

**RESOLUTION NO. 02-08**

**A RESOLUTION OF THE MAYOR AND TOWN COUNCIL OF THE TOWN OF BUCKEYE, ARIZONA, ADOPTING THE 2007 GENERAL PLAN UPDATE AS THE GENERAL PLAN OF THE TOWN AND ORDERING THAT THE TOWN OF BUCKEYE GENERAL PLAN, AS ADOPTED, BE SUBMITTED TO THE QUALIFIED ELECTORS FOR RATIFICATION.**

**WHEREAS**, the Town of Buckeye (the "Town") is required to update its General Plan (the "General Plan") in accordance with the goals and content requirements contained in ARIZ. REV. STAT. § 9-461 *et seq.*; and

**WHEREAS**, the Town has consulted with, advised and provided the opportunity for official public comment by public officials and agencies, the county, appropriate school districts, associations of governments, public land management agencies, other appropriate governmental jurisdictions, public service corporations, civic, educational, professional and other organizations, together with property owners and citizens and has indicated sites for public purposes on the proposed 2007 General Plan Update; and

**WHEREAS**, at least 60 days prior to the adoption of this Resolution, the Community Development Department as the designated Planning Agency of the Town filed a copy of the 2007 General Plan Update with the Town Council and submitted a copy for review and further comment to those agencies as required by state law;

**WHEREAS**, the Town Planning and Development Board (i) held two public hearings on the proposed 2007 General Plan Update on October 9, 2007, and November 13, 2007, at the Town Council Chambers and one public hearing on November 15, 2007, at the Liberty Elementary School District, in the Town, and (ii) provided notice of such hearings by publication of Notice in the Buckeye Valley News and Arizona Republic at least 15 days and not more than 30 days prior to each hearing; and

**WHEREAS**, the Town Council (i) held at least one public hearing in the Town Council Chambers on the proposed 2007 General Plan Update on December 18, 2007, and (ii) provided notice of such hearing by publication of Notice in the Buckeye Valley News and Arizona Republic at least 15 days and not more than 30 days prior to each hearing; and

**WHEREAS**, the Town Council finds and determines that (i) proper notice has been given in a manner required by ARIZ. REV. STAT. § 9-461 *et seq.* of the proposal of the Town to adopt a new General Plan and that each of the required publications have been made in the Buckeye Valley News and Arizona Republic, newspapers of general circulation in the Town and (ii) the proposed General Plan shall consist of all such elements as required in ARIZ. REV. STAT. § 9-461.05.

**WHEREAS**, the Town Council approves this Resolution as part of the reconsideration required pursuant to and in compliance with ARIZ. REV. STAT. § 9-461.06(H) and § 28-8481(I).

**NOW THEREFORE BE IT RESOLVED**, by the Mayor and Town Council of the Town of Buckeye, Arizona, as follows:

**Section 1:** That the 2007 General Plan Update, in the form attached hereto as Exhibit "A" and incorporated herein by reference, is hereby adopted as the General Plan for the Town of Buckeye.

**Section 2:** That the General Plan shall be deemed to have been adopted as of the date of this Resolution and shall be valid for a term as set forth in ARIZ. REV. STAT. § 9-461. Nothing herein shall preclude the Town Council from adopting a new General Plan or amendments hereto in the manner provided by law.

**Section 3:** That the General Plan as adopted by the Council shall be submitted to the qualified electors of the Town for ratification at the Town election to be held May 20, 2008.

**Section 4:** That arguments in favor or in opposition to the General Plan may be submitted to the Town Clerk in the manner provided in the Town Code and State law.

**Section 5:** That the Town Clerk is hereby directed to include a general description of the General Plan and each of its elements in the municipal election pamphlet that will be published for the election to be held on May 20, 2008 and such information as with other election information, shall be translated into Spanish in accordance with the Voting Rights Act of 1965, as amended.

**Section 6:** That the Town Clerk shall cause to be placed for public inspection copies of the General Plan in each of the following locations and shall post notice of such placement in the manner as agendas for meetings of public bodies in the Town: (i) Town Clerk's Office; (ii) Community Development Department, and (iii) Buckeye Public Library.

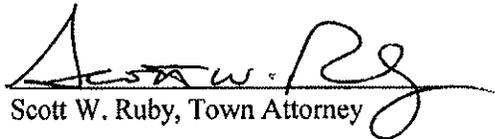
**PASSED AND ADOPTED** by the Mayor and Town Council of the Town of Buckeye, Arizona, this 18th day of January, 2008.

  
\_\_\_\_\_  
Bobby Bryant, Mayor

ATTEST:

  
\_\_\_\_\_  
Linda Garrison, Town Clerk

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Scott W. Ruby, Town Attorney

Attachments:        Exhibit "A"

**EXHIBIT "A"**

**Town of Buckeye 2007 General Plan Update  
The Town of Buckeye General Plan**

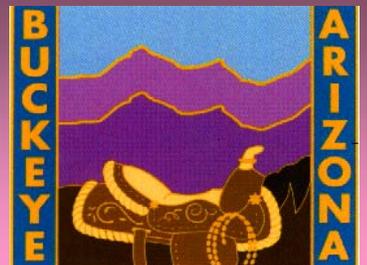
# Town of Buckeye

## *2007 General Plan Update*



One Town, One Vision - Economic Sustainability - Protecting the Unique Southwest Environment - Connectivity

**Adopted January 18, 2008**  
**Ratified May 20, 2008**



# ACKNOWLEDGMENTS

The preparation of the **Buckeye General Plan** was made possible by the hundreds of citizens, business owners, landowners, federal, state and local agencies, and stakeholders working collaboratively with the Town of Buckeye Council, Development Board, staff, and consultants. The Town of Buckeye would like to extend its appreciation to all for their active participation, thoughtful input, and commitment to ensuring that Buckeye's future is secure and the next generation can enjoy the area's beauty as much as we do.

