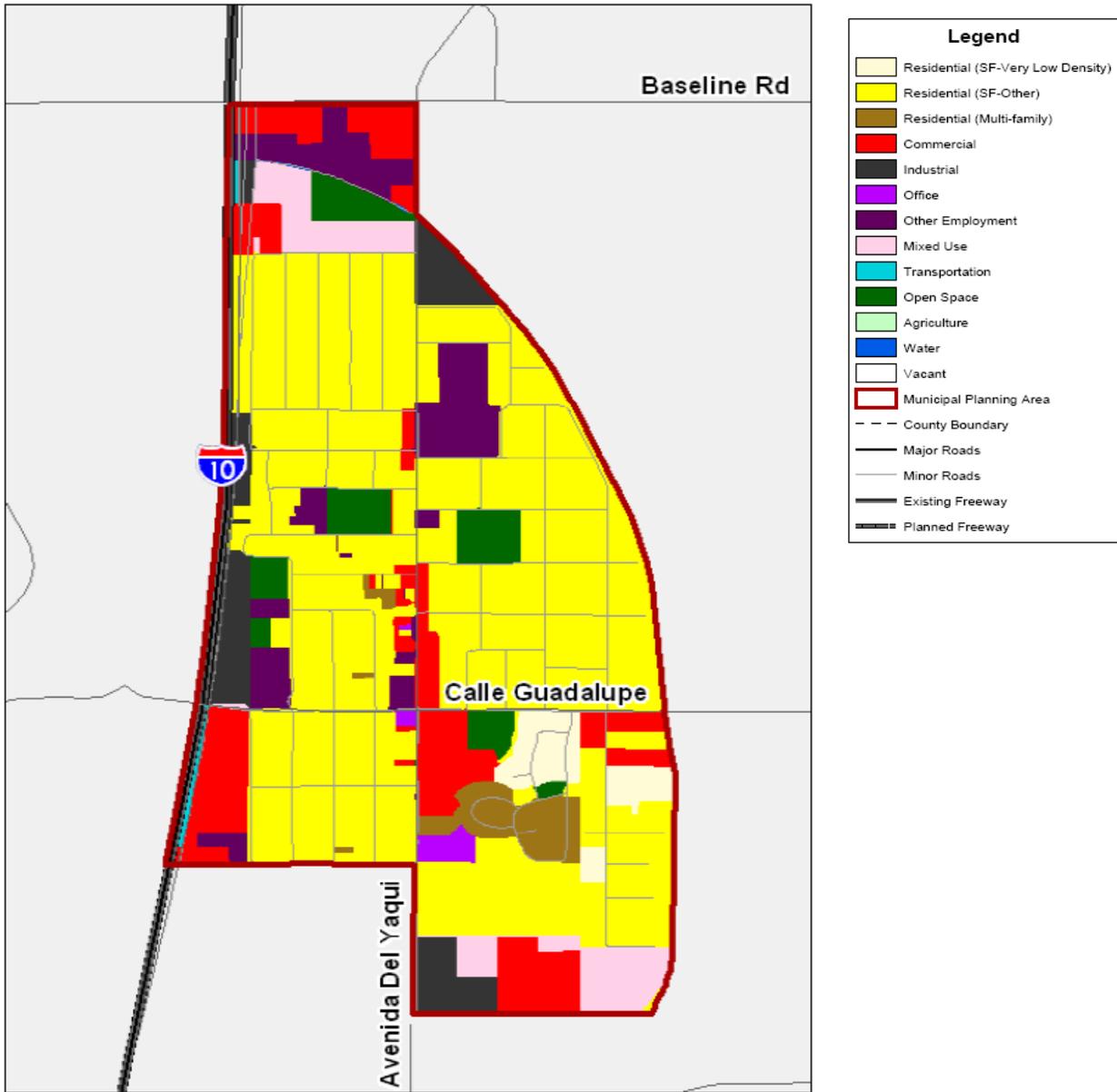


Figure 4-35: Town of Guadalupe land use map

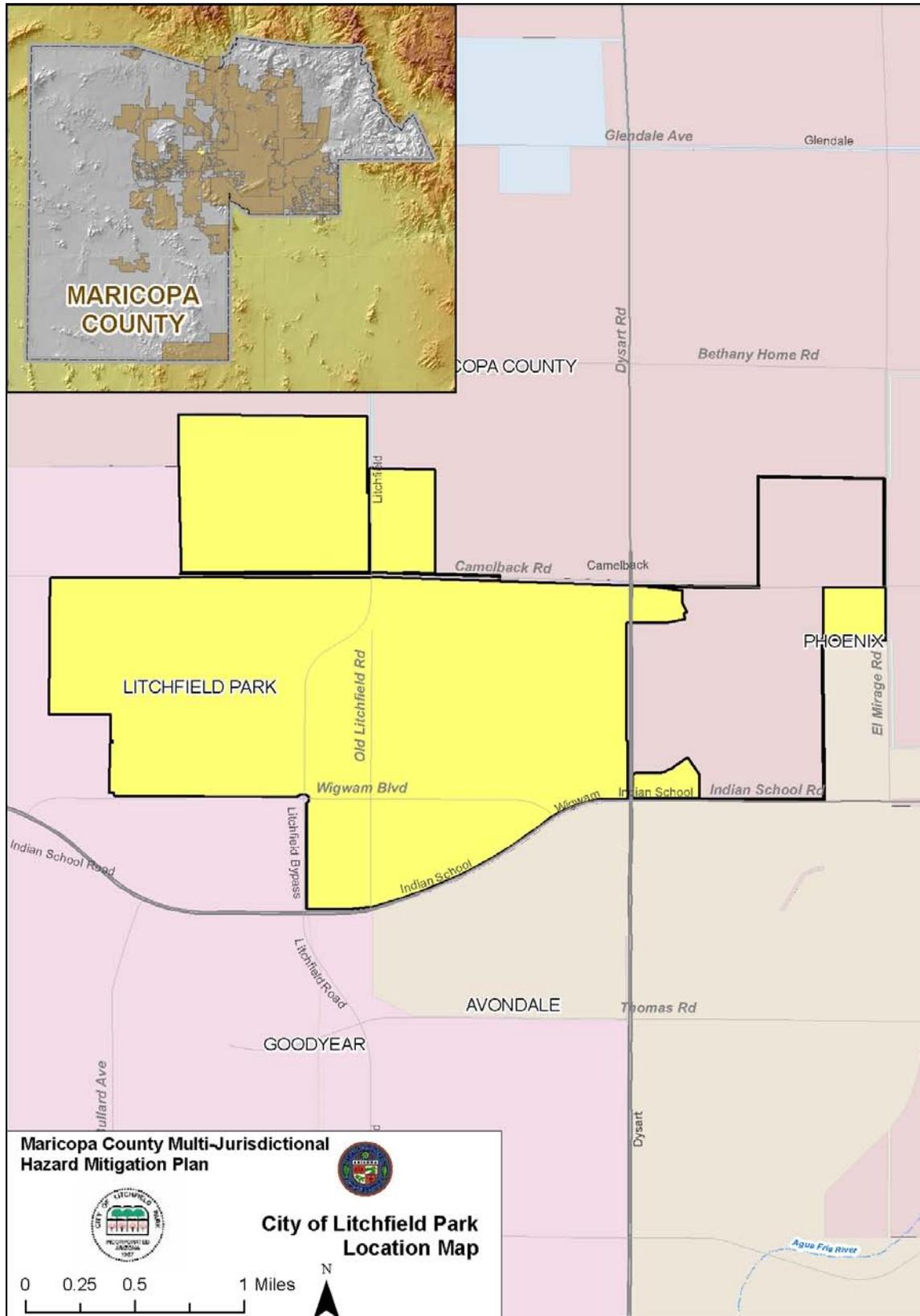


Figure 4-36: Litchfield Park location map

Table 4-15: Summary of population and employment estimates for Litchfield Park

Population	1990	2000	2008	2010	2020
Maricopa County	2,122,101	3,072,149	3,987,942	4,134,400	5,164,100
Litchfield Park	3,303	3,813	5,093	5,140	7,000
As a % of County	0.16%	0.12%	0.13%	0.12%	0.14%
Employment					
Maricopa County	948,227	1,564,900	1,814,700	2,112,000	2,705,000
Litchfield Park	1,280	1,200	2,181	2,405	3,200
As a % of County	0.13%	0.08%	0.12%	0.11%	0.12%
Jobs per Capita	0.39	0.31	0.43	0.47	0.46
Note: Interim projections for 2010 and 2020					
Source: Maricopa Association of Governments (2009), U.S. Census Bureau, Arizona Department of Commerce (2009), City of Litchfield Park (2009)					

The General Plan for Litchfield Park, adopted in 2001, is currently being updated and has guided the development of the City for almost a decade. As shown in Figure 4-37²⁰, the primary man-made features that influence Litchfield Park’s land uses include an arterial roadway network and the Wigwam Golf Course, which occupies a substantial share of this small community. Regionally the features that most affect Litchfield Park’s environment include the Luke Air Force Base and Interstate 10. Within the City the land uses indicate a fairly balanced community, with a dispersion of low and mid-density single family residential, and neighborhood commercial, all encircling the Wigwam Golf Course. Future growth in the community will be made available through expansion to the City’s north and east sides, which are currently in unincorporated Maricopa County.

4.3.15 *Mesa*

The City of Mesa, located in the southeast Phoenix valley, was incorporated in 1883. As shown in Figure 4-38, the City shares boundaries with the communities of Tempe, Gilbert, Queen Creek, and Apache Junction, and with the Salt River Pima-Maricopa Indian Community to the north. A region that is generally defined more by a roadway network than by natural features, the environment of north Mesa is enhanced by the presence of both the Salt River watershed and Red Mountain. Numerous notable pockets of unincorporated land dot the planning area, some of which are entirely surrounded by the City. As part of the greater metropolitan area, Mesa is the third-largest city in Arizona and the nation’s 40th-largest city., today more than 430,000 people call Mesa home, taking advantage of Mesa’s family-oriented lifestyle. Just 15 miles east of downtown Phoenix, incorporated Mesa currently includes 129.7 square miles, with a future land area that will include more than 170 square miles.

Since its incorporation over 100 years ago, the City of Mesa has experienced tremendous growth. Mesa’s modern history began in 1877 when a group of Mormon colonists arrived in Lehi and built Fort Utah in the north-central portion of Mesa near the Salt River. In 1883, the City of Mesa was officially incorporated and had an estimated 200 residents. By 1980, boundaries had expanded significantly, increasing the City’s area to over 66 square miles.

²⁰ City of Litchfield Park, <http://az-litchfieldpark.civicplus.com/DocumentView.aspx?DID=31>

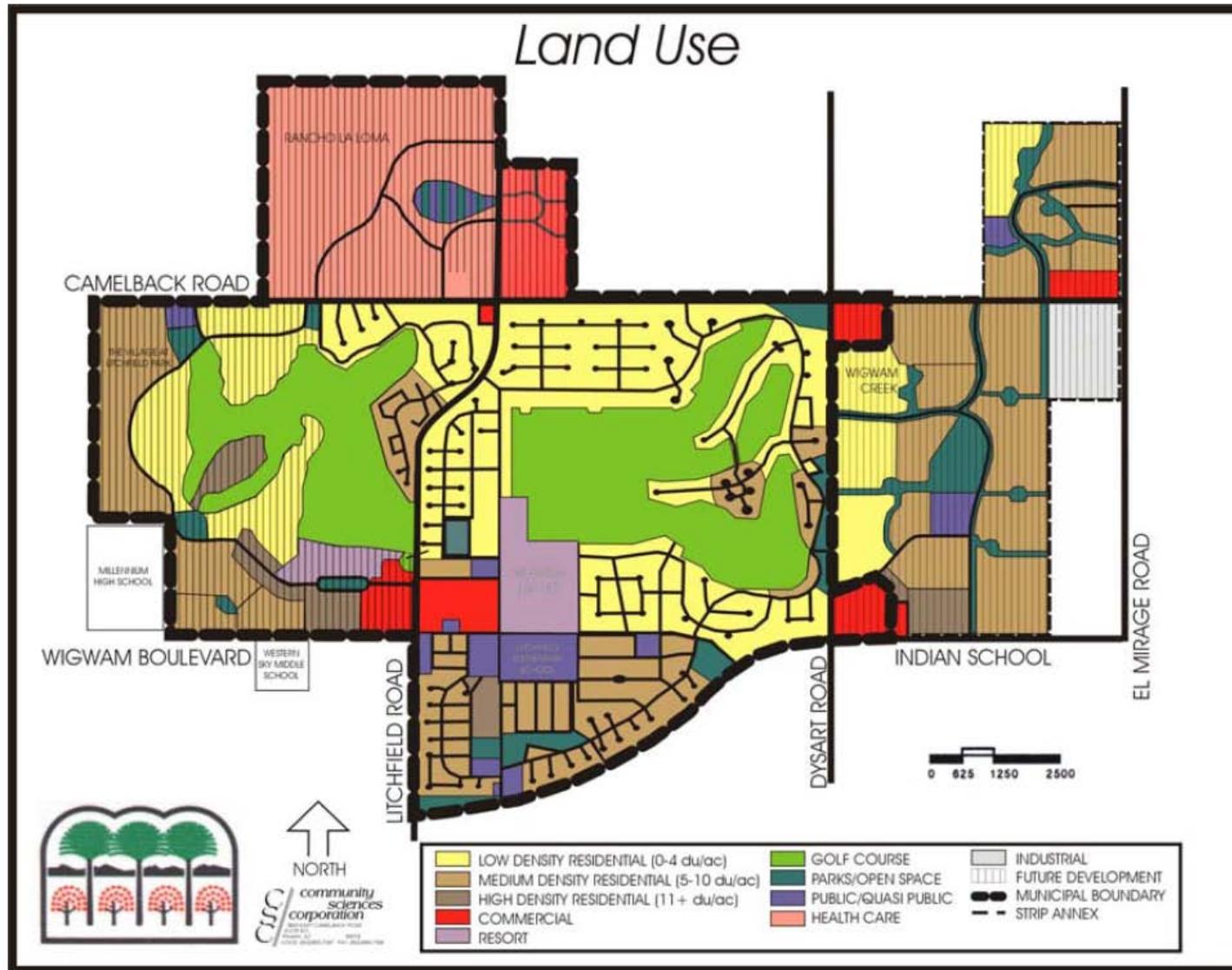


Figure 4-37: City of Litchfield Park land use map

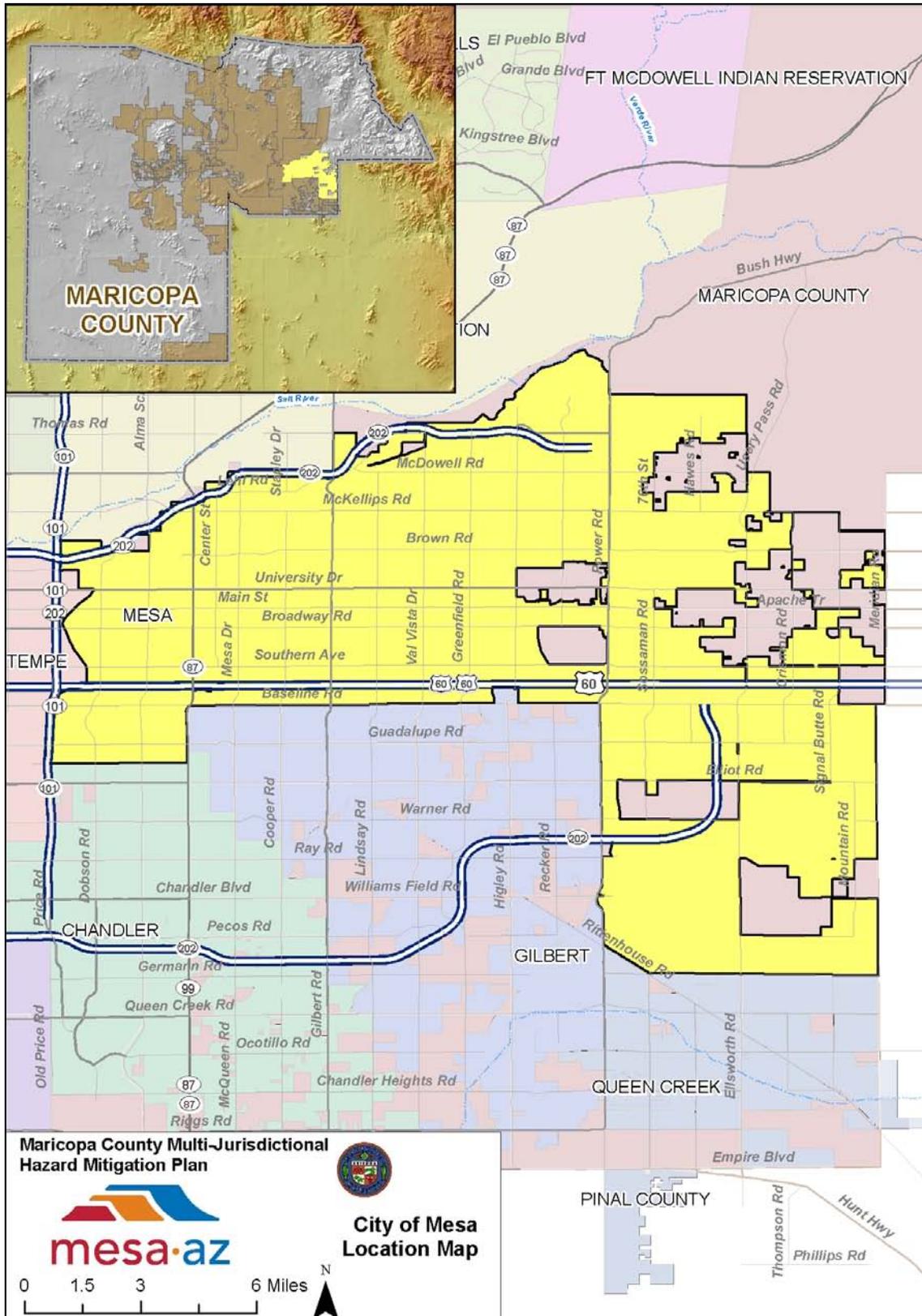


Figure 4-38: Mesa location map

Mesa’s early development was triggered partly by the influence of military training in the region. In 1941 two bases were constructed to provide training for World War II pilots. Falcon Field, now Falcon Field Airport, was built for the British Royal Air Force. Williams Field, later Williams Air Force Base, and now Williams Gateway Airport, was built for U.S. pilots. After the war, many military families decided to settle in Mesa. The decade of the 1950's brought more commerce and industry to Mesa, including early aerospace companies. However, until 1960 more than 50 percent of the residents earned their living directly or indirectly from farming, mainly citrus and cotton. The 1960's through 1990's saw more high-technology companies, now over 100 firms. Health facilities grew especially during the 1980's and 1990's to service the larger population.

The City of Mesa has an elected Mayor and six City Council members that are limited to two consecutive terms. The City operates under a charter form of government, with the Mayor and City Council setting policy. In 1998, a voter initiative changed the election of the council members from an at-large system to a system of six districts. Council members serve a term of four years, with three members elected every two years. The mayor is elected at-large every four years. The Council appoints the City Manager and other officers necessary to produce an orderly administration of the City’s affairs.

As shown in Table 4-16, Mesa currently has a population of over 450,000. With large vacant areas opening for development the population of Mesa is expected to grow to nearly 566,000 by 2020. Complimenting this massive residential growth will be commensurate job growth, which may result in over 275,000 jobs by the year 2020. This figure will represents over 10% of the jobs occupied in Maricopa County.

Table 4-16: Summary of population and employment estimates for Mesa

Population	1990	2000	2008	2010	2020
Maricopa County	2,122,101	3,072,149	3,987,942	4,134,400	5,164,100
Mesa	288,091	397,125	459,682	518,944	565,693
As a % of County	13.58%	12.93%	11.53%	12.55%	10.95%
Employment					
Maricopa County	948,227	1,564,900	1,814,700	2,112,000	2,705,000
Mesa	93,216	172,000	247,707	218,085	275,236
As a % of County	9.83%	10.99%	13.65%	10.33%	10.18%
Jobs per Capita	0.32	0.43	0.54	0.42	0.49
Note: Interim projections for 2010 and 2020					
Source: Maricopa Association of Governments (2009), U.S. Census Bureau, Arizona Department of Commerce (2009)					
Highlighted cells indicate anomalously low forecast estimates. Causes may include annexation of additional land into town limits, higher growth rates than projected, etc.					

Ratified in November of 2002, Mesa’s General Plan provides a framework for a community that will be exposed to both growth pressures from new development, as well as revitalization and infill issues from its older neighborhoods. As shown in Figure 4-39, the existing pattern of land use within the approximate 170-square-mile Mesa planning area reveals two dominant land uses: small-lot, single family detached housing, and vacant land. The majority of undeveloped land is concentrated in the eastern third of the planning area, which illustrates the west to east growth pattern of the City. Community and neighborhood commercial districts are located primarily along arterial roadways and in the City’s core. The dominant industrial activity is concentrated in the northern and southeastern portions of the planning area. Mesa’s General Plan also includes a Safety Element that addresses the goals, objectives and policies necessary to provide a comprehensive program to deal with local, area-wide, regional and national emergencies.

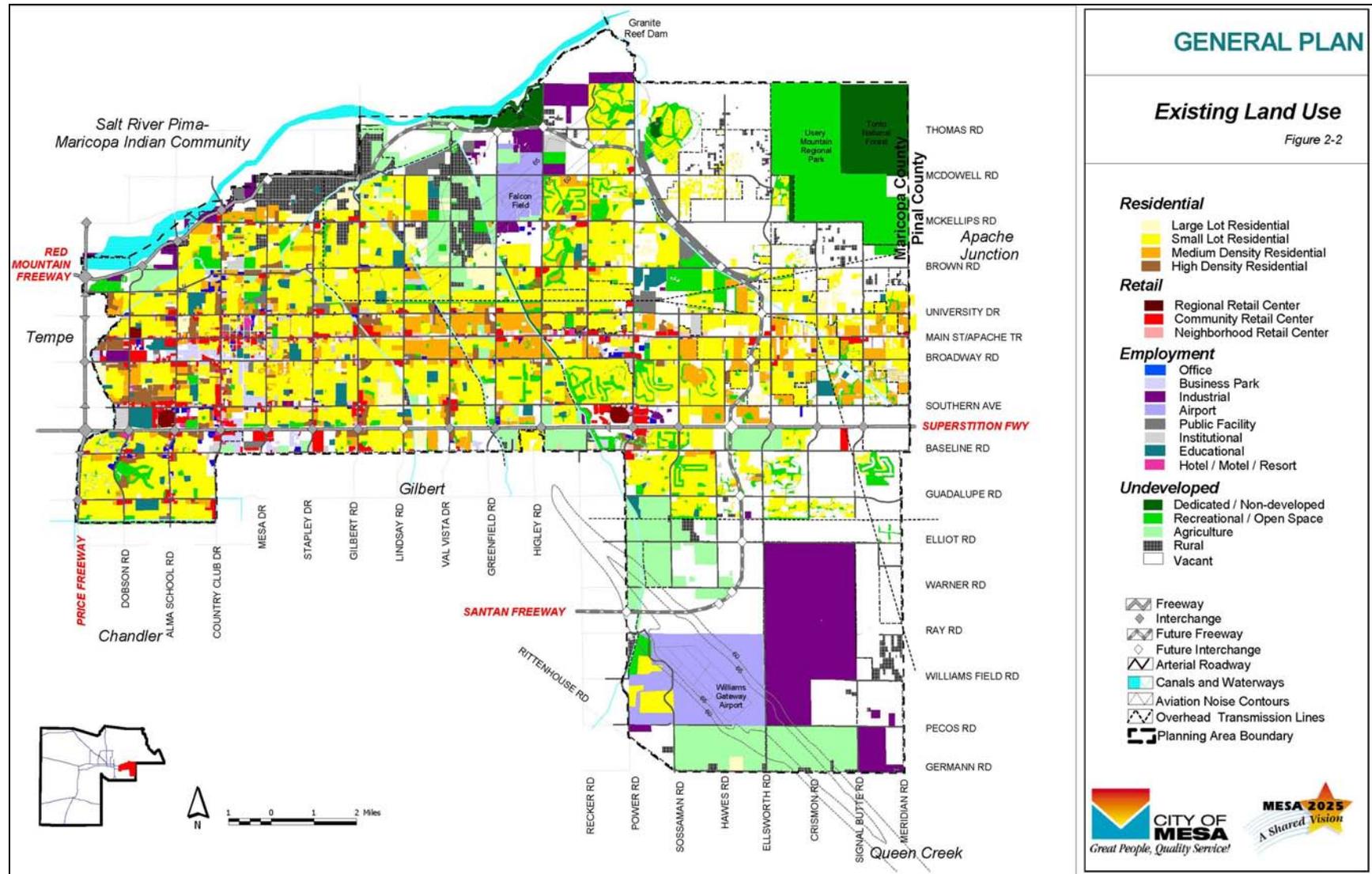


Figure 4-39: City of Mesa land use map

4.3.16 Paradise Valley

Located approximately 10 miles northeast of downtown Phoenix, the Town of Paradise Valley lies in the central region of the metropolitan area between the cities of Phoenix and Scottsdale, as shown in Figure 4-40. Incorporated as a community in May of 1961, the Town’s founders initiated the integration in response to concerns that the relaxed, sparsely populated desert lifestyle of their community was in danger of eroding due to threatened annexation by and the changing density and commercialization of neighboring Phoenix and Scottsdale. The area originally incorporated as the Town included 2.7 square miles. By 1970, Paradise Valley had grown to 13.3 square miles, and the population had reached 6,637 residents. By 1980, the Town had a population of approximately 11,000 residents and included roughly 14 square miles. While Paradise Valley reflects a unique focus on low-density, resort style living, the Town also has a rugged terrain that compliments the beautiful homes

Today Paradise Valley’s residents are governed under a Council-Manager form of government, which includes a seven member Town Council consisting of a Mayor and six Council members elected at-large for a term of four years. The Town Council appoints the Mayor and Town Manager and other officers necessary to produce an orderly administration of the Town’s affairs.

As illustrated in Table 4-17, in 2000 the population of Paradise Valley was 13,629. With development opportunities continuing to open, this population is forecast to grow only marginally to 15,224 by 2020. As a result of this modest growth, Paradise Valley’s population will comprise a steadily decreasing percentage of Maricopa County’s population. Similarly, Paradise Valley’s labor force is forecast to reflect a slightly decreasing share of the region’s jobs. In 1990, the Town had 4,323 jobs which increased to 7,682 by 2008. In addition to having a relatively stable population and employment base, Paradise Valley’s ratio of jobs-per-capita is forecast to increase from 0.37 in 1990 to 0.51 in 2020. Almost all of the jobs held within the community are in the service and resort industries.

Table 4-17: Summary of population and employment estimates for Paradise Valley

Population	1990	2000	2008	2010	2020
Maricopa County	2,122,101	3,072,149	3,987,942	4,134,400	5,164,100
Paradise Valley	11,671	13,629	14,444	14,790	15,224
As a % of County	0.55%	0.44%	0.36%	0.36%	0.29%
Employment					
Maricopa County	948,227	1,564,900	1,814,700	2,112,000	2,705,000
Paradise Valley	4,323	5,400	7,682	6,717	7,707
As a % of County	0.46%	0.35%	0.42%	0.32%	0.28%
Jobs per Capita	0.37	0.40	0.53	0.45	0.51
Note: Interim projections for 2010 and 2020					
Source: Maricopa Association of Governments (2009), U.S. Census Bureau, Arizona Department of Commerce (2009)					
Highlighted cells indicate anomalously low forecast estimates. Causes may include annexation of additional land into town limits, higher growth rates than projected, etc.					

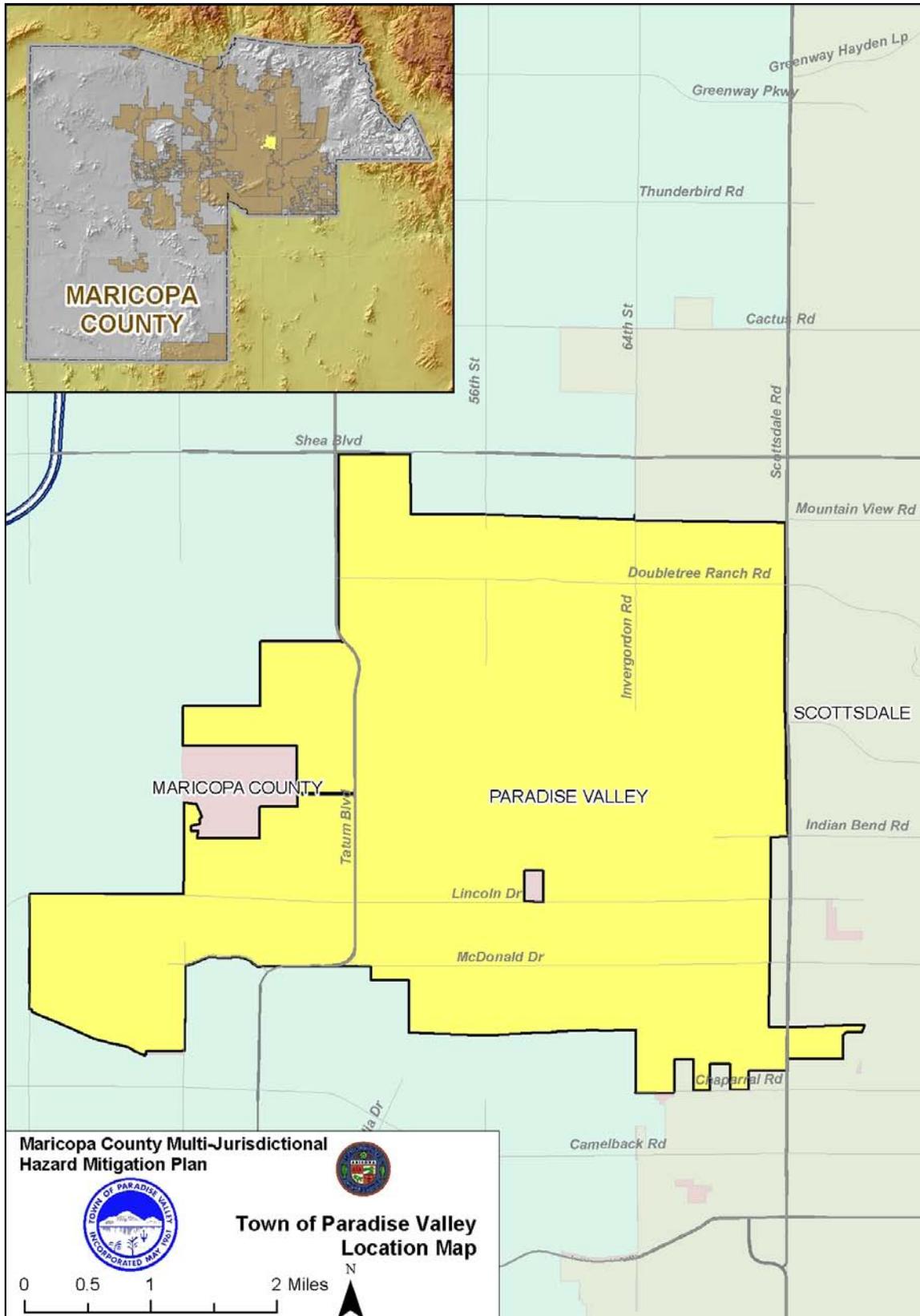


Figure 4-40: Paradise Valley location map

Paradise Valley's General Plan, ratified in March of 2003, indicates a Town that has positioned itself to retain the low intensity, residential development pattern that it has known for decades. Paradise Valley is, almost without exception, a community of single-family homes. The zoning map for the Town reflects this one use, at a preferred density of one home per acre. Other uses, which include open space and resort industry, are permitted within this district only as a special use. The Town's Land Use Plan, which is shown in Figure 4-41²¹, reflects the predominance of the single-family home in Paradise Valley. The land use breakdown for the Town indicates that Low Density Residential will occupy over 80% of the Town, with 4% reserved for Resort/Country Club uses, and 11% in Open Space. Paradise Valley's General Plan also includes a Public Safety/Cost of Development Chapter that articulates the Town's commitment to maintaining a high level of public services in the Town, particularly those related to public safety.

4.3.17 Peoria

The City of Peoria was established in the 1880's when local leader William J. Murphy's vision for the Arizona Canal was completed in 1885. The City was incorporated in 1954, with boundaries covering only one square mile of land. The incorporated area of Peoria covers nearly 176 square miles and is currently home to over 156,000 residents. Northern Peoria's planning area includes a landscape dominated by the Lake Pleasant Recreational Area. This park is complimented by both the Gila River and New River watersheds, which enter the City from the north and depart to the south. As shown in Figure 4-42, Peoria is provided access through various arterial roadways and major throughways. Most notably, State Route 74 provides access to the City's north end, the Loop 101 Freeway bisects the City's southern region, and the future Loop 303 Freeway alignment will afford access to the central portion of the City.

Today, Peoria's residents are governed under a Council-Manager form of government, which includes a seven member City Council consisting of a Mayor and six Council members elected from six districts within the City for four-year terms. The City Council appoints the City Manager and other officers necessary to produce an orderly administration of the City's affairs.

As illustrated in Table 4-18, in 2000 the population of Peoria was 108,462. With development continuing to occur throughout the City the population is forecast to grow nearly 250% to more than 236,000 by the year 2020. As a result, Peoria's population will comprise a steadily increasing percentage of Maricopa County's population. Peoria's labor force is forecast to reflect an ever-larger share of the region's jobs. In 1990, the City had 9,216 jobs, while 2020 projections anticipate over 87,000 jobs within the community. In addition to having a growing population and employment role within the region, Peoria's ratio of jobs-per-capita is also forecast to rise from 0.15 in 1990 to 0.37 in 2020.

Peoria has a growing light industrial and commercial economy, a change from its agricultural tradition. Peoria's business community is emerging as a leading center in Maricopa County. Peoria has attracted a variety of businesses to include professional office projects, call centers, small and medium manufacturers, biotechnology, retail, specialty centers and automotive sales operations. Along with new businesses, "Class A" Office buildings have recently opened and many more are planned.

²¹ Town of Paradise Valley, http://www.ci.paradise-valley.az.us/docs/General_Plan/GP%2012703%20Land%20Use.pdf

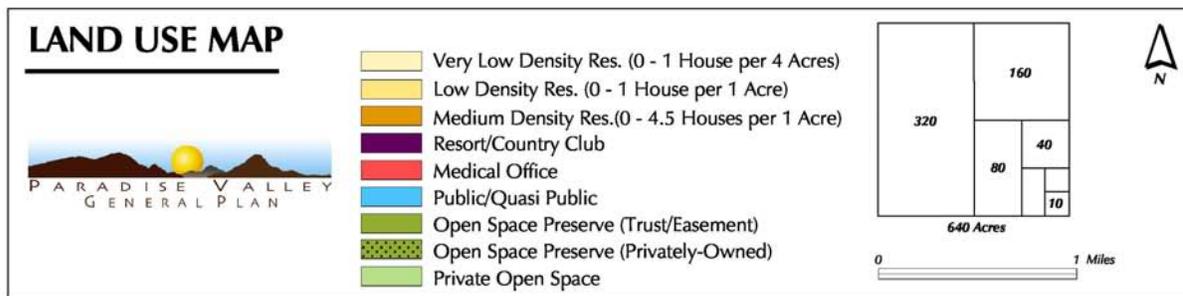
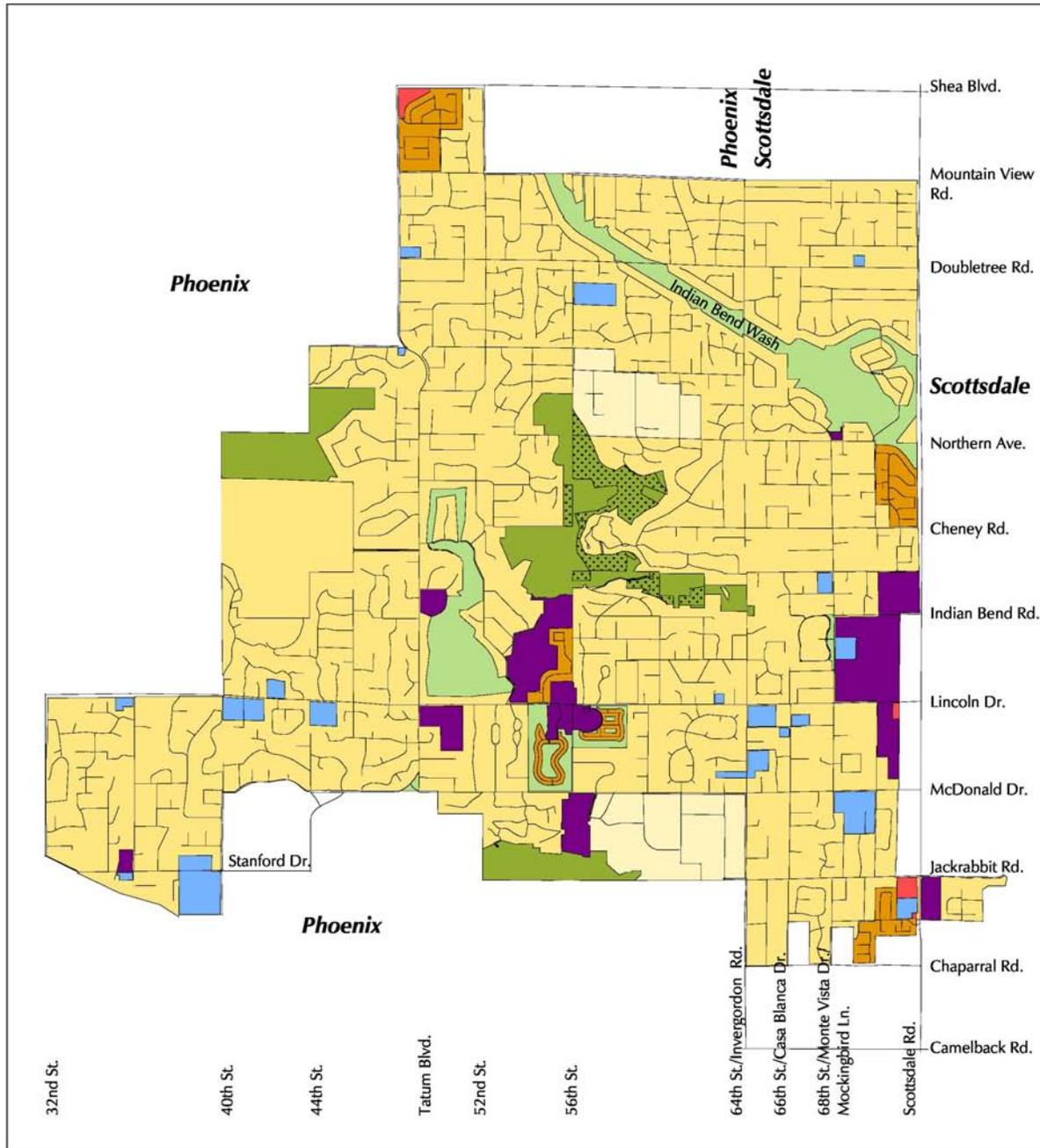