## *Buckeye Town Council*

Mayor Bobby Bryant  
Robert Garza  
David Rioux

Vice Mayor Levi Beard  
David Hardesty

W. Robert Doster  
Elaine May

## *Buckeye Planning and Development Board*

Annette Napolitano, Chair  
Carol Kempiak  
Richard Stafford

Jim Zwerg, Vice Chair  
Ruben Jimenez  
Jackie Meck (Alternate)

John Hawley  
Boyd Richardson  
Brenda Carson (Alternate)

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Bob Bushfield  
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Robert Dubsy  
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Charles Kupcik  
Alisa Lyons  
Elaine May  
Annette Napolitano  
Tim Oliver  
Boyd Richardson  
Woody Scoutten

Home Builders Association of Central AZ  
Town Council  
Palo Verde Elementary School District  
Mayor  
Buckeye Community Development  
Buckeye Public Works  
Luke Air Force Base  
The Lyle Anderson Companies  
Evergreen Real Estate Development  
Maricopa Association of Governments  
Buckeye Economic Development  
H. Four Farms  
El Dorado Holdings, Inc.  
Maricopa County Planning & Development  
Johnson Valley  
Flood Control District of Maricopa County  
DMB Associates/Verrado  
Buckeye Valley Chamber of Commerce  
Great Southwest Mortgage  
Valley Partnership  
Town Council  
Chair, Development Board  
MCDOT  
Buckeye Development Board  
Buckeye Town Engineer

Jerome Thiele  
Chris Urwiller  
Karl Walters  
Elizabeth Wiggs  
Ken Wolf

Buckeye Municipal Airport  
Former Vice Mayor  
Main Street Coalition  
Buckeye Citizen  
Arizona Public Service

### *Town of Buckeye Staff*

Town Manager's Office  
Community Development Department  
Community Services Department  
Economic Development Department  
Department of Intergovernmental Affairs  
Public Works Department  
Fire Department  
Police Department  
Town Engineer's Office  
Town Attorney's Office

### *Staff Project Manager and General Plan Team*

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DMJM Harris



# One Town, One Vision!

## General Plan and Development Code

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# CHAPTER 1: INTRODUCTION

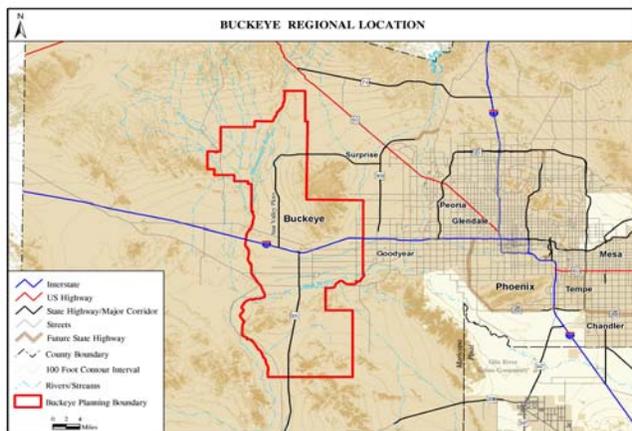
# OVERVIEW

This document has been created by the Town of Buckeye to serve as a blueprint for creating America's next great city. Known as the **Buckeye General Plan**, this is a policy document that is meant to guide decision-making related to development within the Town's Planning Area. This Plan provides direction for the Town of Buckeye to become a city in its own image. This Plan aims to redefine what constitutes a successful twenty-first century city and identifies policies to shape community sustainability. Finally, the Plan is a means for the Town of Buckeye to take a strong leadership role locally, regionally, and statewide to ensure that the community has the tools to direct and manage growth effectively.

The **Buckeye General Plan** replaces the 1989 and 2001 Amended Buckeye Development Plan. It meets Arizona Revised Statute 9-461.05 that outlines Arizona municipal plan preparation, adoption, and voter ratification requirements. The **Buckeye General Plan** is intended to be visionary and dynamic with the ability to evolve to meet changing regional conditions. Therefore, regular review and updates will occur, though the fundamental Community Vision should remain consistent.

In recent years, the Town of Buckeye has experienced tremendous growth as agricultural and desert lands are transformed to homes, businesses, and shopping areas. The **Buckeye General Plan** provides guidance on how the Town should continue to transition from a small, rural farming community on the far west side of the Phoenix metropolitan area to a thriving, sustainable commerce center of the expanding Hassayampa Valley. In the future, Buckeye will serve a growing market area that will extend north to Wickenburg, south to Gila Bend, west to Tonopah, and (Figure 1-1) will integrate with the Southwest Gateway Cities and Phoenix markets to the east. More importantly, Buckeye sits at the crossroads of international freight movement-Asia from the west and the San Pedro ports and Mexico from the south through the Port of San Luis and the CANAMEX corridor with the possibility of becoming an international trade and logistics center.