Figure 4-41: Town of Paradise Valley land use map

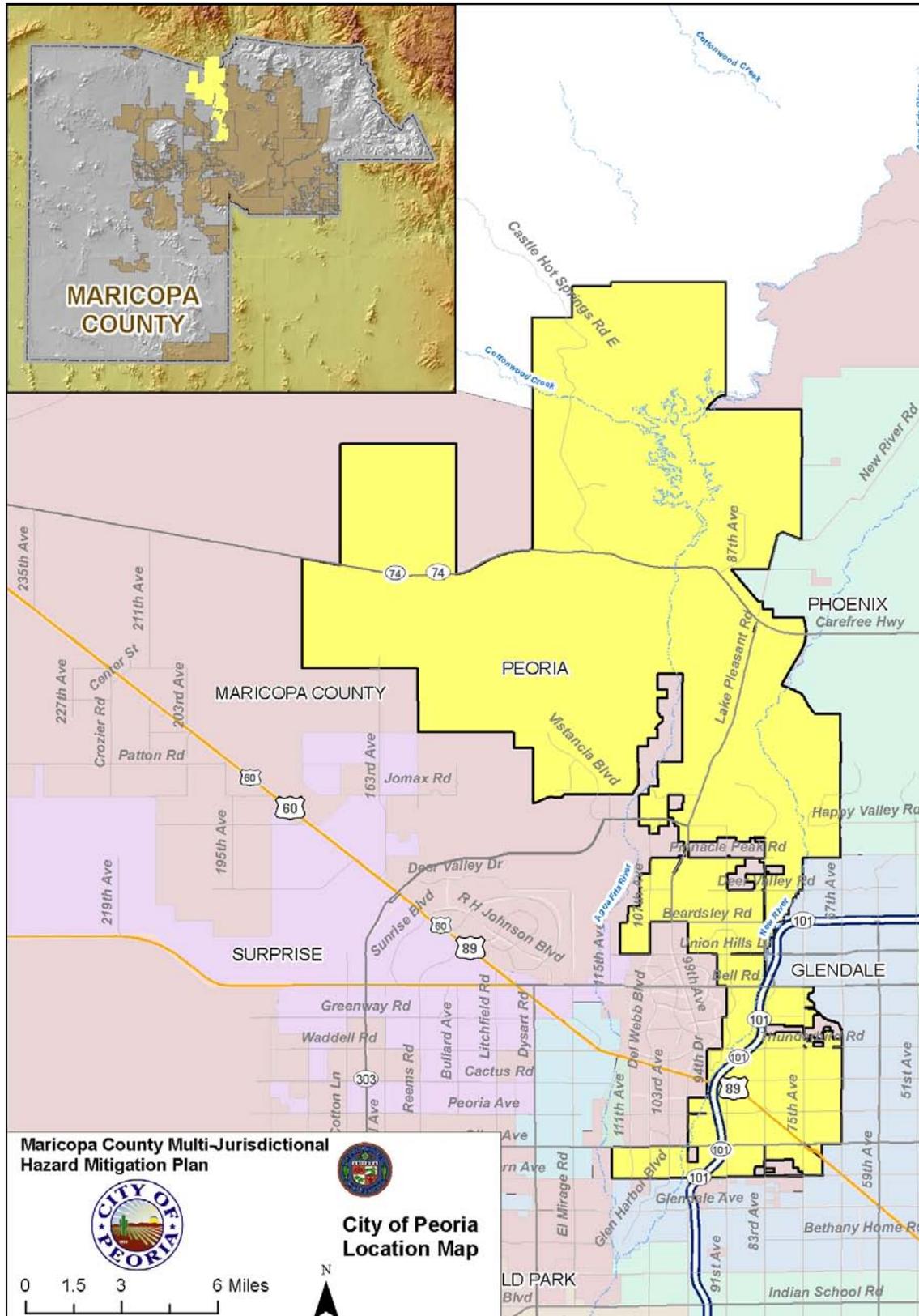


Figure 4-42: Peoria location map

Table 4-18: Summary of population and employment estimates for Peoria

Population	1990	2000	2008	2010	2020
Maricopa County	2,122,101	3,072,149	3,987,942	4,134,400	5,164,100
Peoria	60,618	108,462	155,557	172,793	236,154
As a % of County	0.76%	1.17%	1.92%	1.99%	2.37%
Employment					
Maricopa County	948,227	1,564,900	1,814,700	2,112,000	2,705,000
Peoria	9,216	28,400	66,537	51,300	87,400
As a % of County	0.00%	0.58%	2.04%	1.88%	1.88%
Jobs per Capita	0.15	0.26	0.43	0.30	0.37
Note: Interim projections for 2010 and 2020					
Source: Maricopa Association of Governments (2009), U.S. Census Bureau, Arizona Department of Commerce (2009)					
Highlighted cells indicate anomalously low forecast estimates. Causes may include annexation of additional land into town limits, higher growth rates than projected, etc.					

Peoria’s General Plan, revised in 2009, reflects a community that will continue to experience rapid residential growth, but will also secure valuable recreational and environmental amenities for the region. The City’s Land Use Plan, illustrated in Figure 4-43²², indicates two prevailing land uses in Peoria—Single-Family and Open Space. A good share of the City’s Open Space will exist in and around the Lake Pleasant region, however the Agua Fria and New Rivers will also afford additional recreational opportunities. Much of the City’s new commercial growth is expected to occur near and between loops 101 and 303 Freeway corridors. Future plans for a Lake Pleasant Parkway corridor that will attract office and commercial development. Peoria’s General Plan includes a Safety Element that identifies methods of protecting residents, businesses, and property from the threat of natural, technological and manmade hazards and emergencies.

4.3.18 *Phoenix*

The City of Phoenix, located in the heart of the greater metropolitan area, dominates the political, economic, and cultural landscape not only of Maricopa County, but also much of Arizona. In 1867, Phoenix founder Jack Swilling formed a canal company and diverted water from the Salt River, helping to capitalize on the region’s agricultural value. In 1911, the Roosevelt Dam was completed and water supplies—vital to growth in the region—was stabilized. Strong growth in the region began during World War II when several military airfields were constructed in Maricopa County, and various defense industries followed. Formally incorporated in 1881, today the City of Phoenix includes over 500 square miles, and is the nation’s sixth most populous City. Phoenix is Arizona’s capitol and is located in the County Seat: Maricopa County.

As suggested through Figure 4-44, Phoenix has grown more north south than east west since its inception. To the south Phoenix is bounded by the Gila River Indian Community and on the north by unincorporated Maricopa County. Many smaller communities, including Tempe, Paradise Valley, and Scottsdale define the City to the east, and Peoria and Glendale form the City’s western border. The natural environment of Phoenix is typical of the Sonoran Desert climate. Rugged urban mountain

²² City of Peoria,
http://www.peoriaaz.gov/uploadedFiles/Peoriaaz/Departments/Community_Development/Planning_and_Zoning/General_Plan/Fig2-1LandUsePlan.pdf

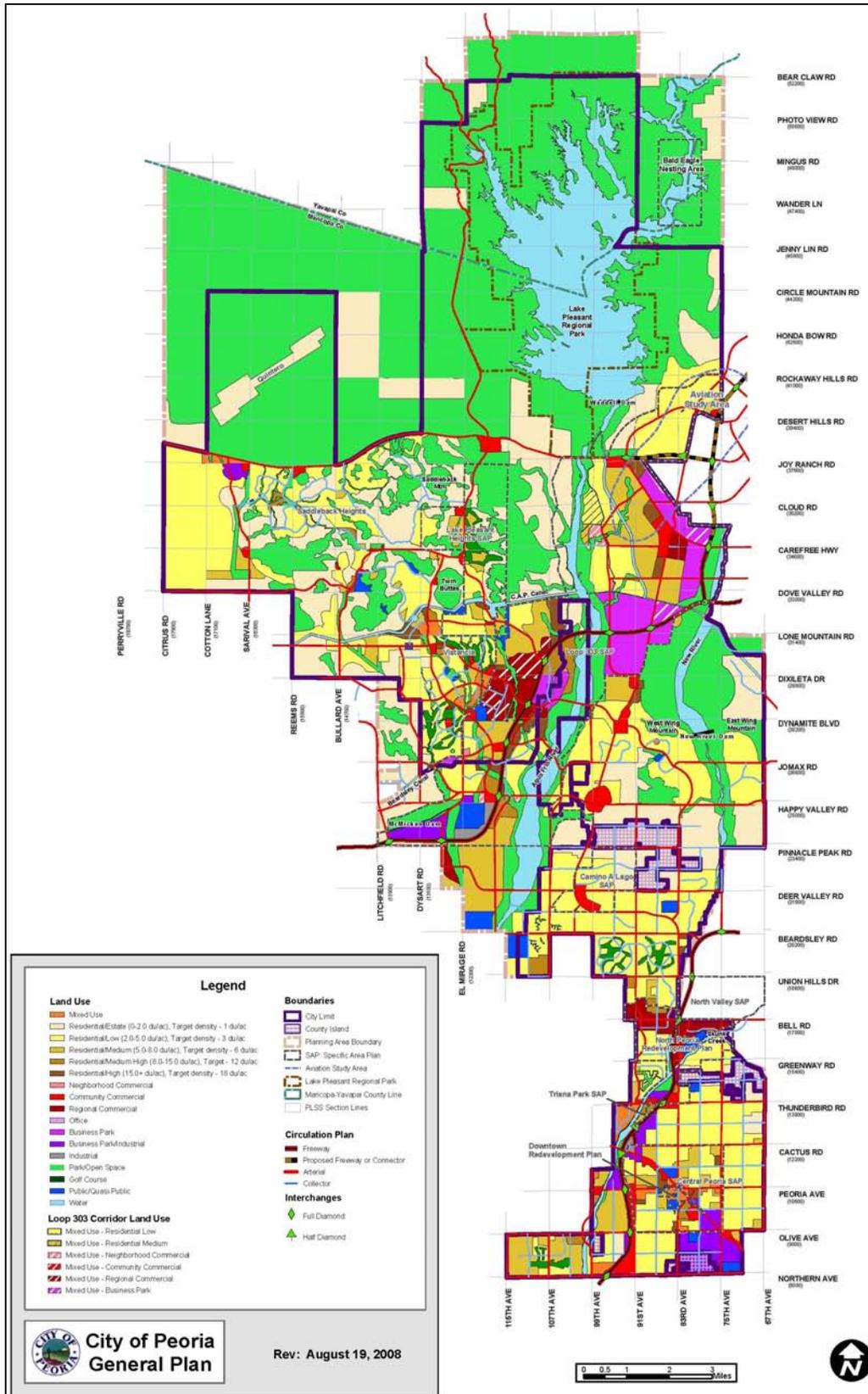


Figure 4-43: City of Peoria land use map

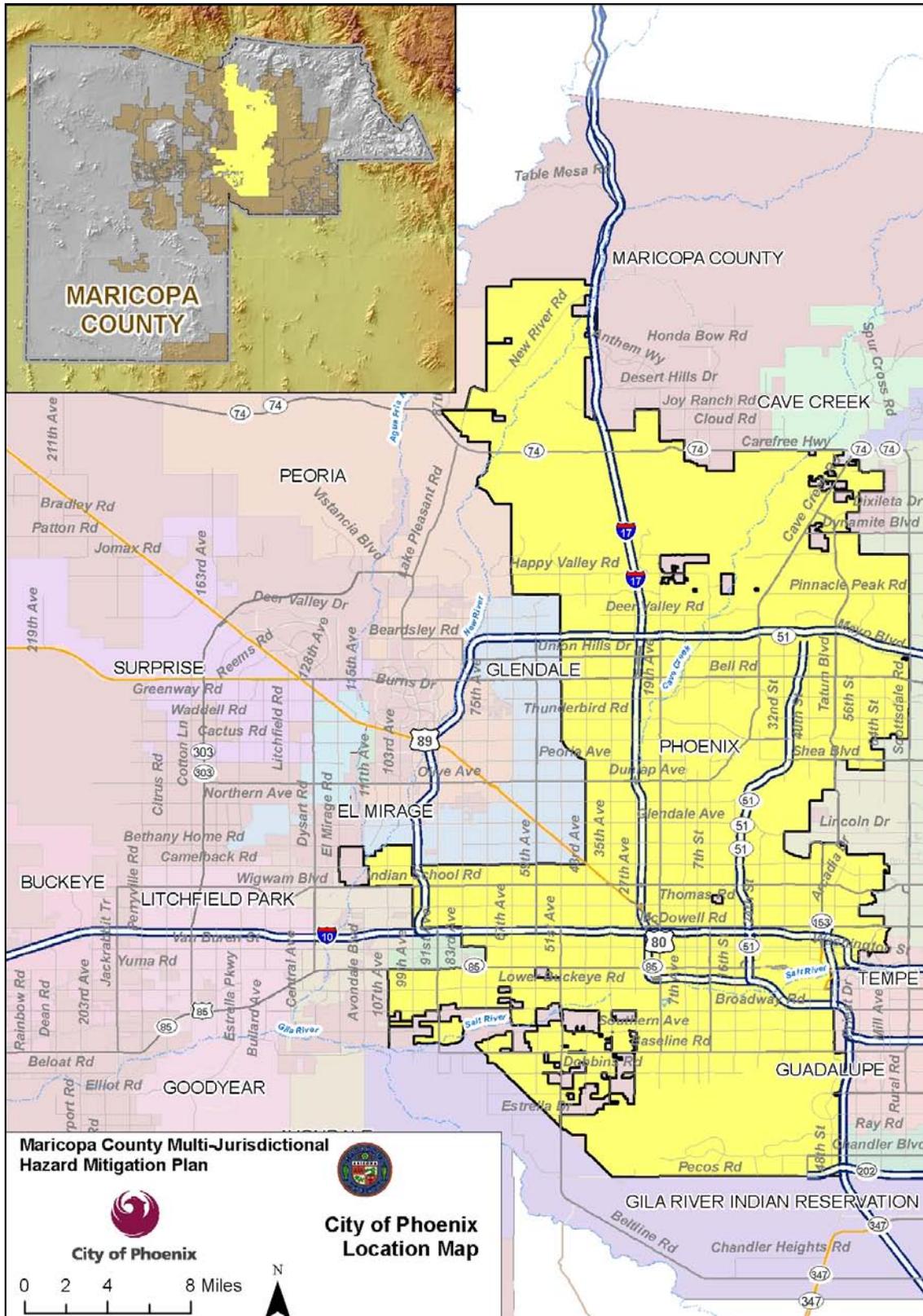


Figure 4-44: Phoenix location map

parcs, including South Mountain—the nation’s largest urban park—and the Phoenix Mountain Preserve create a memorable skyline. The region’s catalyst, the Salt River, now runs dry through the center of the City, and is complemented by various smaller watersheds. A massive arterial roadway network and, more recently, the development of a large freeway system, now serve Phoenix. The primary roadway network includes Interstates 17 and 10, with State Highway 51 and the Loop 101 and 202 Freeways also providing transportation service throughout the region. Phoenix and the region are also served by Sky Harbor International Airport, located only two miles east of the City’s central business district.

The City of Phoenix has an elected Mayor and eight City Council members that represent various districts within the City. The City operates under a charter form of government, with the Mayor and City Council setting policy. The Mayor and eight Council members serve terms of four years. The mayor is elected at-large every four years. The Council appoints the City Manager and other officers necessary to produce an orderly administration of the City’s affairs.

Since its incorporation over 100 years ago, the City of Phoenix has experienced tremendous growth, becoming one of the nation’s fastest-growing large metropolitan areas. Illustrated in Table 4-19, this growth has led Phoenix to a current population of over 1.5 million people and representing over 39% of the county’s population. Despite its prominent role within Maricopa County, Phoenix will occupy less of the region’s overall population by the year 2020, when the 1.9 million people residing in the City will represent only 38.5% of Maricopa County. Similarly, employment within Phoenix, currently 815,000 workers, reflects over 44% of the County’s jobs. However, by 2020 this figure is expected to drop to 41%. The diminished role of both population and employment in Phoenix, while increasing dramatically, speaks to the remarkable development of both categories regionally.

Table 4-19: Summary of population and employment estimates for Phoenix

Population	1990	2000	2008	2010	2020
Maricopa County	2,122,101	3,072,149	3,987,942	4,134,400	5,164,100
Phoenix	983,403	1,350,500	1,561,485	1,695,549	1,990,450
As a % of County	46.34%	43.96%	39.16%	41.01%	38.54%
Employment					
Maricopa County	948,227	1,564,900	1,814,700	2,112,000	2,705,000
Phoenix	541,574	687,574	815,225	937,182	1,108,031
As a % of County	57.11%	43.94%	44.92%	44.37%	40.96%
Jobs per Capita	0.55	0.51	0.52	0.55	0.56
Note: Interim projections for 2010 and 2020					
Source: Maricopa Association of Governments (2009), U.S. Census Bureau, Arizona Department of Commerce (2009)					

Ratified in March of 2002, Phoenix’s General Plan provides a framework for a community that will be exposed to growth pressures from new development in the north, as well as revitalization and infill issues from its older neighborhoods. Figure 4-45²³ illustrates a very dynamic land use pattern that reflects the massive post-war, suburban style residential growth that prevails in the central and mid-central portions of the City, as well as consistent commercial development along the many miles of arterial streets that symbolize the street network throughout the region. Industrial development is expected to continue to occur primarily near Sky Harbor International Airport, as well as along the Salt River and near the Deer Valley Airport in north Phoenix. Not known for its dramatic downtown skyline, Phoenix is also planning for commercial and civic development in the central business district,

²³ City of Phoenix, <http://www.phoenix.gov/PLANNING/gpmap.pdf>

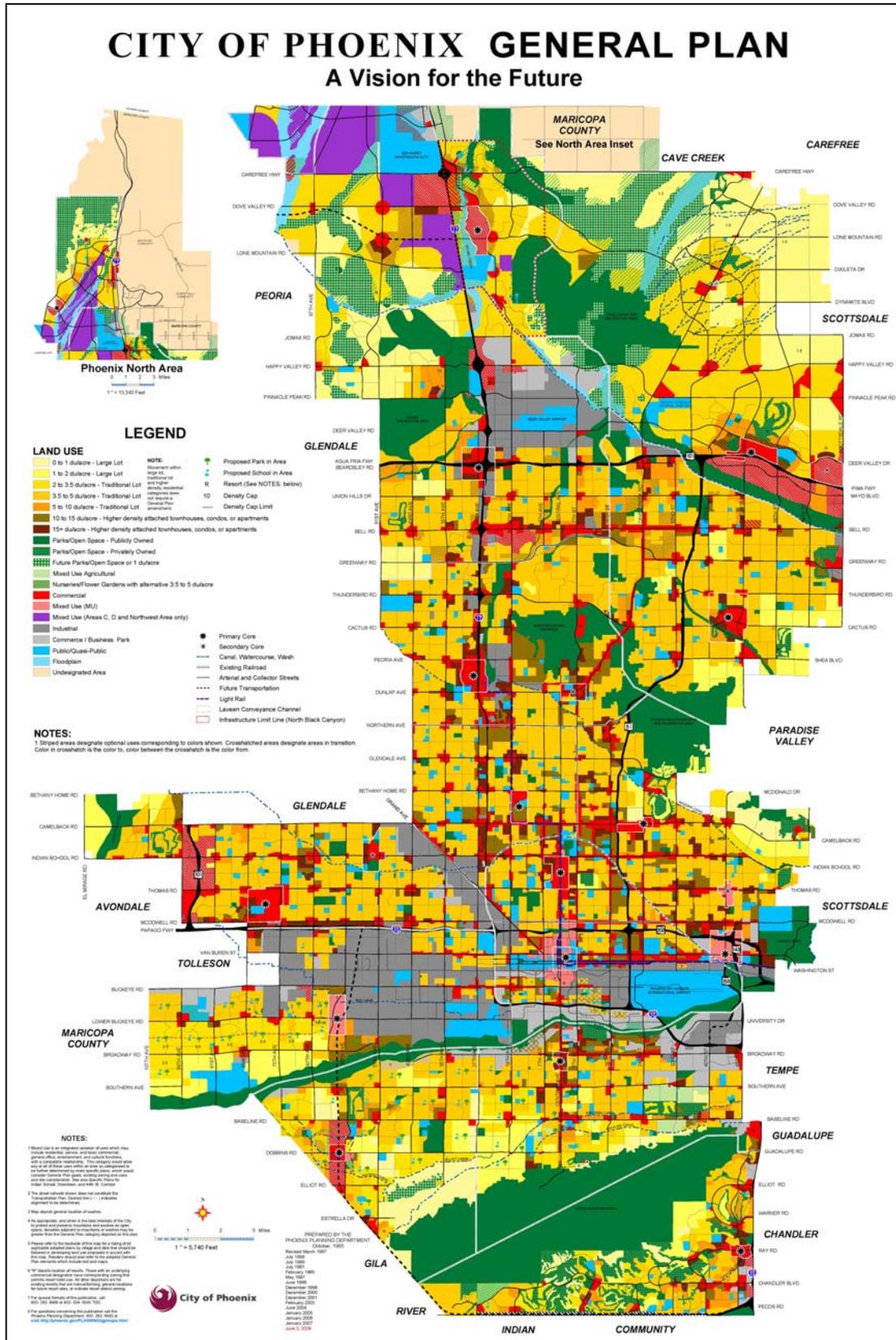


Figure 4-45: City of Phoenix land use map

as well as along the City's "spine"—Central Avenue. Unique character will be strengthened in areas including Ahwatukee in south Phoenix, in the historic neighborhoods that are clustered in the central portion of the City, and near the many urban parks that characterize the recreational opportunities in urban Maricopa County. The most rapidly developing region of Phoenix is expected to be in the north, where unincorporated Maricopa County is already being prepared for development. The Phoenix General Plan also addresses public safety through its Safety Element, which recommends ways to reduce the risks of natural and man-made hazards including the following: soil and geologic hazards, fire hazards, emergency medical service, hazardous materials, police and crime, aircraft and airport safety, and ground transportation and emergency response programs.

4.3.19 *Queen Creek*

Like most of the communities located in the greater metropolitan area, Queen Creek has experienced rapid growth in both population and land area, yet is still known as a very rural community that is rich in agricultural and rustic lifestyles. The Town of Queen Creek is situated in the southeastern corner of Maricopa County and a portion of western Pinal County, as shown in Figure 4-46. The Gila River Indian Community borders the southwest boundary of Queen Creek, the Town of Gilbert lies to the immediate west, and Mesa forms the northern boundary of the Town. The San Tan Mountains Regional Park boundary comprises the southern boundary of the planning area. Downtown Mesa is approximately 20 miles north, yet the southernmost border of Mesa is Germann Road, which forms the northern boundary of the Queen Creek planning area. Williams Gateway Airport, a growing regional facility in Mesa, is only one mile north of the northern boundary of Queen Creek.

The Queen Creek planning area is 64.7 square miles while the current incorporated Town area is approximately 26 square miles. Before it became a community Queen Creek was a home for early Indian communities and the homesteaders who farmed and ranched along Queen Creek Wash. By the time Arizona became a state in 1912, an organized farming town had been formed in the area. The Town of Queen Creek formally incorporated in 1989.

Large farms throughout the area grow a variety of crops including citrus, pecans, cotton, corn, soybeans, wheat, potatoes, and alfalfa. The Union Pacific Railroad runs northwest to the southeast through the Town. Queen Creek Wash and Sonoqui Wash also traverse the planning area, and periodically convey water flows generally due to flash floods. The San Tan Mountains and Goldmine Mountains are the most dramatic landform in the area, and lie immediately to the south. The Superstition Mountains, to Queen Creek's northeast, can be seen from virtually anywhere within the planning area. Major arterials in the Town are based on a grid system, with Rittenhouse Road crossing diagonally through the region. The southern section of the Loop 202 Freeway will pass through Mesa and Gilbert several miles to the north, and will provide primary access to the metropolitan area.

As illustrated in Table 4-20, in 2000 the population of Queen Creek was 4,317. With development opportunities opening rapidly in the ensuing years, this population is forecast to multiply over 20 times to 55,500 by 2020. As a result, Queen Creek's population will comprise a steadily increasing percentage of Maricopa County's population. Similarly, Queen Creek's labor force, although small, is forecast to reflect an ever-larger share of the region's jobs. In 1990, the Town had just 266 jobs, while 2020 projections anticipate over 22,000 jobs within the community. In addition to having a growing population and employment role within the region, Queen Creek's ratio of jobs-per-capita is also forecast to rise from 0.10 in 1990 to 0.40 in 2020.

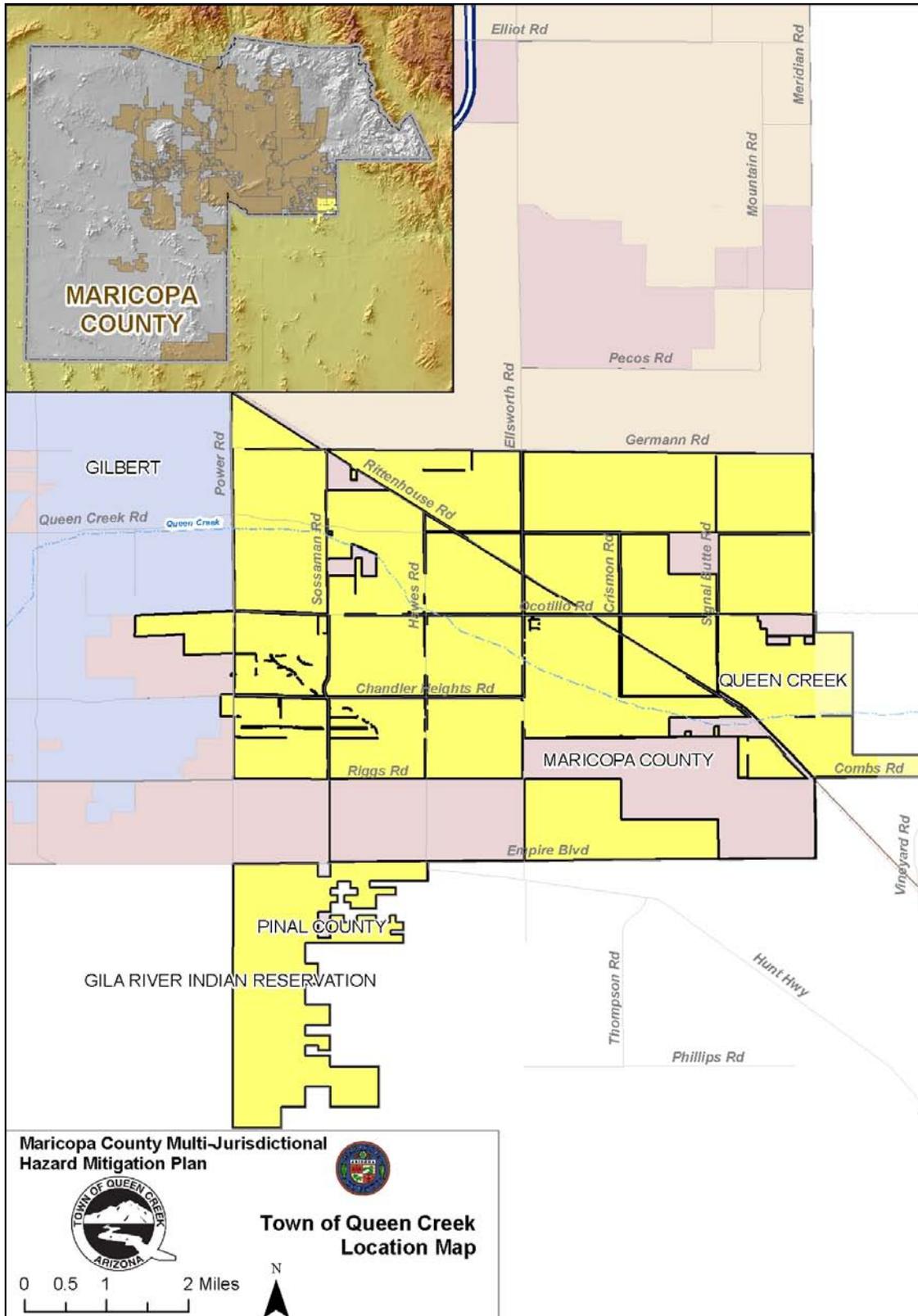


Figure 4-46: Queen Creek location map

Table 4-20: Summary of population and employment estimates for Queen Creek

Population	1990	2000	2008	2010	2020
Maricopa County	2,122,101	3,072,149	3,987,942	4,134,400	5,164,100
Queen Creek	2,667	4,317	23,329	34,506	55,529
As a % of County	0.13%	0.14%	0.58%	0.83%	1.08%
Employment					
Maricopa County	948,227	1,564,900	1,814,700	2,112,000	2,705,000
Queen Creek	266	1,700	2,675	9,652	22,213
As a % of County	0.03%	0.11%	0.15%	0.46%	0.82%
Jobs per Capita	0.10	0.39	0.11	0.28	0.40
Note: Interim projections for 2010 and 2020					
Source: Maricopa Association of Governments (2009), U.S. Census Bureau, Arizona Department of Commerce (2009)					

The Town of Queen Creek General Plan, adopted April 2008, provides the framework for guiding the Town’s rapid development. The Town Land Use Plan for Queen Creek, illustrated in Figure 4-47²⁴, emphasizes the creation of a concentrated, strong community core to balance other traditional uses. Historically, the majority of the Queen Creek planning area has included agricultural uses, with scattered residential and undeveloped areas. Newer land uses include a predominate mixture of residential densities for most of the areas. Capitalizing on its proximity to the Williams Gateway economic development area, much of north Queen Creek is expected to grow with commercial and industrial uses. Supporting the community’s rural character several mixed-use projects have also been approved and many equestrian-oriented developments have also been created.

4.3.20 *Salt River Pima-Maricopa Indian Community*

The Salt River Pima-Maricopa Indian Community (SRPMIC) is located approximately 17 miles northeast of Phoenix, Arizona, and is bounded by Scottsdale to the north and west, Mesa and Tempe to the south, and Fountain Hills to the northeast. As a result of the Community’s location in the Phoenix metropolitan area it has experienced steady population and economic growth. Primary access to the Community is offered through both the Loop 101 and 202 Freeways, and by State Highway 87, which runs north from Mesa to Payson through SRPMIC land. As shown through Figure 4-46, the most visible natural features of the region include the Salt River, which runs along the southern reservation border, and Red Mountain, a feature that exists on the Community’s east side.

The SRPMIC was established in 1879 by an Executive Order signed by President Rutherford B. Hayes. The Executive Order enabled the Pima and Maricopa people to occupy the same 54,000 acres of fertile agricultural land as their ancestors. The Community Council, which is comprised of a President, Vice President and seven Council members, governs the SRPMIC.

Despite urbanization to the south, west and north, the Community has maintained its natural beauty and rural qualities. The Community offers many public facilities including six parks, two swimming pools, a library, museum, and golf course, youth recreational centers, and two theater complexes. In total, the Community consists of 53,600 acres, 12,000 acres of the Community are used for agriculture and maintains 19,000 acres as a natural preserve. The land under cultivation produces a variety of crops including cotton, melons, potatoes, onions, broccoli and carrots. Further commercial development is planned for an area along the Community’s western boundary where the Loop 101 Freeway provides access to Scottsdale and the rest of growing Maricopa County.

²⁴ Town of Queen Creek, <http://www.queencreek.org/Modules/ShowDocument.aspx?documentid=3236>

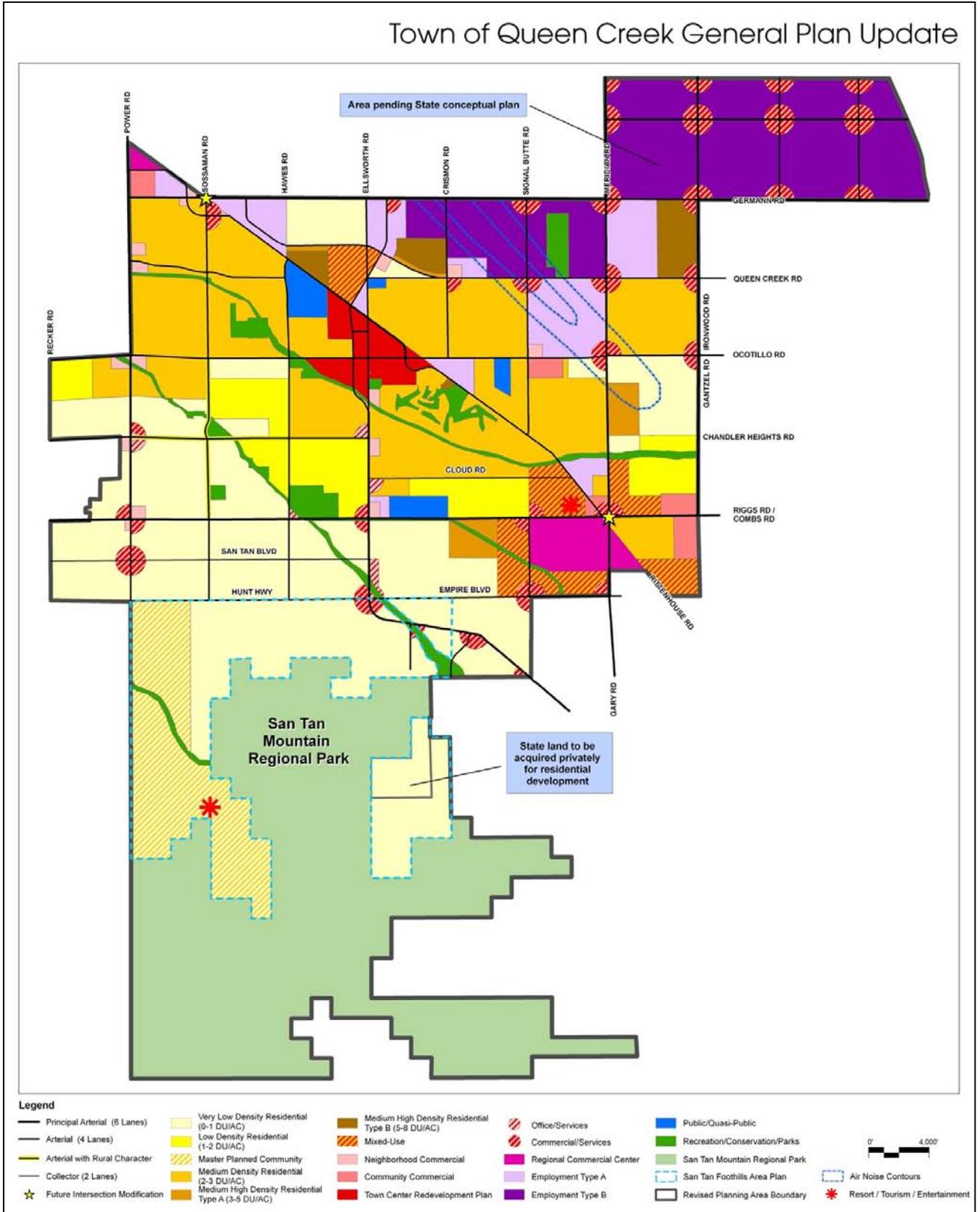


Figure 4-47: Town of Queen Creek land use map

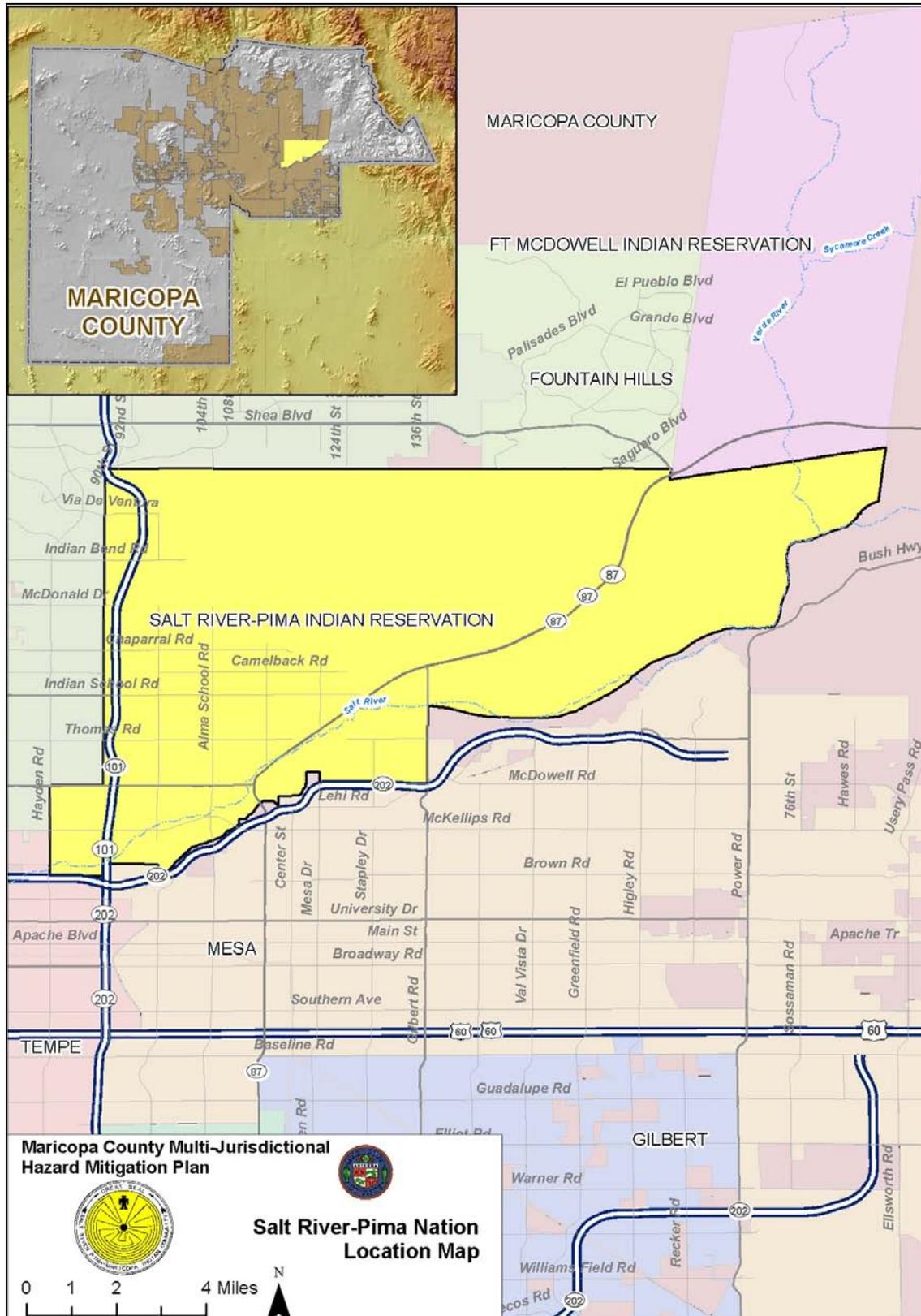


Figure 4-48: Salt River Pima-Maricopa Indian Community location map

As shown in Table 4-21, in 2000 the population of Salt River Pima-Maricopa Indian Community was 6,403. Population projections for this jurisdiction indicate that growth is likely to top out near the 7,300 mark in 2020, indicating a finite growth potential for the Salt River Pima-Maricopa Indian Community. By contrast, employment estimates for the Community project a growing job market, with over 25,000 jobs on the Salt River community by 2020. Much of this growth is anticipated to occur on the western edges of the region, where office and commercial development is expected to develop. In addition to having a growing employment role within the region, the Salt River Pima-Maricopa Indian Community is also expected to demonstrate a job per capita increase from 1.14 in 2000 to a substantial 3.5 by 2020. Major employers within the Community include the Casino Arizona, Home Depot, Target, Mervyn's, Wal-Mart, Bureau of Indian Affairs, and the Salt River Pima-Maricopa Tribal Government.