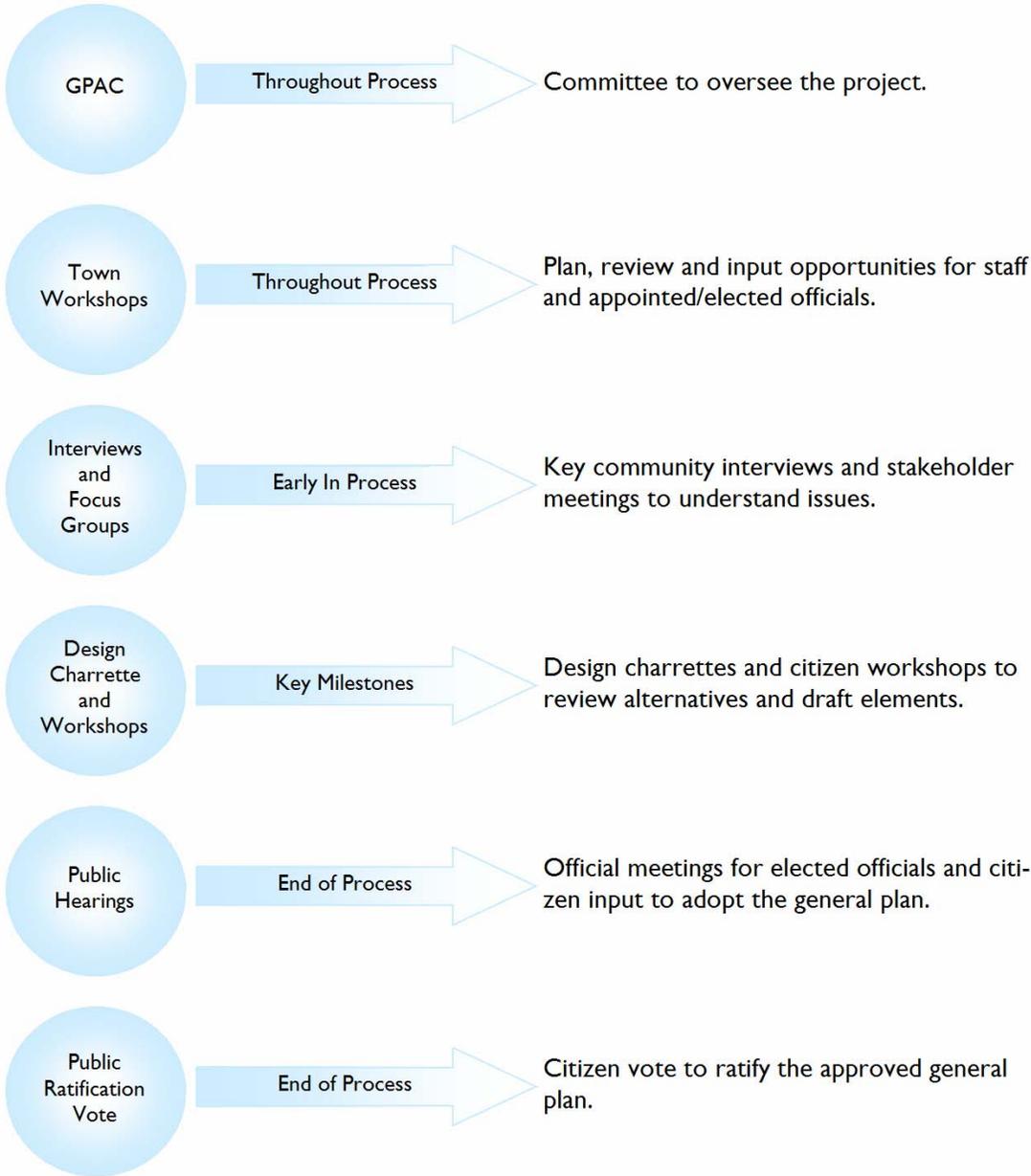
**Figure 1-1: Buckeye Regional Location**



# PROCESS

The process to create the **Buckeye General Plan** was citizen-driven (Figure 1-2). The public, landowners, and agencies with jurisdiction within the Planning Area were actively involved from process initiation to plan ratification. The extensive and widespread outreach and communication that occurred during the planning process was unprecedented in Buckeye, and was ultimately critical to the Plan’s success. Hundreds of residents and landowners attended public events to provide input throughout the process. In addition, a project website and various communication techniques were used to keep people informed about the process. A key committee that guided the General Plan process was the General Plan Advisory Committee (GPAC).

**Figure 1-2: General Plan Process**



# USING THE GENERAL PLAN

The **Buckeye General Plan** should be used when reviewing any development or redevelopment project occurring within the Planning Area. The Plan is more than a land use map—it is a *policy* document. Both the policies, as well as the appropriate maps, should be evaluated when determining consistency with the Plan. Before any rezoning request can be approved, the project must be considered consistent with the Plan. It is the responsibility of the applicant to ensure compatibility with Plan policies and maps. If the development request is inconsistent with the **Buckeye General Plan**, an amendment must be requested. Amendment procedures are outlined in Chapter 10: Plan Implementation.

## Key components of the Plan include:

**Community Vision** – The Community Vision is the foundation that the **Buckeye General Plan** is built upon. The vision was created by the citizens of Buckeye and is the “yardstick” against which all community planning progress is measured.

**Elements** - The General Plan Elements provide the framework for the **Buckeye General Plan**. Collectively these elements determine how the Town of Buckeye will manage development and make future community decisions. The various elements address important aspects of community planning, and include the following:

- |                      |                        |
|----------------------|------------------------|
| Land Use             | Environmental Planning |
| Growth Area          | Water Resources        |
| Circulation          | Cost of Development    |
| Economic Development |                        |

NOTE: The **Town of Buckeye Parks, Trails, and Open Space Master Plan**, as amended, is intended to serve as the Open Space Element of the **Buckeye General Plan**. The Master Plan was approved by the Town of Buckeye in November 2005 and is included by reference.

All development proposals are evaluated by Town Staff, the Community Planning and Development Board, and Town Council for consistency prior to any decision to amend the **Buckeye General Plan**. Ultimately, the Town Council upon a recommendation by the Development Board will approve or deny the amendment request.

# PLANNING CONTEXT

There are number of “Realities and Opportunities” that the Town of Buckeye faces as the community balances the needs of current residents while ensuring long-term community sustainability.

## Buckeye Realities

- ✓ Maricopa County has been one of the fastest growing counties in the nation throughout the past decade. The Town of Buckeye has experienced this growth firsthand. If history is our teacher, people will continue to want to move to Arizona, and Buckeye will be a place

they will consider. As noted in Forbes Magazine (2007), the Town of Buckeye, with 192 percent growth between 2000 and 2005, is the nation's second-fastest growing suburb.

- ✓ The State of Arizona is composed of 17 percent privately held land. Buckeye constitutes over 56 percent privately held land in addition to the 14.6 percent owned by the Arizona State Land Trust, which can be auctioned for development. Unless there are changes in the State Constitution or other legislation, it can be assumed that over 70 percent of the Buckeye Planning Area can be developed.
- ✓ Arizona historically has valued strong private property rights. The rights of private property owners to develop their land must be respected and the reality that they will do so must be assumed. However, the Town of Buckeye has the authority to plan and regulate how property will be developed within its jurisdiction to ensure consistency with the Community Vision. The **Buckeye General Plan** assumes that the land that is currently entitled will develop as planned. This assumption is made so the Town can ensure that adequate transportation corridors and infrastructure are planned to support the potential future growth.
- ✓ Within the Buckeye Planning Area, there are currently over 167 square miles of land that have been approved for development through entitlements, or zoning. These commitments are expected to produce approximately 287,479 dwelling units, a projected population of 776,000, and a population density of 4,647 persons per square mile if developed according to approvals. This represents a higher density than any other city currently within the Phoenix metropolitan area. The closest Arizona comparison is the City of Tempe, with approximately 4,000 persons per square mile.