Table 4-21: Summary of population and employment estimates for Salt River Pima-Maricopa Indian Community

Population	1990	2000	2005	2010	2020
Maricopa County	2,122,101	3,072,149	3,987,942	4,134,400	5,164,100
Salt River Pima-Maricopa IC	4,852	6,403	6,822	7,087	7,308
As a % of County	0.23%	0.21%	0.17%	0.17%	0.14%
Employment					
Maricopa County	948,227	1,564,900	1,814,700	2,112,000	2,705,000
Salt River Pima-Maricopa IC	N/A	7,300	5,977	11,131	25,587
As a % of County	N/A	0.47%	0.33%	0.53%	0.95%
Jobs per Capita	N/A	1.14	0.88	1.57	3.50
Note: Interim projections for 2010 and 2020					
Source: Maricopa Association of Governments (2009), U.S. Census Bureau, Arizona Department of Commerce (2009)					

The SRPMIC is governed by the Community Council, which is comprised of the Community President, Community Vice-President, and the Tribal Council. The President and Vice President are elected at large and serve a four-year term. The Council members serve a staggered term of four (4) years. The Community President and Vice President oversee the management of the comprehensive government development, operations and services including: administration, general counsel, treasury, budgets and records, gaming regulatory office, self governance, community development, economic development, construction and engineering, education, human resources, community relations, congressional and legislative affairs, cultural and environment, finance, fire, police, health and human services, judicial center, public works, transportation, recreation, museum, purchasing, and learning center.

Planned land use for the SRPMIC is presented on Figure 4-49²⁵. The majority of use will remain open space and agriculture, with parcels of residential sprinkled throughout and a few clusters of higher density residential and commercial areas.

²⁵ Maricopa Association of Governments, 2007 (DRAFT), *Municipal Planning Area Socioeconomic Profiles Maricopa County, Arizona*

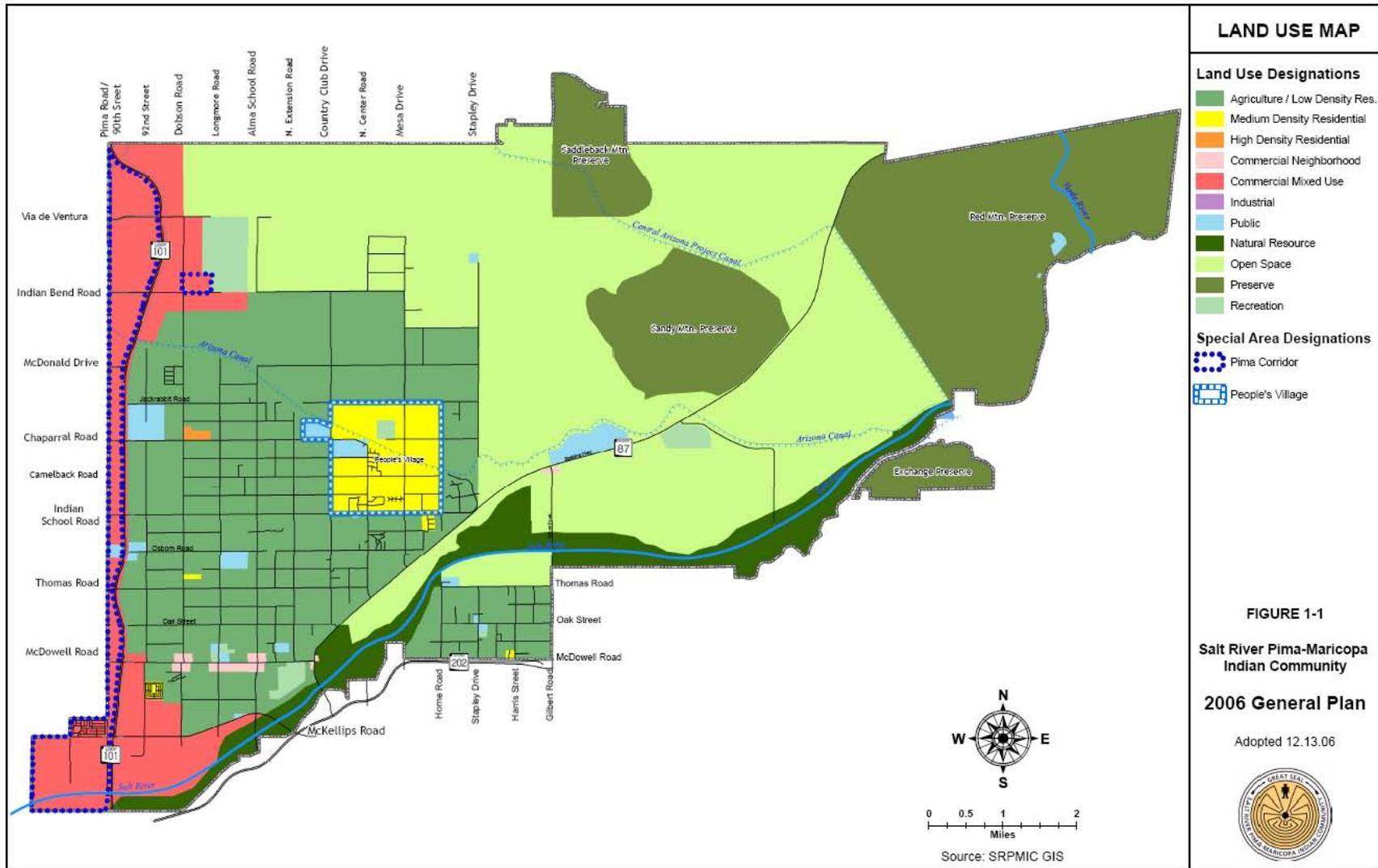


Figure 4-49: Salt River Pima-Maricopa Indian Community land use map

4.3.21 Salt River Project

The Salt River Project (SRP) is two companies: the Salt River Project Agricultural Improvement and Power District (District) a political subdivision of the state of Arizona; and the Salt River Valley Water Users' Association (Association), a private corporation. The District provides electricity to retail customers in the Phoenix area. It operates or participates in seven major power plants and numerous other generating stations, including thermal, nuclear and hydroelectric sources. The Association delivers nearly 1 million acre-feet of water to a service area in central Arizona. An extensive water delivery system is maintained and operated by the Association, including reservoirs, wells, canals and irrigation laterals. For the purpose of this Plan, the District is the eligible branch of SRP to receive funding under the DMA 2000 impacted mitigation grant programs.

The president is the chief executive officer and chairman of the Board for each organization. The vice president fulfills the duties and responsibilities of the president during the president's absence. Together, they serve as the day-to-day representatives of the Boards in the management of SRP.

In the District, landowners elect a president, a vice president, 14 Board members and 30 Council members. Each of the 10 voting divisions elects one Board member and three Council members. The president, vice president and four remaining Board members are elected at-large from all of the voting divisions.

During the Great Depression, Valley farmers were hard-pressed to make payments on the federal loans for Theodore Roosevelt Dam and other dams on the Salt River. To help reduce payments on the outstanding loans, the Arizona Legislature enacted a law in 1936 that allowed the formation of the Salt River Project Agricultural Improvement and Power District in 1937. As a political subdivision of the state, the District can issue tax-exempt municipal bonds, thereby reducing interest costs and saving SRP electric and water users millions of dollars.

As the Valley's population has grown, the District has tapped many power sources to provide electricity to more than 929,000 customers. Besides the time-honored hydroelectric generating units at the dams on the Salt River, the District owns or participates in 10 generating stations in the Southwest. Customers also are served by power drawn from various other generating facilities in the Valley and state, as well as from contractual power purchases.

4.3.22 Scottsdale

Situated in the northeast portion of Maricopa County approximately 15 miles west of downtown Phoenix, the City of Scottsdale is bordered by several communities including Phoenix and Paradise Valley on the west, Tempe on the south, the Salt River Pima-Maricopa Indian Community on the east, and the Tonto National Forest to the north and east, as shown in Figure 4-50. Founded in 1888, Scottsdale, has long been known as the "West's Most Western Town". Today the City is an example of a community that combines a rich western heritage with civic culture and a resort lifestyle. Contributing to these influences are several natural features that affect community lifestyle including the McDowell Mountain Park, the McDowell Sonoran Preserve, and the Salt River to the south.

The primary man-made features that influence Scottsdale's land uses include: the Loop 101 Freeway, which runs along the east and north portions of Scottsdale and which provides both transportation to the rest of the Valley and also offers opportunities for commercial growth; the Scottsdale Road corridor, which runs north-south for the length of the community, bisects Scottsdale into east and west halves. This roadway intersects the spectrum of Scottsdale land uses, including the Old Town shopping district in the south, the upscale shops and office areas near the Scottsdale Airport, and finally the preserved open lands on the City's far north area. These facilities compliment a wide array of resort and golf communities that have strengthened Scottsdale image as a destination community.

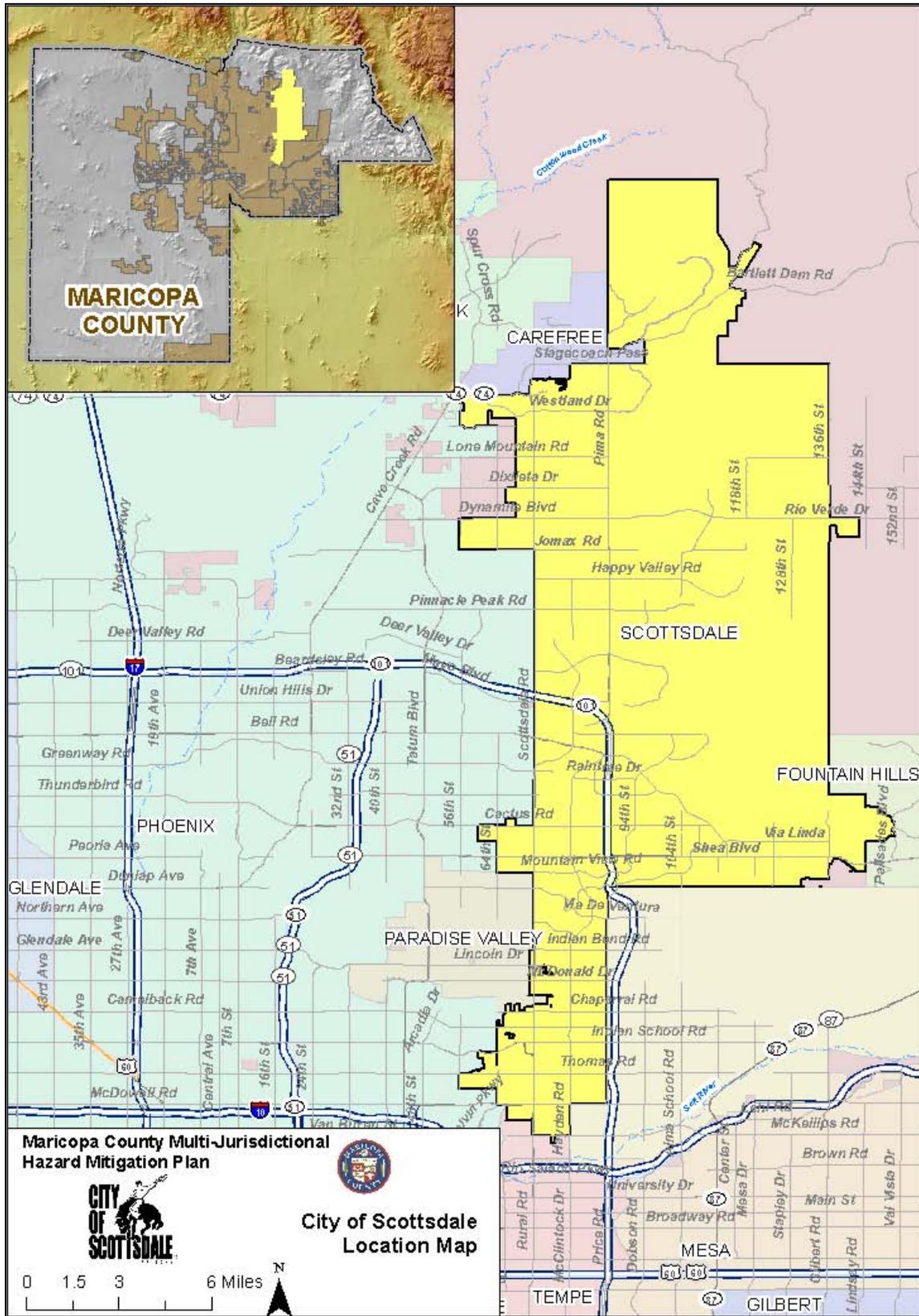


Figure 4-50: Scottsdale location map

Scottsdale has evolved and grown since its founding in the late 1800's and incorporation in 1951, and currently includes over 184 square miles within its corporate boundary. Starting as a small residential community sprinkled with farms and citrus groves, Scottsdale has become a community that features a variety of land uses.

Today Scottsdale is governed by a Council-Manager form of government, which includes a Mayor and six council members elected at-large for a period of four years.

As illustrated in Table 4-22, in 2000 the population of Scottsdale was 202,744. With vacant land continuing to provide residential growth opportunities, this population is forecast to grow to more than 269,000 by 2020. In spite of this continued growth in Scottsdale continued development countywide will reduce Scottsdale's share of the metropolitan population. Similarly, Scottsdale's labor force is forecast to grow substantially over the course of the coming decades to 232,800 by 2020. However, this labor pool will also represent a shrinking share of the region's jobs. In addition to having a growing local population and employment pool, Scottsdale's ratio of jobs-per-capita is also forecast to rise from 0.58 in 1990 to 0.86 in 2020. This relationship indicates that Scottsdale has one the healthiest balances of economy and population in the region. The Scottsdale economy today contains, in addition to its many resorts, a diverse mix of financial services from banking to insurance and investment; business services from advertising and public relations to software development; computer services, professional services from major health care providers anchored by Scottsdale Memorial Health systems, and the world renowned Mayo Clinic. A growing office and commercial environment is also developing in and around the Scottsdale Airport.

Table 4-22: Summary of population and employment estimates for Scottsdale

Population	1990	2000	2008	2010	2020
Maricopa County	2,122,101	3,072,149	3,987,942	4,134,400	5,164,100
Scottsdale	130,069	202,744	242,337	249,341	269,266
As a % of County	6.13%	6.60%	6.08%	6.03%	5.21%
Employment					
Maricopa County	948,227	1,564,900	1,814,700	2,112,000	2,705,000
Scottsdale	75,353	152,100	139,712	208,073	232,832
As a % of County	7.95%	9.72%	7.70%	9.85%	8.61%
Jobs per Capita	0.58	0.75	0.58	0.83	0.86
Note: Interim projections for 2010 and 2020					
Source: Maricopa Association of Governments (2009), U.S. Census Bureau, Arizona Department of Commerce (2009)					

Ratified in March of 2002, Scottsdale's General Plan reflects a land use pattern, as many other Maricopa County cities do, a preponderance of residential and open space uses, as shown in Figure 4-51²⁶. Scottsdale is also a community with several unique "character" areas. Most notably, Scottsdale's Old Town district, the Shea Boulevard Corridor, the Loop 101 Freeway region in north Scottsdale, and the various mountain and desert preserves all contribute to the unique qualities of Scottsdale. These regions have been identified through the General Plan process, and will be preserved and strengthened through the continued residential growth in the ensuing years. Scottsdale's General Plan also includes a Public Services and Facilities Element that represents the public's investment in the design, development and delivery of the package of service systems and programs, and the physical facilities required to satisfy the needs of a growing community.

²⁶ City of Scottsdale, <http://www.scottsdaleaz.gov/Assets/documents/generalplan/landuse.pdf>

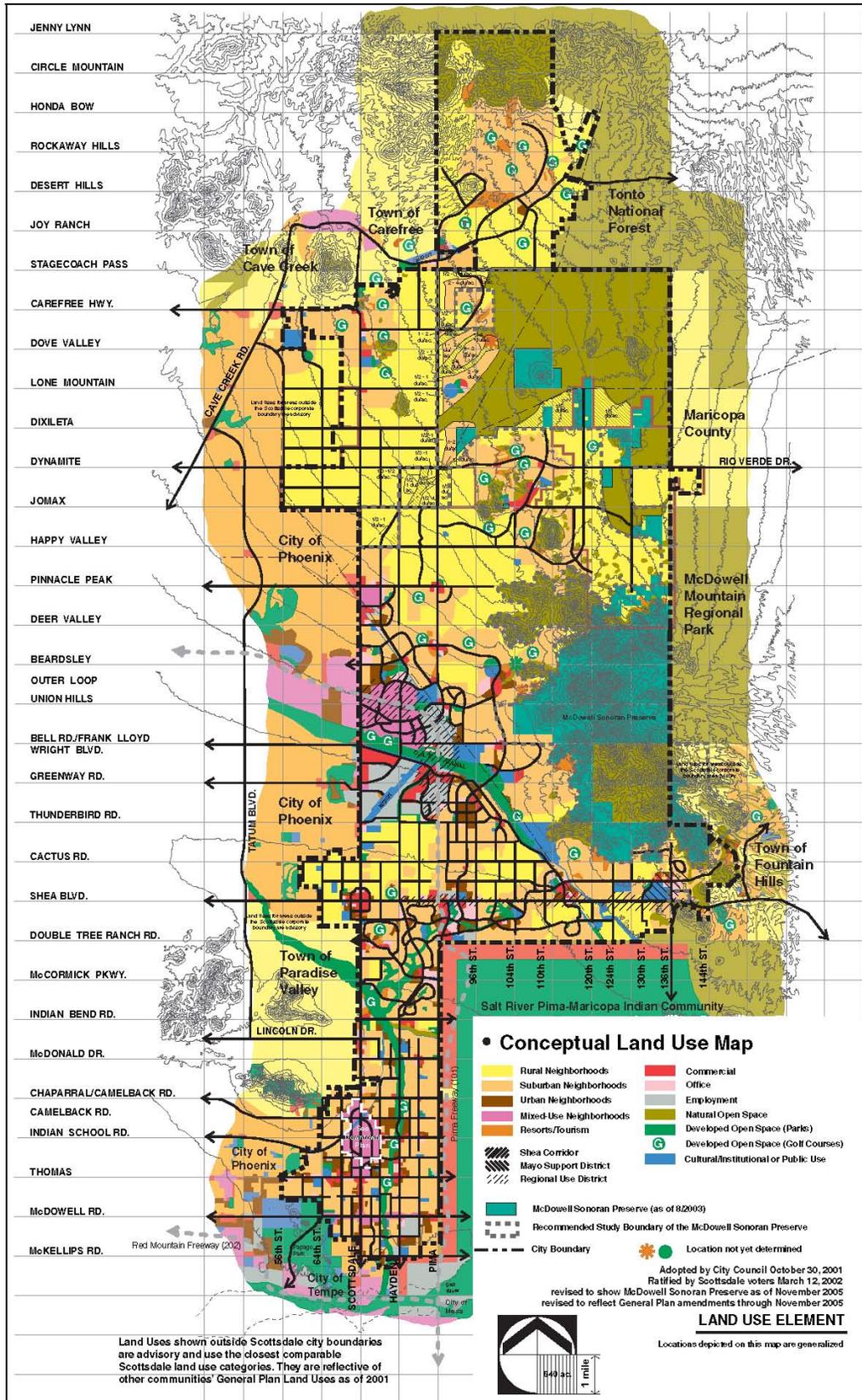


Figure 4-51: City of Scottsdale land use map

4.3.23 Surprise

Surprise is located 25 minutes northwest of downtown Phoenix along US Route 60/State Highway 93 in the northwest valley of the metropolitan area. It is positioned about 13 miles west of Interstate 17, and 18 miles north of Interstate 10. Luke Air Force Base is 2.5 miles south of the Surprise planning area, located in the City of Glendale. The City of Surprise is bordered on the east by the cities of Peoria and El Mirage and on the west by the Town of Buckeye. The unincorporated retirement communities of Sun City West and Sun City lie to east of the City of Surprise, and Glendale lies immediately to the south of Surprise. The White Tank Mountain Regional Park is located in the southwest portion of the planning area and Lake Pleasant Regional Park is located approximately ten miles to the northeast.