## Buckeye Opportunities

- ✓ Relative to the Planning Area's size, Buckeye has approved community master plans in a large portion of the Planning Area. However, many of these projects will be revised and changed over time, providing the Town of Buckeye an opportunity to revisit planned land use patterns. While growth is imminent, policies, regulations, and infrastructure that will create a great International city are being developed before much of the development projects are built.
- ✓ Many argue that the development within the Town of Buckeye Planning Area is a continuation of sprawling growth that has gone unchecked within the Phoenix metropolitan area. However, the Town of Buckeye has the unique potential to build a city that offers numerous transportation alternatives beyond just the automobile to accommodate this growth before it happens—no other Valley city has had this opportunity. The Town of Buckeye has recognized that the current suburban growth pattern in other parts of the Valley is not effective long term and has made great strides to ensure that land use patterns are sustainable. For example, the Town has used strategic annexations so that development is under municipal control rather than weaker county controls, approved higher overall density to maximize infrastructure and service delivery, concentrated activity centers, preserved employment corridors, conducted joint planning and preserved high-capacity transportation corridors, and developed strategies that support a comprehensive multimodal system.

- ✓ Buckeye's natural topography and surroundings provide unique opportunities to protect open space and provide recreational opportunities. The Gila and Hassayampa rivers, White Tank Mountains, Sonoran National Monument, Buckeye Hills, washes, canals, and man-made flood control structures can be woven into a one-of-a-kind open space system to be enjoyed by all. These opportunities truly set Buckeye apart from other Valley cities.
  
- ✓ The West Valley is becoming a dynamic sub-region within the fast-growing Phoenix metropolitan area. In the past, the "East Valley" was where all new growth occurred. However, many East Valley communities are reaching build-out. The "West Valley" image has improved dramatically and is now the focus of new growth as evidenced by the high-quality neighborhoods developing and businesses investing in the area. By working with the development community and expressing the community's desires, exceptional development can occur in Buckeye and the entire region.

# CHAPTER 2: COMMUNITY VISION

## OVERVIEW

The Town of Buckeye is a unique, inspiring, motivating, and transforming community. This shared Community Vision embraces a sustainable future where economic development, environmental protection, and social concerns take equal significance. Two major forces underscore the Community Vision: size and growth. Buckeye's Planning Area is large, rivaling those of the largest incorporated areas across the country, and its growth potential expects a population size matching those of the largest cities in America. So the Vision is about both the destination – or the outcome of growth, and the journey – how we get there.

Buckeye's Community Vision is tempered by concerns about growth and buoyed by optimism about the opportunities such a future can bring about. Growth is a concern because of the danger of fragmenting the community's visual, social, and physical identity, while optimism is possible because new investments and populations mean a unique chance for making a viable and sustainable future for Buckeye. This prospect is fortuitous as Buckeye transitions from an economy based on farming and ranching to an economy that will be mixed, broad-based, and vastly different from today. Such a momentous change is not entirely unknown to Buckeye; it has happened before. A century ago, Buckeye took its name from an irrigation canal that was built at the cost of a large public investment. The canal transformed this formerly quiet part of the Valley into an agriculture and ranching hub. Now the potential for change is equally momentous, although the scale is many times larger, and its effects will surely last far into the next century.

## VISION STATEMENT

The Community Vision Statement is organized into four Vision Components. The Vision Statement illustrates what will be achieved if the goals and policies outlined in the **Buckeye General Plan** are achieved. The four Vision Components are as follows:

- One Town, One Vision
- Economic Sustainability
- Protecting the Unique Environment
- Connectivity

## Vision: One Town, One Vision

The Town of Buckeye will be recognized as a desirable place to live, work, and play because of its strong neighborhoods, quality jobs, and activity centers. Buckeye will be a community that has successfully knitted together many world-class and distinctly unique master planned communities within which many of the Town's residents will live. Residents of Buckeye will be proud to call their Town home because they feel connected and the community provides the services and activities they desire. The community will strive to be a model for other Valley cities and rapidly growing communities throughout the United States for its growth management, effective transportation and land use links, transit-oriented development, sustainability objectives, and success in blending

mature neighborhoods with newer development patterns. Buckeye will exceed development quality standards that all communities within the Valley strive to achieve.

The Town of Buckeye will become the “Regional Center of the Hassayampa Valley” and will serve as the “Gateway to the Valley of the Sun,” drawing people to the area for work and services from as far west as La Paz County. As an important regional hub, the Town will welcome visitors, new residents, and entrepreneurs to an evolving dynamic region. The Town of Buckeye will endeavor to be a community of leaders – locally, regionally, and statewide – where its citizens are empowered and its local leadership stays true to the Community Vision.

## **Vision: Economic Sustainability**

Buckeye’s economy will continue to grow and a high percentage of local residents will be able to work and live within close proximity. Buckeye will endeavor to be a major importer of employees from throughout the region to quality jobs located within the Planning Area. The employment areas along the railroad, surrounding the Buckeye Municipal Airport, along Interstate 10 (I-10), and around other major transportation corridors will offer a full range of quality jobs ranging from manufacturing to high technology. The Town of Buckeye will maintain employment areas and create an environment for future economic opportunities to occur over time, recognizing that economic development is a long-term and ever-changing process.

The Town of Buckeye will partner with major educational institutions and will be acknowledged as a “Center for Excellence” within a variety of specialized fields. It will become a major partner in the ever-expanding biosciences and technology industries as well as other leading-edge industries. As a result of the Town’s unique environment and forward-thinking, it will become a leader in promoting green building technology and in the use of renewable resources.

The Town of Buckeye will successfully transition its economy from one that is dependent upon new growth revenues (such as retail sales tax revenues and development fees) to a balanced, sustainable economy. The local government will support new business development and investment that is compatible with the Community Vision and facilitate business opportunities.

## **Vision: Protecting the Unique Environment**

The Town of Buckeye will continue to be a steward of the unique environment through effective management and sensitive integration with its natural surroundings. From the White Tank Mountains to the Hassayampa and Gila rivers and along all of the wash corridors that traverse the Planning Area, Buckeye will achieve a harmonious relationship between the built environment and the natural surroundings. Within the Planning Area, the Town will preserve its diversity of native plants and animal species by accommodating wildlife corridors and natural connectivity across the landscape.

The Town of Buckeye understands the responsibility for careful management of the region’s natural environment; therefore, Buckeye will be a leader in public/private partnerships that ensure connectivity, preserve environmentally sensitive areas (such as the mountain slopes and major washes), and implement best practices for ensuring a long-term water quality and supply. Air and water resources will be vigorously protected, and noise and visual pollution minimized. The Town will proactively encourage green building and environmentally sensitive site design.

# Vision: Connectivity

The Town of Buckeye will plan for and build a balanced and comprehensive circulation system that moves people and goods. The system will weave together the entire Buckeye Planning Area as well as connect the community externally within the region, state, nation, and world. The Town of Buckeye will promote its ideal location at the crossroads of a variety of transportation modes. The Town will maximize the benefits of being within six hours of major international ports in California and Mexico and along the CANAMEX trade corridor to promote economic development. The Buckeye Municipal Airport has plans to expand and become a major West Valley airport, providing private passenger and cargo air service. Other airports within the Planning Area will be studied.

The highway network will be supported by a comprehensive internal system of parkways and major arterials, as well as rapid bus and local transit, light and commuter rail, recreational and commuter bike facilities, connected pedestrian facilities, tourist trolleys in downtown areas, and special needs transportation.

Through effective planning principles, the Town of Buckeye will reduce residents' reliance on the automobile by offering alternative transportation modes and encouraging transit-oriented development. Interconnected hiking and equestrian trails will be developed that link residents and visitors to adjacent trails and open spaces in other communities, natural areas, and county and state parks. Effective connectivity and alternative modes of travel within the Planning Area will in turn result in a reduced need for pavement and more opportunities to enjoy nature.

## GOALS AND POLICIES

**N**umerous goals and policies have been developed to implement Buckeye's Community Vision. They provide the framework for planning, public infrastructure investments, and evaluating public and private developments. Goals and policies serve as guideposts for short- and long-term decision-making.

**Goals** are statements that if collectively implemented will fulfill the Community Vision Statement.

**Policies** are a definite course or method of action that determine present and future decisions. Within each of the goal areas, there is a series of policies that are identified to attain that goal.

### *Goal 1.0. Aspire for Quality Neighborhoods*

Ensure that neighborhoods will become an integral part of Buckeye by focusing on quality design, locations, features, and amenities that set a high standard of livability.

Policy 1.1      Ensure that there are physical connections (such as trails, roadways, and transit) between master planned communities, smaller subdivisions, and established neighborhoods.

- Policy 1.2 Maximize the interaction of residents between neighborhoods by the judicious placement and uniform distribution of public facilities, such as schools, libraries, public parks, recreational facilities, and government functions (satellite offices) that encourage citizen interaction.
- Policy 1.3 Encourage master-planned communities to integrate public facilities and civic spaces within their master plans.
- Policy 1.4 Design, develop, and maintain regional parks and public recreation facilities throughout the Planning Area to maximize community interaction.
- Policy 1.5 Encourage openness in designs of neighborhoods that are both visually and physically integrated with the community at-large. Discourage walls along the perimeter of neighborhoods to avoid closing off and isolating communities from one another.
- Policy 1.6 Protect existing and future residential neighborhoods from the potential adverse effects of incompatible adjacent land uses, especially effects on public safety or neighborhood character.
- Policy 1.7 Promote walkable built environments with safe, comfortable, and convenient pedestrian-oriented facilities conducive to bicyclists, the physically handicapped, transit users, and those of all ages. Discourage designs that promote sedentary lifestyles or automobile-only options. Provide multiple route connections for pedestrians to avoid barriers to walkability.
- Policy 1.8 Promote infill development and targeted redevelopment in Downtown Buckeye and surrounding neighborhoods to improve existing physical conditions, enhance sustainability by making efficient use of existing community amenities and infrastructure, provide choice of housing types and densities, and maintain compatibility with adjacent land uses.
- Policy 1.9 Match the housing supply in quality, quantity, and diversity of available housing units, to the current and projected employment base so as to maintain a jobs-to-housing balance that promotes stable communities.
- Policy 1.10 Create a diversity of housing types, sizes, designs, densities, and tenancy options (owners, renters, etc.) so as to maintain a vibrant, sustainable community.
- Policy 1.11 Promote the development and retention of affordable housing for families, individuals, and the elderly.
- Policy 1.12 Facilitate, sustain, and improve the health, education, and well-being of all persons in the community by providing public and encouraging private human services that will improve the quality of life for all age groups.

## *Goal 2.0. Create and Nurture a Sense of Place*

Instill a strong community ethic and passion for Buckeye.

- Policy 2.1      Establish a strong Buckeye Downtown that attracts residents and visitors throughout the Planning Area and region.
- Policy 2.2      Establish the government center and major arts and culture amenities within the Downtown Area.
- Policy 2.3      Locate schools, libraries, and similar public facilities amenable for public gatherings, meetings, or community activities within walking distance of neighborhoods. Promote joint and multiple facility use, such as parks, schools, and libraries, for community functions, gatherings, meetings, and related activities. Make such facilities the center of neighborhoods activities; avoid isolated, walled-off, or fenced-in single-purpose uses.
- Policy 2.4      Actively engage community groups, civic and faith-based organizations, and local cultural nonprofit associations in community development to engage in activities such as job training, continuing education, affordable housing, and related social and cultural support activities that directly benefit residents.
- Policy 2.5      Promote the Town of Buckeye to the wider world by developing a brand name and identity that evokes the qualities Buckeye is known for and desires. Encourage new and existing developments and businesses to incorporate the Buckeye brand into their identity and promotional media.

## *Goal 3.0. Plan for Growth and Sustainability*

Ensure community leaders focus on long-term community planning and development that leads the community in the direction of the shared Vision and yet maintains fiscal solvency and financial sustainability.

- Policy 3.1      Assess and evaluate fiscal impacts of public and private development proposals as part of the decision-making process.
- Policy 3.2      Assess and evaluate fiscal impacts of annexations as part of the decision-making process.
- Policy 3.3      Assess and evaluate adequate public facilities and services before approving new development proposals. Maintain service and facility levels for utilities (water, sewer, etc.), public safety (fire, police, etc.), and public infrastructure (streets, parks, libraries, and recreation, etc.) before, during, and after completion of new developments.
- Policy 3.4      Set standards, criteria, and a consistent methodology for identifying impacts of proposed developments on public facilities adequacy. Ensure that land development coincides with the location and timing of capital facilities. Establish regulations to control the development process to ensure

that developments are only approved with a demonstration that sufficient capacity for infrastructure and services is present or will be required.