Surprise became an incorporated town on December 12, 1960 and boasted a population of nearly 1,600 people located on a one square mile site. Today Surprise’s 31,000 residents are governed by a Council-Manager form of government, which includes a mayor and six council members who are elected from six council districts for four-year terms.

Over the course of nearly 50 years, Surprise has grown to a city of 74 square miles with an estimated population of over 108,000 in 2008. The planning area contains both natural and man-made landforms that are, and will continue to influence, the pattern of development within the city and its planning area. At an elevation of 1,817 feet, one of the more unique natural features located within the planning area is Bunker Peak. As shown in Figure 4-52, manmade landforms located within the planning area include McMicken Dam. Land features that frame the planning area include White Tank Mountain Regional Park to the west, Hieroglyphic Mountains to the northeast, and the Vulture Mountains to the northwest.

As illustrated in Table 4-23, in 2000 the population of Surprise was 30,886. Population is forecast to expand to 268,359 by 2020. Surprise’s population will comprise a steadily increasing percentage of Maricopa County’s population. Similarly, Surprise’s labor force is forecast to reflect an ever-larger share of the region’s jobs. In 1990, the City had 1,176 jobs, while 2020 projections anticipate over 81,400 jobs within the community. In addition to having a growing population and employment role within the region, Surprise’s ratio of jobs-per-capita is also forecast to rise from 0.17 in 1990 to 0.30 in 2020.

Table 4-23: Summary of population and employment estimates for Surprise

Population	1990	2000	2008	2010	2020
Maricopa County	2,122,101	3,072,149	3,987,942	4,134,400	5,164,100
Surprise	7,122	30,886	108,761	146,890	268,359
As a % of County	0.34%	1.01%	2.73%	3.55%	5.20%
Employment					
Maricopa County	948,227	1,564,900	1,814,700	2,112,000	2,705,000
Surprise	1,176	9,000	32,405	31,105	81,423
As a % of County	0.12%	0.58%	1.79%	1.47%	3.01%
Jobs per Capita	0.17	0.29	0.30	0.21	0.30
Note: Interim projections for 2010 and 2020					
Source: Maricopa Association of Governments (2009), U.S. Census Bureau, Arizona Department of Commerce (2009)					
Highlighted cells indicate anomalously low forecast estimates. Causes may include annexation of additional land into town limits, higher growth rates than projected, etc.					

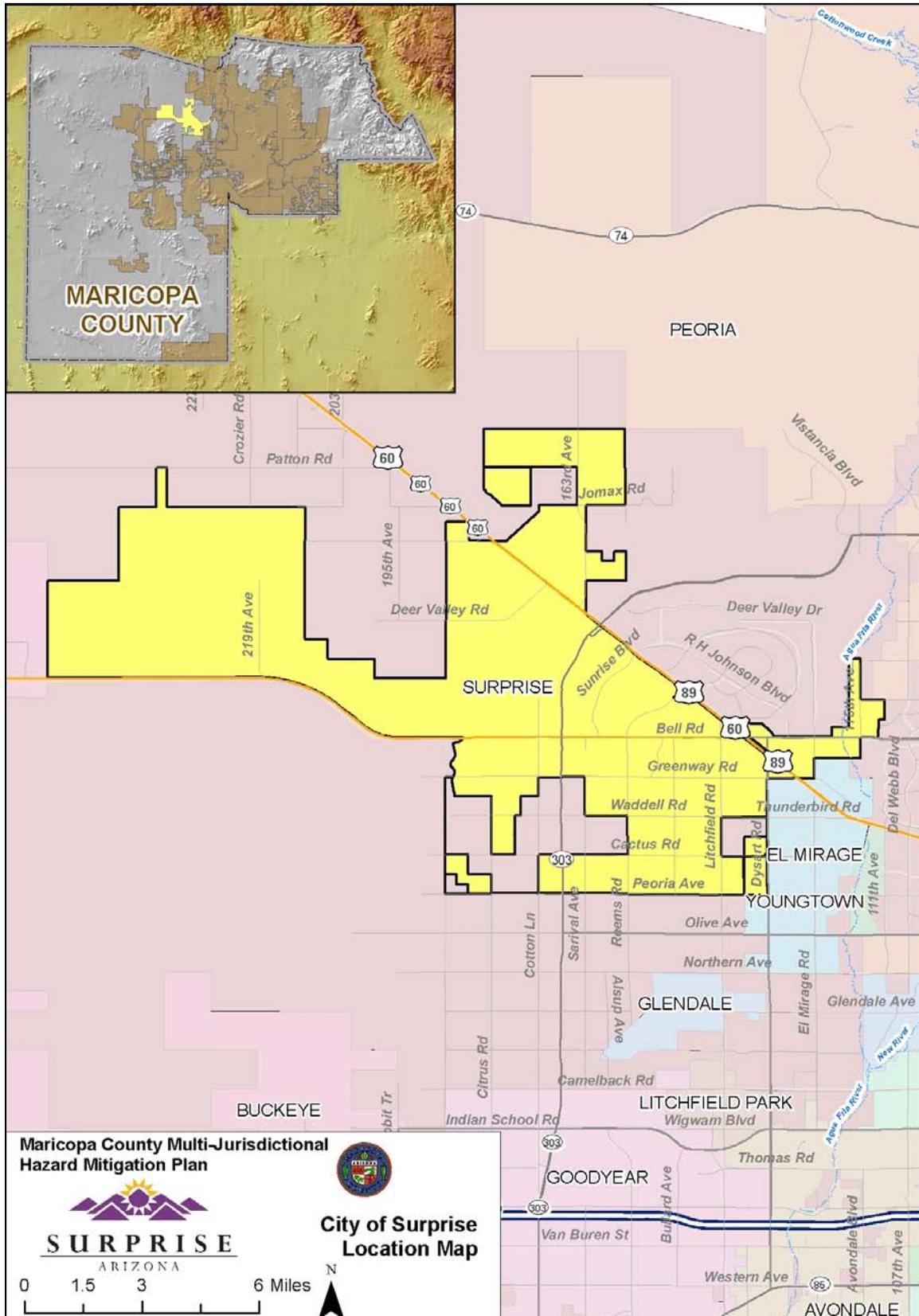


Figure 4-52: Surprise location map

In the past, the economy of Surprise was heavily reliant on the success of agriculture in the region. Although farming is still one of its primary economic functions, the City's tremendous growth has triggered considerable employment in the construction and service sectors. The City now offers business and industry many opportunities for growth.

Surprise's General Plan, effective December 2005, reflects a growth rate that, if maintained, will make Surprise one of the most populous communities in the State by the year 2010. Currently, the landscape of Surprise is dominated by residential uses. As shown in Figure 4-53²⁷, this trend is expected to continue, with residential densities diminishing the farther the distance from Surprise's Town Center. In addition, job growth is anticipated to occur in and around the airport and along Grand Avenue. The Land Use Plan also anticipates the creation of various Arterial Roadways that will better serve this new population, and applies lower densities near the environmental areas of the City including the White Tank Mountain Regional Park and the Trilby Wash Detention basin. The Surprise General Plan also includes a Public Services and Cost of Development Element that provides an overview of the various public safety, public administration, and school and health facilities located within the Surprise planning area. This element encourages the City of Surprise to provide the necessary public facilities and services to support new and existing growth and development as well as adequate policies in place to determine what role the public sector plays in financing public services and facilities.

4.3.24 Tempe

The City of Tempe consists of 40 square miles in the heart of the metropolitan area. It straddles the Salt River and is generally bounded on the east and west by freeways, with two additional freeways bisecting the City and running across its northern section. As illustrated through Figure 4-54, the City of Tempe is landlocked on all sides by adjacent communities: Scottsdale to the north, the Salt River Pima-Maricopa Indian Community and Mesa to the east, Chandler to the south and Guadalupe, and Phoenix to the west. Tempe's central location is augmented by its proximity to an intricate freeway network that provides access to and from these surrounding communities. Arizona State University, with a main campus of over 44,000 students, is located in Tempe. Tempe also includes several prominent natural land features including Hayden Butte, Papago Butte and the Tempe Town Lake, which is the only length of the Salt River in the Phoenix area that has a continuous supply of water.

Founded in 1894, Tempe is one of the oldest communities in the Valley and historically has been one of the most densely populated. Its position in the region is both advantageous and challenging. Land-locked Tempe falls in the middle of a large transportation commute zone, significantly impacting land use planning, environmental issues and public health and safety. Tempe's planning area is five miles wide by eight miles long, or about forty square miles. Within this area are approximately 24.2 linear miles of freeway, 23 miles of canal, 30 miles of power lines, 14 miles of active railroad lines, and five miles of departure/landing air flight corridor. In spite of these tremendous right-of-way impacts, Tempe has some of the most desirable residential and commercial areas in the Valley. Today Tempe is administered by a Council-Manager form of government that includes a mayor and six council members elected at-large for a period of four years.

As illustrated in Table 4-24, in 2000 the population of Tempe was 158,426. As a landlocked community that is largely built out, residential growth in Tempe is somewhat less active than in many neighboring communities. As such, population is forecast to grow only moderately to 191,881 by 2020. However, Tempe does have more jobs in the City than residents. In 2000 the City held over 162,000 jobs, compared to 158,000 residents. Projections for 2020 indicate that this trend will continue, with 219,500 jobs in Tempe contrasted with 191,800 citizens. Remarkably, Tempe's ratio of jobs-per-capita is forecast to rise from 0.66 in 1990 to 1.1 in 2020.

²⁷ City of Surprise, <http://www.surpriseaz.com/DocumentView.aspx?DID=1512>

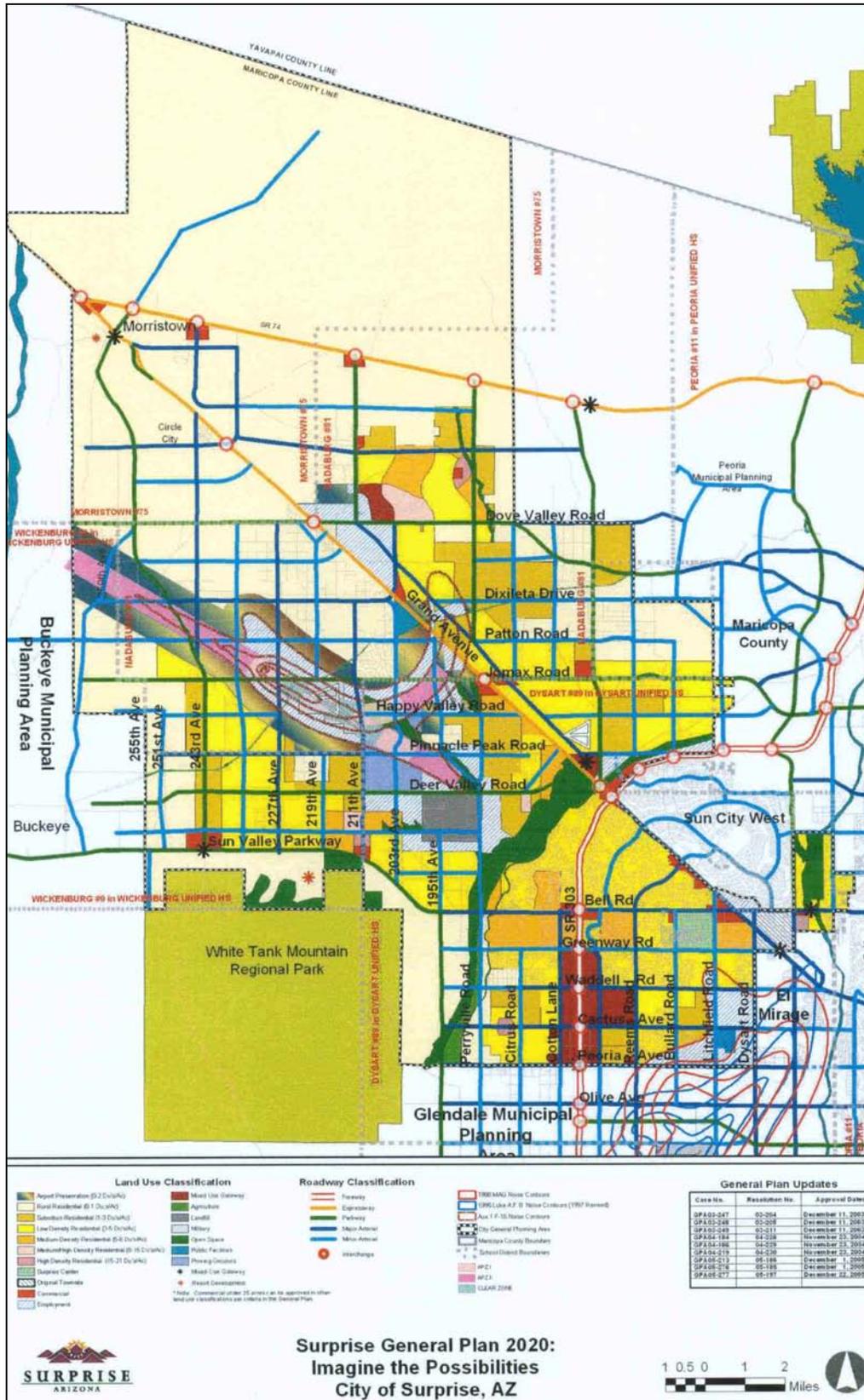


Figure 4-53: City of Surprise land use map

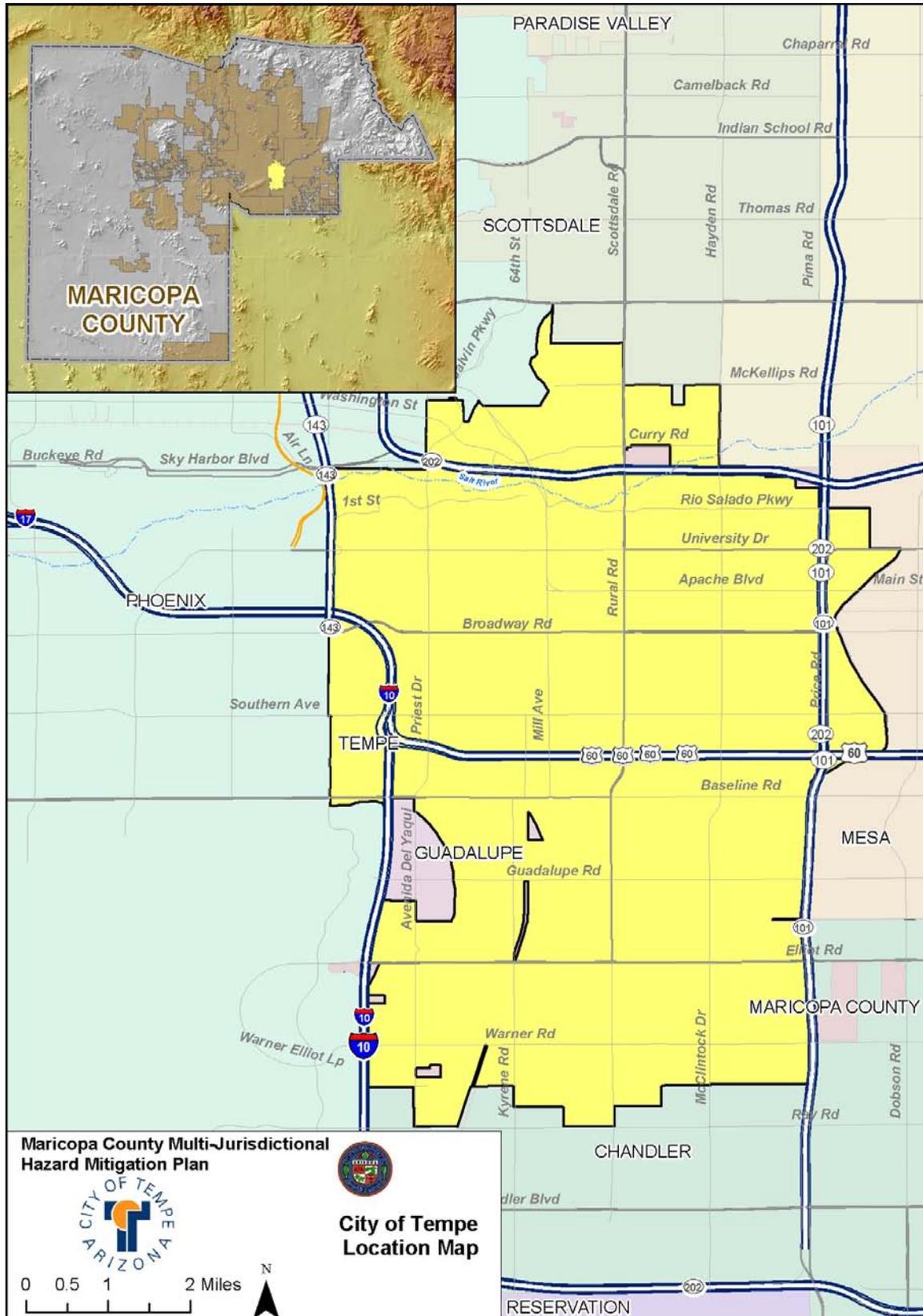


Figure 4-54: Tempe location map

Table 4-24: Summary of population and employment estimates for Tempe

Population	1990	2000	2008	2010	2020
Maricopa County	2,122,101	3,072,149	3,987,942	4,134,400	5,164,100
Tempe	141,865	158,426	172,641	177,771	191,881
As a % of County	6.69%	5.16%	4.33%	4.30%	3.72%
Employment					
Maricopa County	948,227	1,564,900	1,814,700	2,112,000	2,705,000
Tempe	93,461	162,400	118,675	198,243	219,543
As a % of County	9.86%	10.38%	6.54%	9.39%	8.12%
Jobs per Capita	0.66	1.03	0.69	1.12	1.14
Note: Interim projections for 2010 and 2020					
Source: Maricopa Association of Governments (2009), U.S. Census Bureau, Arizona Department of Commerce (2009)					

Tempe has a very strong and diversified economy featuring a manufacturing base of over 750 companies, and is home to the “Tech Oasis”—a cluster of over 200 high-tech companies. Other growing industries include biotechnology, financial, and business services. Real estate has been strong in Tempe, with property along and near the Town Lake and in the Mill Avenue corridor fueling most growth. Arizona State University continues to be a major catalyst for jobs and tech innovation.