- Policy 3.5      Develop consistency in evaluating development projects by implementing review criteria based on the adopted **Buckeye General Plan** and subsequent amendments. Such evolving criteria should mirror concerns of the community. Modify the criteria to reflect current service levels, infrastructure capacities, court rulings, changes in state and federal enabling statutes, and related administrative directives.

#### *Goal 4.0. Increase Citizen Participation*

Ensure that citizens are actively involved and meaningfully engaged in civic life. Engage citizens in active participation in local governance and decision-making as decisions about the built and natural environment are made so that they are actively involved in the creation and management of the community.

- Policy 4.1      Institute opportunities for citizens and stakeholders to become a part of the local decision-making process.
- Policy 4.2      Identify and address the needs of residents, especially those who cannot directly participate, such as children and the elderly, so that local planning and development decisions reflect the shared Vision of the entire community and not just organized representation.
- Policy 4.3      Actively promote the importance of civic participation and the engagement of residents in local decision-making. Provide residents, particularly new residents, information about opportunities to serve on locally appointed boards and commissions. Instill healthy, well-rounded community-wide citizen participation in local governance.
- Policy 4.4      Actively promote the use of public services and facilities that will engage and foster links, relationships, and associations to the community at-large. Provide residents, particularly new residents, information about recreational facilities, activities, and annual events that also serve as community gatherings.

#### *Goal 5.0. Maximize the Economic Potential of Activity Centers*

Create economic and employment activity centers near transportation hubs with a size and scale that will help the Town of Buckeye become an employment hub of the Hassayampa Valley.

- Policy 5.1      Encourage high quality employment-generating land use that create quality jobs defined as paying wages higher than the county average, providing full employment benefits, offering job training and continuing educational opportunities, providing career advancement, and operating in environmentally safe facilities.

- Policy 5.2 Reserve those locations with good transportation access for high quality employment-generating uses. Preserve designated employment corridors for attracting appropriate business, commercial, and institutional uses.
- Policy 5.3 Protect employment corridors throughout the Planning Area to ensure that quality job opportunities can be realized regardless of current market trends.
- Policy 5.4 Maximize the economic development potential of the Buckeye Municipal Airport area by attracting uses that rely on the airport and provide high-quality employment. Protect the Buckeye Municipal Airport from encroachment of incompatible land uses that will hinder current operations or future expansions.
- Policy 5.5 Foster the continued agriculture within the Planning Area as a viable component of the local economy into the near future. Mitigate incompatibilities between existing agricultural operations and adjacent new developments by requiring adequate buffers of new development.
- Policy 5.6 Use financing incentives such as industrial bonds, foreign trade zones, and other options to encourage major industrial businesses to locate in Buckeye.

### *Goal 6.0. Create Local Jobs*

Ensure a full range of quality jobs within the Planning Area through the judicious allocation of land for employment-generating land uses.

- Policy 6.1 Maintain or exceed the Maricopa County average jobs per household rate (most recent figure based on the 2000 Census: 1.26 jobs per household).
- Policy 6.2 Provide land allocation for employment-generating uses in master planned communities.

### *Goal 7.0. Strive for Educational Excellence*

Attract and maintain a high-performing educational system serving the needs of residents, businesses, and the community's active civic life.

- Policy 7.1 Invest and support in quality education.
- Policy 7.2 Work to ensure all students successfully complete high school and are college or workforce ready.
- Policy 7.3 Actively pursue the location of at least two accredited universities and post-secondary educational institutions within the Buckeye Planning Area by 2016.
- Policy 7.4 Partner with schools to expand educational opportunities locally and promote life-long learning opportunities throughout the Planning Area.

- Policy 7.5 Encourage the construction of new schools and school facilities to coincide with current population demand instead of meeting demand in hindsight.
- Policy 7.6 Ensure through active collaboration with school districts that school facilities meet or exceed state standards.
- Policy 7.7 Strategically locate institutions of higher education in areas that are conveniently accessible and regionally beneficial.

### *Goal 8.0. Integrate Technology Infrastructure*

Promote networking and communications technology for homes, businesses, educational institutions, and local government services. Recognize that access to the Internet is a critical component of community infrastructure, and a large part of the economy now depends on the availability of such networking. Attracting high-quality businesses and high-wage labor force presupposes such amenities.

- Policy 8.1 Promote community-wide wireless Internet network access.
- Policy 8.2 Require installation of high-speed network communications infrastructure as part of the utilities development phase of new development projects.
- Policy 8.3 Implement intelligent transportation systems for the Buckeye road network.
- Policy 8.4 Assist local businesses and community development organizations to develop and implement a global strategy to attract global businesses, tourism, etc.
- Policy 8.5 Establish a public/private collaborative partnership between educational institutions, the Town of Buckeye, and businesses to develop Buckeye as a global community.
- Policy 8.6 Maintain access to technology in the community, to all sectors of the economy, to all neighborhoods, and to all activity centers.

### *Goal 9.0. Manage Open Space and Recreation*

Manage parks and recreational needs that reflect the Community Vision and bring to bear a balanced response to the local physical characteristics, landscape features, environmental conditions, and socioeconomic characteristics of the Planning Area.

- Policy 9.1 Implement a comprehensive system of open spaces, parks, trails, and recreational facilities that both protect and integrate with the natural character while serving the active and passive recreational needs of the community as defined in the **Buckeye Parks, Open Space, and Trails Plan**.
- Policy 9.2 Satisfy both the community's active and passive recreational needs by integrating natural systems, such as rivers washes, mountains, and environmentally sensitive desert environments, to that of man-made parks, trails, and recreational facilities.

- Policy 9.3      Develop a comprehensive network of trails and natural linear features connecting all the passive and active recreational sites into a distinctive feature that is a model of stewardship of the desert ecosystem yet serves the community’s need for parks, open space, and recreational amenities.
- Policy 9.4      Preserve the desert ecosystem, which is the interconnected network of protected land and water resources that supports native plant and animal species, maintains natural ecological processes, sustains air and water resources and contributes to the community’s health, welfare, and quality of life.
- Policy 9.5      Manage the interface between the built and natural environments with compatible land uses and innovative site planning.
- Policy 9.6      Enhance areas with regional drainage facilities and flood control structures by creating recreational areas, community parks, and connecting trails.
- Policy 9.7      Tailor the recreational amenities by implementing a park-type hierarchy: pocket parks, neighborhood parks, community parks, and large municipal or regional parks and sports complexes.
- Policy 9.8      Develop and implement the Buckeye Town Lake project. Connect the lake area to Downtown Buckeye through trails and multimodal transportation links.
- Policy 9.9      Continue to identify locations, develop facilities, and connect with regional trails and regional recreational facilities to keep pace with growing demand.
- Policy 9.10     Require open space, parks, and recreational amenities to be located within residential developments. Ensure trail connections between major community recreational areas.
- Policy 9.11     Require new residential developments to meet or exceed established Levels of Service (LOS) as defined in the Town Parks, Trails, and Open Space Master Plan.
- Policy 9.12     Develop direct trail access throughout the Town, to the Maricopa County White Tank Mountains Regional Park, and to parks south of I-10.
- Policy 9.13     Require connections between open spaces and trails within new residential developments. Ensure that the design and layout of connections provide visual and functional links to parks, schools, neighborhoods, and other activity centers.
- Policy 9.14     Coordinate with developers, local school districts, and other government agencies for joint-use facilities where practical.

- Policy 9.15 Require private maintenance of association parks and open spaces less than 15 acres located in large or high-density residential developments.
- Policy 9.16 Coordinate with the Bureau of Land Management, Flood Control District of Maricopa County, Maricopa County Parks and Recreation Department, Arizona State Land Department, Arizona Game and Fish Department, and other agencies to identify sites for open space or recreational amenities that could be mutually beneficial.
- Policy 9.17 Ensure local trails connect to the regional trails network that provides adequate corridor width to buffer trail users from homes, roads, businesses, etc.
- Policy 9.18 Establish equestrian trails where appropriate and ensure their compatibility with surrounding development.
- Policy 9.19 Prohibit new land uses or developments that eliminate connections to the Town of Buckeye's trail plan and linkages to the Maricopa County Parks and Recreation Department's regional trail system.
- Policy 9.20 Use regional drainage corridors as land use buffers, wildlife corridors, and multi-use trails. The Maricopa County Flood Control District established these corridors in the El Rio Water Course Master Plan, Sun Valley Area Drainage Master Plan, Rainbow Valley Area Drainage Plan, Gillespie Area Drainage Plan, and White Tanks Area Drainage Master Plan.
- Policy 9.21 Maximize land use compatibility with the Sonoran National Monument and White Tanks Regional Park to enhance community recreational opportunities.
- Policy 9.22 Make Buckeye the recreational gateway to the National Monument and the White Tanks. Develop a coordinated strategy with the Bureau of Land Management and Maricopa County Parks and Recreation Department for tourist traffic, portals, and trailheads to these important Sonoran Desert environments.
- Policy 9.23 Participate in Bureau of Land Management's Resource Management Planning activities to ensure mutually compatible plans for their lands in Buckeye.
- Policy 9.24 Develop a consistent strategy for developing compatible land uses at the edges of the built and natural environments. Explore legal mechanisms to establish permanent buffers at the interface between the built and natural environments.
- Policy 9.25 Ensure any required dedication of land for neighborhood, community, and regional parks is completed at the subdivision approval stage.

## *Goal 10.0. Use Energy Efficiently and Maximize Sustainability*

Improve the economic, environmental, and social health and sustainability of the community through the efficient use of energy resources.

- Policy 10.1     Serve as a model for green building programs by implementing energy conservation measures for all Buckeye government sites, buildings, and operations.
- Policy 10.2     Maximize cleaner energy sources and technologies that optimize energy consumption for the entire range of land uses, residential, commercial, industrial, institutional, and both indoor and outdoor recreational uses.
- Policy 10.3     Utilize renewable resources over non-renewable sources.
- Policy 10.4     Minimize energy-related adverse impacts on the local economy, biodiversity, and quality of life.
- Policy 10.5     Minimize locating buildings and human activities around washes and natural storm water drainage systems.
- Policy 10.6     Maximize the use of native vegetation for shade and reduction of energy use for cooling.
- Policy 10.7     Nurture a balanced interaction between the built and natural environments. Aim for reducing the built environment's footprint; maximize undisturbed areas.
- Policy 10.8     Educate residents and business owners about energy conservation techniques. Provide assistance for conversion to renewable resources.
- Policy 10.9     Require new construction, renovations, and redevelopment projects to implement energy conservation measures.
- Policy 10.10    Encourage innovative land use and site planning techniques, such as clustering, building orientation, designing multiple-use facilities, and employing appropriate building materials for construction.
- Policy 10.11    Reduce solid waste through waste diversion strategies, such as recycling and composting.
- Policy 10.12    Encourage energy efficient building designs, employing orientation techniques to benefit from solar access, and providing building overhangs and recessed windows for shade.
- Policy 10.13    Encourage renewable energy sources, such as solar and wind.
- Policy 10.14    Reduce heat absorption for buildings, parking surfaces, outdoor public areas, and parked vehicles through landscaping and native vegetation.

- Policy 10.15 Encourage innovative waste-to-energy solutions.
- Policy 10.16 Initiate a voluntary Green Building Program with specific standards to measure resource consumption, reuse and recycle materials, protect the natural environment, eliminate toxins, apply life-cycle cost methods, and underscore the quality of the built environment. Adopt existing national standards for green buildings, such as Leadership in Energy and Environmental Design (LEED) or equivalent, to impart consistency when evaluating development proposals. Publicly recognize innovative green buildings through an annual awards or awareness program.
- Policy 10.17 Maximize the use of solar and wind energy.

### *Goal 11.0. Manage Water Resources*

Manage water resources to meet current and future demand. Apply state-of-the-art methods and technologies to ensure adequate, suitable, and sustainable water supplies to serve the community.