Tempe’s General Plan, adopted in December 2003, presents a very different land use pattern than in most other Maricopa County Communities. Specifically, Tempe supports a series of unique land use and institutional amenities that create a more compact and dynamic urban form. As shown in Figure 4-55²⁸, Arizona State University, Mill Avenue, and the Tempe Town Lake are all identified as primary growth areas for the community. The impact of this core development will be felt throughout north Tempe, which also supports a growing office and industrial region in the flight path of Phoenix’s Sky Harbor Airport lying north of the 202 Freeway. In addition, office and commercial centers will continue to grow along the many miles of freeway and arterial street frontage in Tempe. The region of Tempe that borders Interstate 10 in the southern portion of the City is expected to become an especially active employment and commercial center for Tempe. Tempe’s General Plan also includes a Public Facilities and Services Element, which: (1) provides an inventory of all existing and proposed municipal buildings, objectives for providing for future infrastructure needs, and strategies for maintaining sustainable structures; (2) identifies existing services provided by the City of Tempe, and other service providers, including social service, education and utilities; and (3) identifies existing and proposed human services, programs and facilities designed to integrate resources and opportunities to assist residents of all ages and abilities in improving their quality of life and self-sufficiency.

4.3.25 *Tolleson*

Situated along Interstate 10 approximately 14 miles west of downtown Phoenix, the small community of Tolleson lies in the west Valley region of Maricopa County, and is surrounded by the City of Tolleson on the west and Phoenix on the north, east, and south, as shown in Figure 4-56. Founded in 1912 and incorporated in 1929, the incorporated boundary of Tolleson measures only about five square miles in area.

²⁸ City of Tempe, <http://www.tempe.gov/generalplan/FinalDocument/GP2030ProjectedLandUse.pdf>

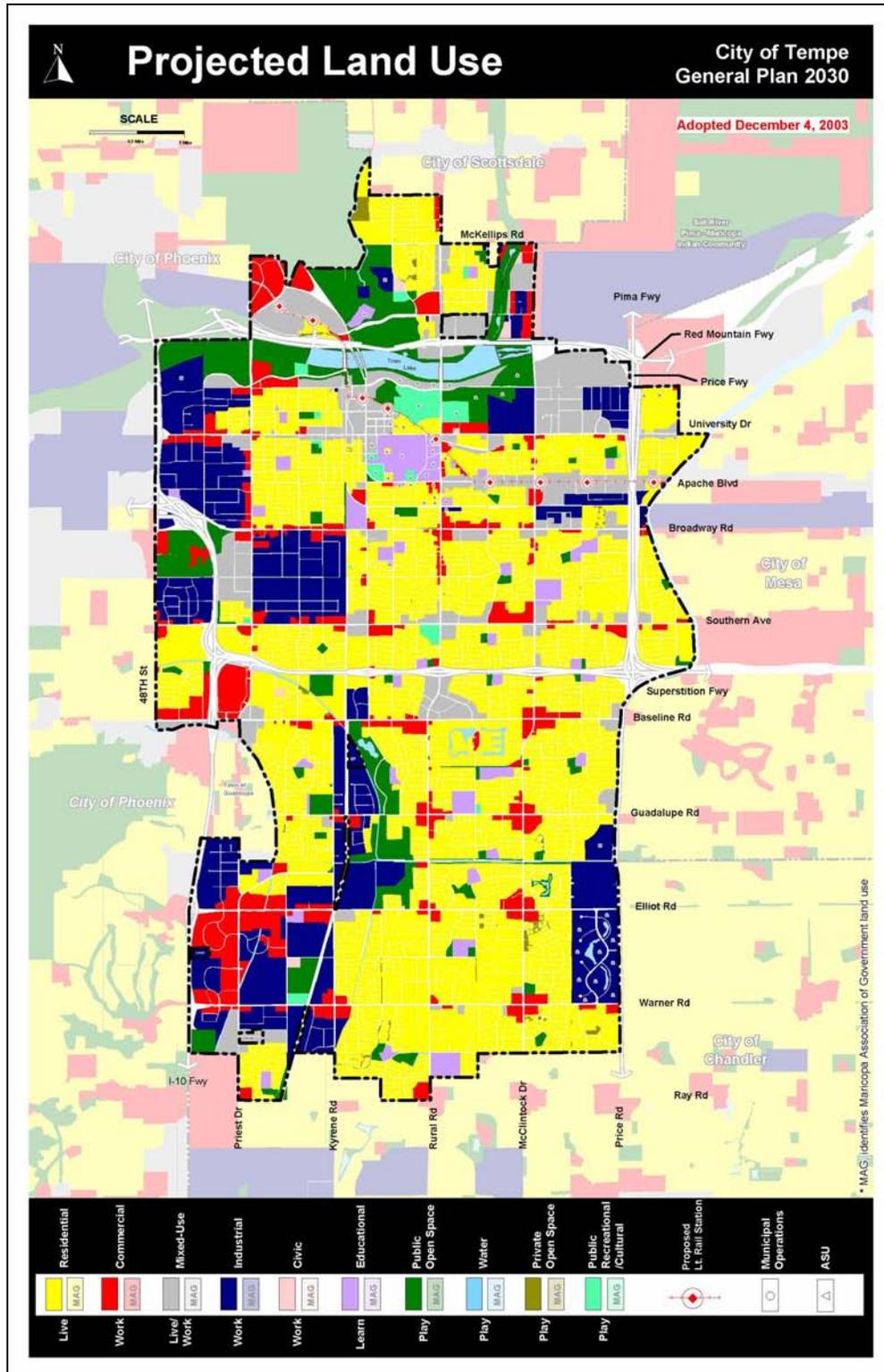


Figure 4-55: City of Tempe land use map

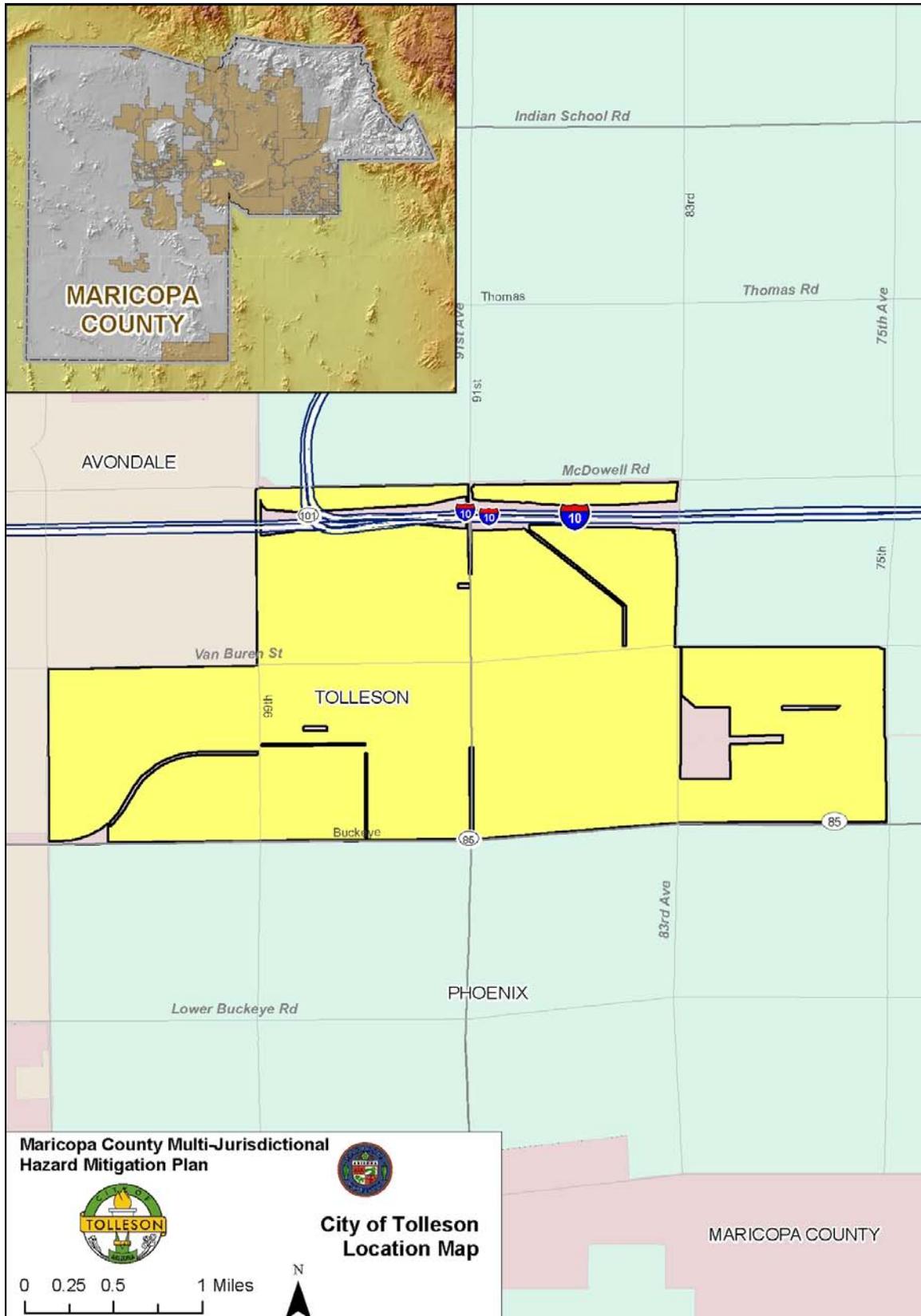


Figure 4-56: Tolleson location map

Once dependent on agriculture, Tolleson today has a sound commercial and industrial base. Tolleson is served by the Papago Freeway, which is a segment of Interstate 10. Tolleson is also served by the Loop 101, which allows traffic headed toward Flagstaff to bypass downtown Phoenix and also connects the city to northeast Phoenix. To the west of Tolleson, Highway 85 intersects Interstate 10 and then runs south to Interstate 8 in Gila Bend. The Union Pacific rail line runs through Tolleson, providing a number of industrial sites with rail access. Today, Tolleson is administered by a Council-Manager form of government that includes a mayor and six council members elected at-large to four-year terms.

As illustrated in Table 6 2, in 2000 the population of Tolleson was 4,963. As a land locked community, Tolleson’s residential base is expected to grow only slightly to 9,646 by 2020. As a result, Tolleson’s population will comprise a steadily decreasing percentage of Maricopa County’s population. By contrast, Tolleson’s labor force is forecast to reflect an increasing share of the region’s jobs. In 1990, the City had 2,183 jobs, while 2020 projections anticipate nearly 20,000 jobs within the community. In addition to having a growing population and employment role within the region, Tolleson’s ratio of jobs-per-capita is also forecast to rise from 0.49 in 1990 to a remarkable 2.0 in 2020.

Table 4-25: Summary of population and employment estimates for Tolleson

Population	1990	2000	2008	2010	2020
Maricopa County	2,122,101	3,072,149	3,987,942	4,134,400	5,164,100
Tolleson	4,434	4,963	6,833	7,748	9,646
As a % of County	0.21%	0.16%	0.17%	0.19%	0.19%
Employment					
Maricopa County	948,227	1,564,900	1,814,700	2,112,000	2,705,000
Tolleson	2,183	12,800	2,891	15,808	19,854
As a % of County	0.23%	0.82%	0.16%	0.75%	0.73%
Jobs per Capita	0.49	2.58	0.42	2.04	2.06
Note: Interim projections for 2010 and 2020					
Source: Maricopa Association of Governments (2009), U.S. Census Bureau, Arizona Department of Commerce (2009)					

Tolleson has become a strong distribution hub for companies wishing to deliver products to southwestern markets. This is primarily due to its excellent location just south of Interstate 10 and the nearby interchange with the Loop 101 Freeway. Tolleson hosts several large employers, including Sunland Beef, Kroger’s, Albertson’s, Salt River Project, and Sysco Food Systems. In addition to distribution and food, fiber and natural products, the community has a strong manufacturing structure, which accounts for a large percentage of employment.

The future land plan for Tolleson, shown in Figure 4-57²⁹, indicates the predominance of industrial and commercial land use planned by the City to capitalize of the prime freeway access and location in the West Valley. These land uses also coincide with job growth projections that will yield many more jobs than residents in the community by 2030. As of 2006, the total housing inventory was nearly 2,000 units, which represents an 46 percent increase since 2000.

²⁹ Maricopa Association of Governments, 2007 (DRAFT), *Municipal Planning Area Socioeconomic Profiles Maricopa County, Arizona*

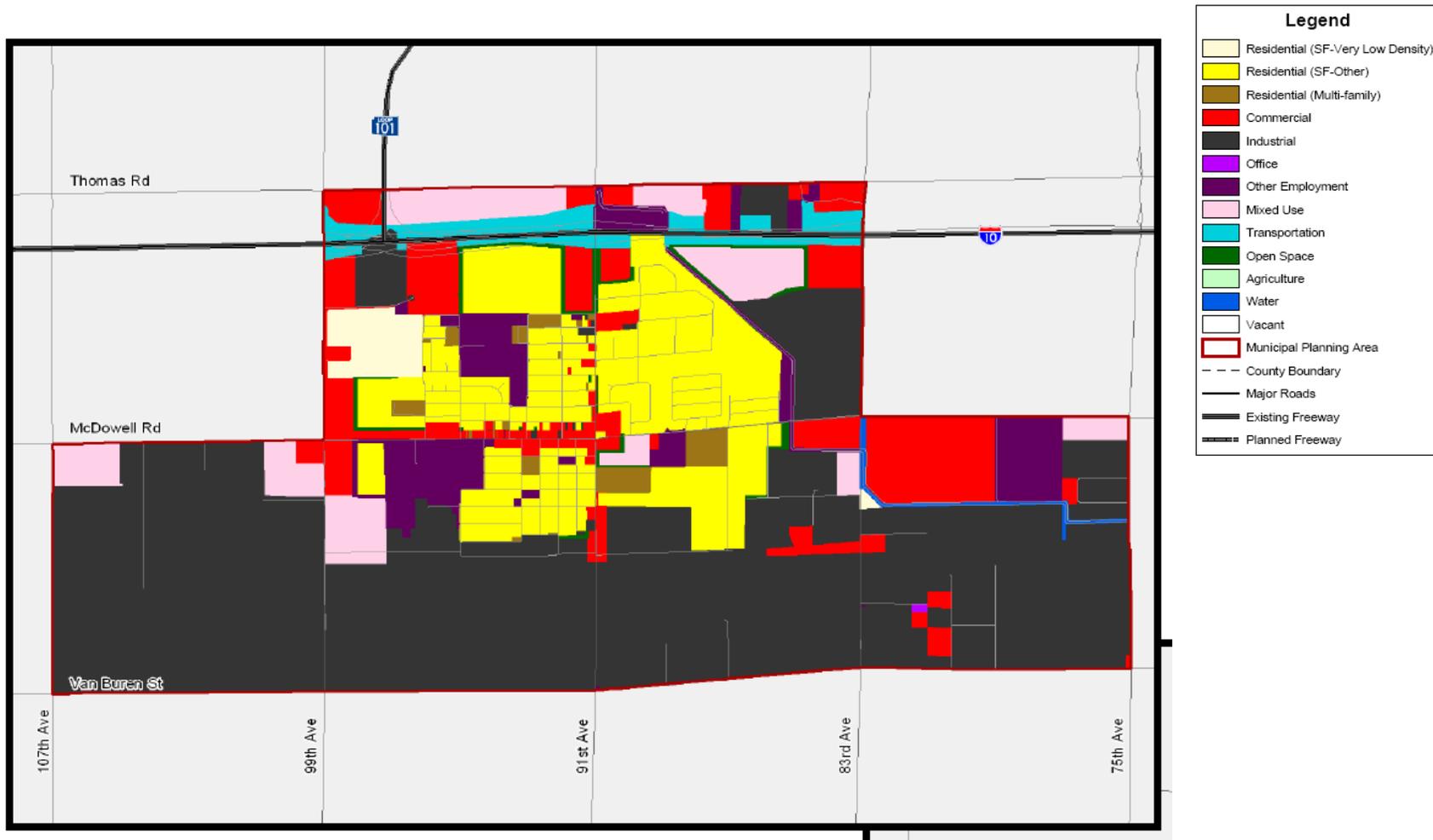


Figure 4-57: City of Tolleson land use map

4.3.26 *Wickenburg*

One of Maricopa County’s most historic and scenic communities, the Town of Wickenburg lies in north central Maricopa County on the border with Yavapai County, approximately 60 miles from downtown Phoenix. The Town of Wickenburg is distinct from most of the communities in Maricopa County for its isolation from the greater Phoenix metropolitan area. Illustrated in Figure 4-58, Wickenburg is highlighted by the Hassayampa River and its tributaries, which are protected through the Hassayampa River Canyon Wilderness to the north of Wickenburg in Yavapai County. Wickenburg also serves as a crossroads of various highways in northwest Maricopa County, with US Highway 60 and Arizona Highways 93 and 89 providing access to Loa Angeles, Las Vegas, and Prescott, respectively.

Along the town's main historic district, early businesses built structures that still exist in Wickenburg's downtown area. In the 1900’s Wickenburg’s clean air and wide-open spaces attracted guest ranches and resorts to the Wickenburg neighborhood. Later, the construction of Highway 60 from Phoenix to California brought even more tourists, making Wickenburg the unofficial dude ranch capital of the World. Today, some of these ranches still offer their unique brand of Western hospitality.

Founded in 1863, Wickenburg operates under a Council Manager form of government, which includes a seven member Town Council consisting of a Mayor and six Council members elected at-large for a term of four years. In Wickenburg the Town Council functions as the legislature, and the Town Manager administers community policies.

As illustrated in Table 4-26, in 2000 the population of Wickenburg was 5,050. With low density residential growth opportunities continuing to be created in and around Wickenburg, this population is forecast to grow to 13,000 by 2020. As a result of this slow but steady growth, Wickenburg’s population will comprise only a modest proportion of Maricopa County’s overall population. Similarly, Wickenburg’s small labor force is forecast to parallel the Town’s population growth by comprising a consistently small share of the region’s jobs but is also projected to increase modestly between 2010 and 2020. In 2000, the Town had 4,100 jobs, while 2020 projections anticipate 8,900 jobs within the community. In addition to having a growing population and employment role within the region, Wickenburg’s ratio of jobs-per-capita is also forecast to rise from an impressive 0.42 in 1990 to 0.67 in 2020.

Table 4-26: Summary of population and employment estimates for Wickenburg

Population	1990	2000	2008	2010	2020
Maricopa County	2,122,101	3,072,149	3,987,942	4,134,400	5,164,100
Wickenburg	4,515	5,050	6,442	11,022	13,311
As a % of County	0.21%	0.16%	0.16%	0.27%	0.26%
Employment					
Maricopa County	948,227	1,564,900	1,814,700	2,112,000	2,705,000
Wickenburg	1,878	4,100	2,623	6,622	8,921
As a % of County	0.20%	0.26%	0.14%	0.31%	0.33%
Jobs per Capita	0.42	0.81	0.41	0.60	0.67
Note: Interim projections for 2010 and 2020					
Source: Maricopa Association of Governments (2009), U.S. Census Bureau, Arizona Department of Commerce (2009)					

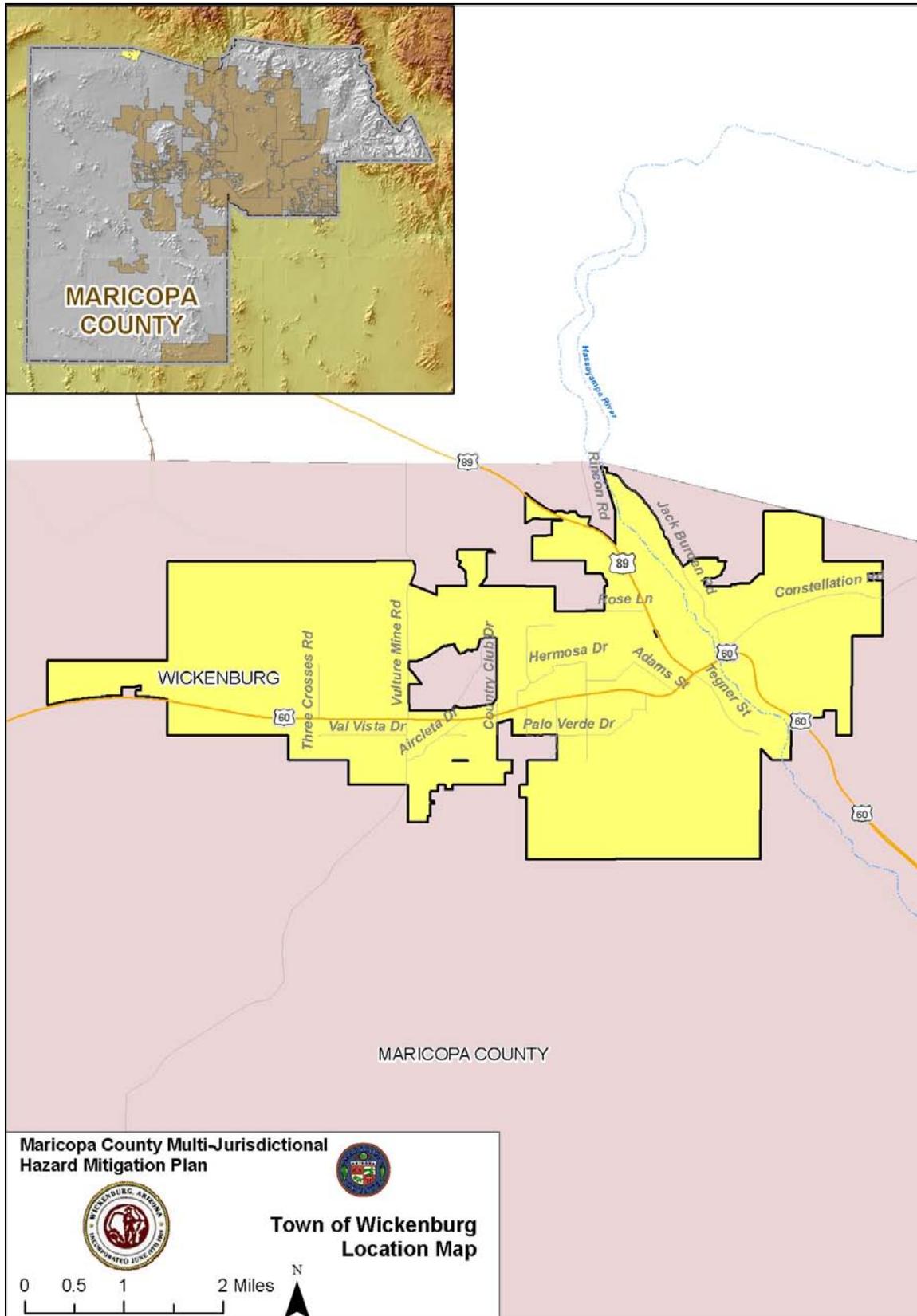


Figure 4-58: Wickenburg location map

Wickenburg's General Plan was adopted in August 2003, and the Land Use Plan is shown as Figure 4-59³⁰. Low and medium density residential land uses dominate the Town boundaries, with commercial strips located along the main arteries of US 80, 93, and Tegner Street. The rugged terrain of the current town boundaries is not necessarily conducive to large-scale commercial and industrial growth, however proposed annexations to the west and north may provide the opportunity needed to expand those sectors. Wickenburg currently encompasses an area of 14.9 square miles, but has a planning area that exceeds 1,300 square miles, extending west and north, with half in Yavapai County. Within the current Town limits, the area is over one-third developed. Significant constraints on development, such as steep terrain and natural drainage channels, render another 35% of the Town's area unsuitable for development.

4.3.27 *Youngtown*

Situated in the west central portion of the greater metropolitan area approximately 15 miles west of downtown Phoenix, the Town of Youngtown lies on the east bank of the Agua Fria River. Located just south of United States Highway 60, the Town of Youngtown is bordered on the west by El Mirage and on the east by the much larger retirement community of Sun City (Unincorporated Maricopa County), as shown in Figure 4-60. In 1954, real estate broker Ben Schleifer and banker Clarence Suggs bought 320 acres of farmland and built the first master-planned, adult community dedicated exclusively to retirees. It was the first town occupied solely by senior citizens and has the distinction of being designated as Chapter 1 by AARP. It is known for its more mature landscaping and lower housing costs. In 1998, age restrictions were removed allowing all ages to enjoy community life in Youngtown.

Youngtown's residents are governed under a Council-Manager form of government, which includes a seven member Town Council consisting of a Mayor and six Council members elected at-large for a term of four years. The Town Council appoints the Town Manager who is in charge of all Town Departments and manages the Town's business.

As illustrated in Table 4-27, in 2000 the population of Youngtown was just over 3,000 residents. However, the Town doubled in size by 2008 and could double again if planned annexations to the south occur. Many of these new residents are expected to be young families, which may alter the traditionally retirement-based population of Youngtown. Future employment figures should rise along with this new population. Youngtown's labor force is forecast to reflect a consistently small proportion of the region's jobs, hovering between 0.10% and 0.16% of Maricopa County employment during the upcoming 20 years. In 1990, the Town had 935 jobs, while 2020 projections anticipate nearly 2,000 jobs within the community. In addition to having a stable population and employment role within the region, Youngtown's ratio of jobs-per-capita is also forecast to drop from 0.37 in 1990 to 0.27 in 2020.

Youngtown is almost entirely a single-family residential community. Several pockets of higher-density residential and neighborhood-level commercial uses also exist in the northern portion of the Town. Youngtown's General Plan was adopted in 2003, and includes the land use map shown in Figure 4-61³¹. The General Plan provides guidance for Town staff, citizens, and others doing business with the Town to help them achieve Young-town's vision for future land use and development. The Plan contains seven elements: Land Use, Circulation and Transportation, Water, Open Space and Recreation, Environmental, Growth Areas and Cost of Development. Together, these elements will provide guidance, in the form of goals, objectives and policies, to help Youngtown staff and appointed and elected officials make decisions about future growth and development in their community.

³⁰ Town of Wickenburg, http://www.ci.wickenburg.az.us/documents%5CPlanning%20and%20Building%5CGeneral%20Plan/11x17-Land_Use.pdf

³¹ Town of Youngtown, <http://www.youngtownaz.org/vertical/Sites/%7B464715DD-87E9-4AA9-9EEF-3CDF5B7D33D6%7D/uploads/%7BFFC342FE-B7D1-415F-B73F-18097DF4B2E6%7D.PDF>

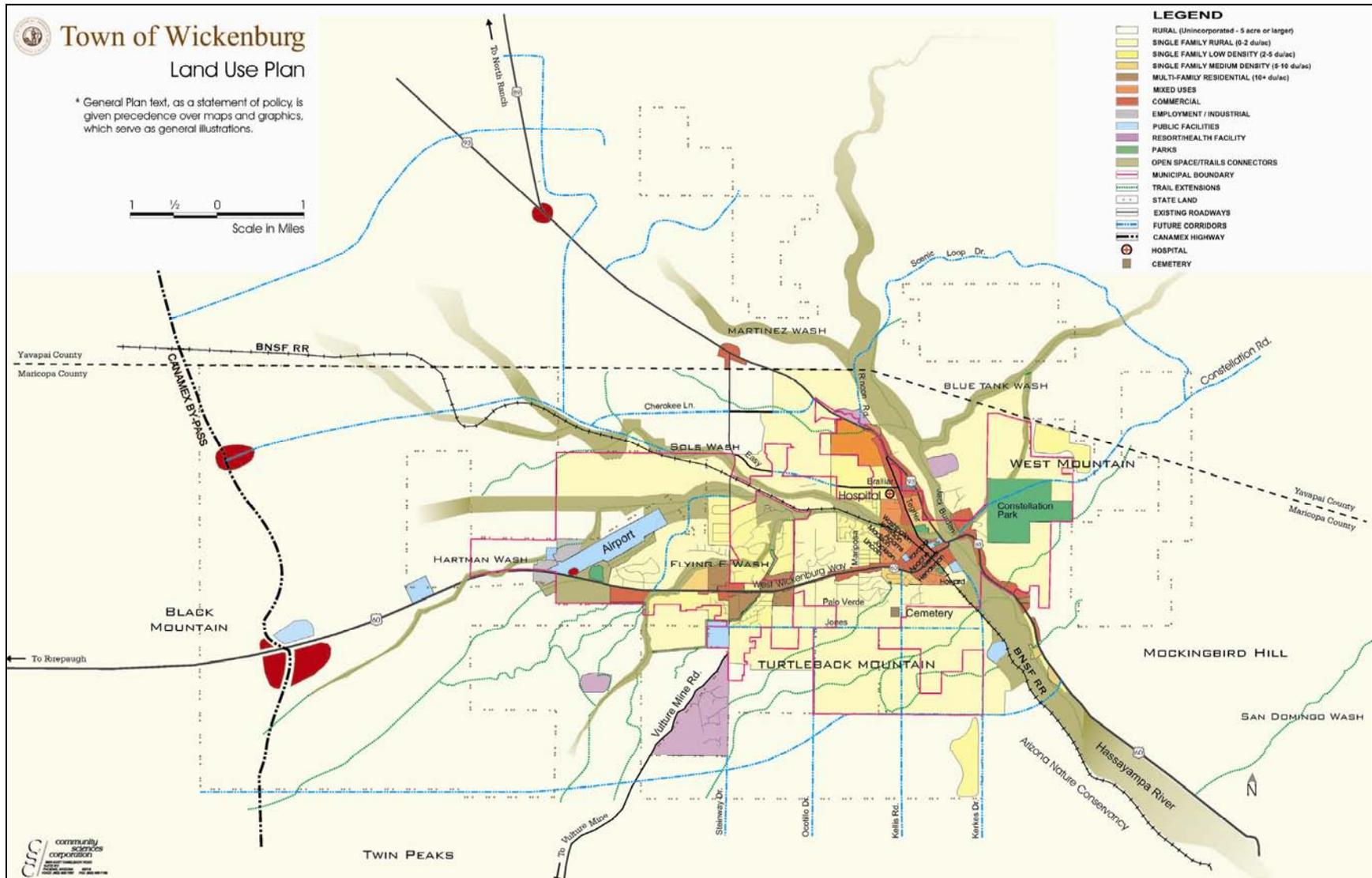


Figure 4-59: Town of Wickenburg land use map

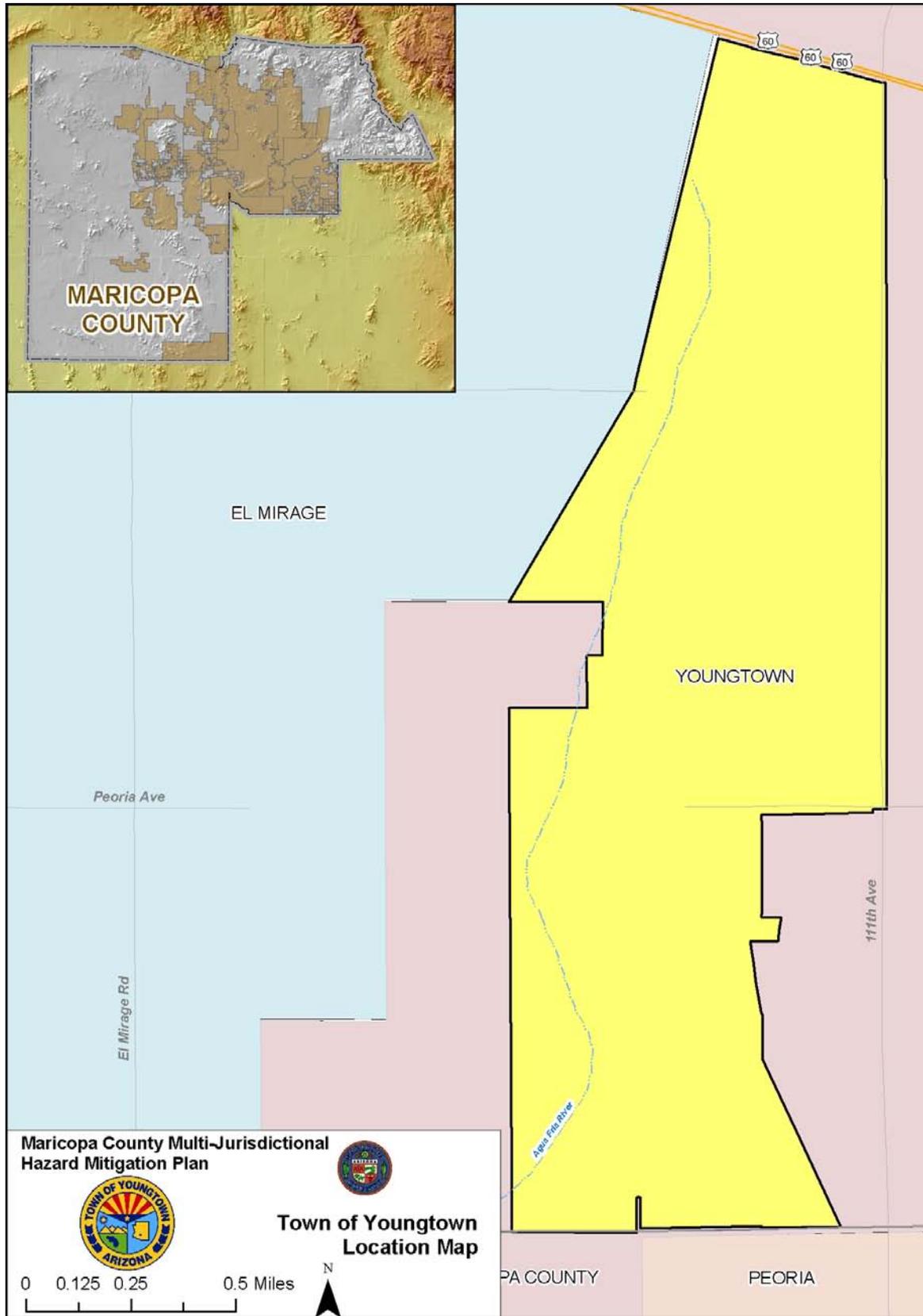


Figure 4-60: Youngtown location map

Table 4-27: Summary of population and employment estimates for Youngtown

Population	1990	2000	2008	2010	2020
Maricopa County	2,122,101	3,072,149	3,987,942	4,134,400	5,164,100
Youngtown	2,542	3,007	6,522	6,820	7,275
As a % of County	0.12%	0.10%	0.16%	0.16%	0.14%
Employment					
Maricopa County	948,227	1,564,900	1,814,700	2,112,000	2,705,000
Youngtown	935	1,200	1,124	1,667	1,988
As a % of County	0.10%	0.08%	0.06%	0.08%	0.07%
Jobs per Capita	0.37	0.40	0.17	0.24	0.27

Note: Interim projections for 2010 and 2020

Source: Maricopa Association of Governments (2009), U.S. Census Bureau, Arizona Department of Commerce (2009)

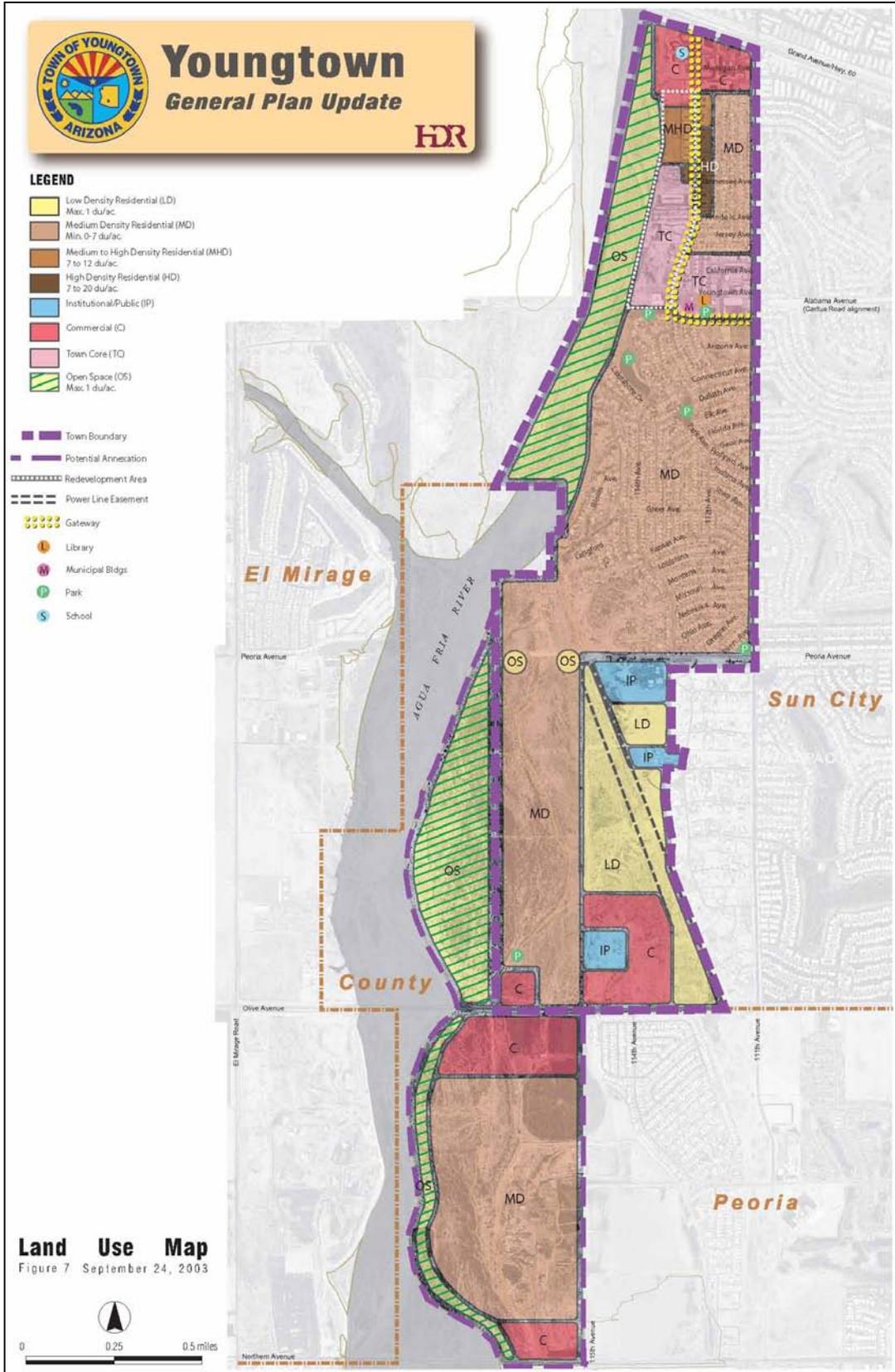


Figure 4-61: Town of Youngtown land use map