- Policy 11.1 Inventory water supplies available to potable and non-potable water providers in the Buckeye Planning Area to ensure adequate water supply.
- Policy 11.2 Determine options for securing surface water rights in the Buckeye Irrigation District for potable water for future uses.
- Policy 11.3 Evaluate securing additional Central Arizona Project (CAP) water supplies by leasing from the Gila River Indian Community.
- Policy 11.4 Strengthen Buckeye's role in the region by acquiring, managing, or cooperating with water supply entities. Establish a Greater Buckeye Regional Water Forum, or participate at a high level in West Valley water discussions.
- Policy 11.5 Develop the existing water delivery infrastructure as an amenity in cooperation with area irrigation districts by altering and enhancing requirements in the development agreements.
- Policy 11.6 Develop a strategy for utilizing poor quality groundwater in industrial areas, and plan a system for treating and distributing non-potable water.
- Policy 11.7 Develop a groundwater drainage strategy to reduce water logging, and incorporate renewable energy sources and aesthetically pleasing pumping plants.
- Policy 11.8 Require that all developments have an assured water supply certification and adequate distribution system.

- Policy 11.9 Ensure water usage (expressed as gallons per capita per day) is at or below the county-wide average. Require applications for developments to document how this standard will be met.
- Policy 11.10 Protect all watersheds within the Planning Area.

### *Goal 12.0. Protect Environmental Assets*

Ensure that current and future land use patterns conserve and protect the area's natural assets.

- Policy 12.1 Strive to preserve the almost 120 square miles of pristine Sonoran Desert managed by the Bureau of Land Management for current and future generations to enjoy.
- Policy 12.2 Protect hillsides with slopes greater than 15 percent. Regulate development of hillsides through hillside protection ordinances.
- Policy 12.3 Re-vegetate disturbed land areas.
- Policy 12.4 Protect mountain ridge lines from development as the views of these features are fundamental to the visual identity of Buckeye. Protect the mountain slopes from development through a combination of land use regulations, zoning ordinances, transfers of development rights, acquisitions, or dedications.
- Policy 12.5 Protect environmentally sensitive areas from disturbance due to construction. For developments near sensitive areas or wildlife corridors, use regulatory techniques, such as building envelopes, to regulate areas approved for disturbance as well as those that must be kept undisturbed, in their natural state.
- Policy 12.6 Restrict landscaping to drought-tolerant and low-water use.
- Policy 12.7 Maintain major wash corridors as regulated by 404 Permitting in a natural state with exceptions for clearance for fire protection.
- Policy 12.8 Collaborate, encourage, and financially participate in intergovernmental partnerships to address and creatively plan for the future use of drainage ways and flood control facilities.
- Policy 12.9 Protect the river corridors and natural drainageways within the Planning Area by ensuring adequate buffers and compatible development.
- Policy 12.10 Protect the Planning Area's dark skies by implementing state-of-the art technology for reducing light dissipation and glare.
- Policy 12.11 Meet or exceed regional air quality standards.

- Policy 12.12 Minimize congestion and automobile-generated pollution by implementing transportation demand management techniques, such as synchronized traffic signals, bus pullouts, high-occupancy vehicle (HOV) lanes, employer-sponsored car and van pools, transit passes, alternative fuels, flexible work hours, and remote workers programs.
- Policy 12.13 Protect and maintain wildlife corridors that link washes and river valleys to mountain slopes.
- Policy 12.14 Establish a wildlife management program to preserve and protect wildlife habitats.
- Policy 12.15 Develop Buckeye as an eco-tourism destination.
- Policy 12.16 Prevent introduction of invasive plant and animal species.
- Policy 12.17 Protect and preserve significant historical and archaeological sites and structures.
- Policy 12.18 Protect the quality of life by addressing and mitigating noise, dust, odor, and other air pollution as the community continues to grow.
- Policy 12.19 Require sand and gravel operations within the Buckeye Planning Area to mitigate all impacts of their mining operations.

### *Goal 13.0. Shape Growth and Land Use Patterns*

Strive for growth and land use patterns that preserve the quality of life, natural environment, and sense of community. Encourage orderly growth and development in appropriate areas, making efficient use of natural resources, public services, and public infrastructure, and safeguarding environmentally sensitive areas. Land use patterns must be sustainable and fully integrate with the rest of the community in creating a sense of place.

- Policy 13.1 Provide a range of higher-density housing types, employment, and commercial uses within activity centers (defined as areas serving approximately a 5-mile radius with densities that decline moving out from the mixed use core).
- Policy 13.2 Promote mixed use activity centers that provide the opportunity to and can demonstrate a reduced number of automobile trips and travel distance.
- Policy 13.3 Promote the orderly infill of vacant land and discourage “leap-frog” development that hinders the ability to provide efficient public services.
- Policy 13.4 Strategically annex land within the Planning Area and ensure that development compatibility and adequate public facilities/services are provided to these new areas.

- Policy 13.5 Collaborate with the Arizona State Land Department to ensure that State Trust lands are planned and developed comprehensively in a manner that is compatible with the overall Community Vision.
- Policy 13.6 Designate the area between I-10 and the Gila River as a growth area for innovative, sustainable development.

### *Goal 14.0. Maintain Mobility*

Develop a balanced transportation system that meets mobility needs as expressed through the Community Vision including accessibility, safety, and economic well-being, while maintaining an adequate level of service for the entire transportation network serving the community. Provide direction for public and private investment decisions through transportation planning.

- Policy 14.1 Evaluate transportation impacts of all development proposals on Buckeye’s local and regional roadway network. Evaluate mitigation strategies as presented in the development proposals for dealing with potential adverse impacts on mobility. For multimodal analysis, include single and multiple-occupancy vehicles, bicycles, pedestrians, and public transit.
- Policy 14.2 Ensure that Buckeye’s overall development pattern, as well as each development, will support a diverse range of travel modes (single and multiple-occupancy vehicles, pedestrians, bicycles, and public transit) and ensure the system is designed to effectively meet local mobility choices and needs.
- Policy 14.3 Design roads, transportation systems, and facilities for multimodal accessibility, including the integration of transit mobility and transit stops.
- Policy 14.4 Designate multimodal corridors in the transportation plan.
- Policy 14.5 Ensure road continuity and network connections between master-planned communities, employment centers, large commercial developments, and activity centers.
- Policy 14.6 Coordinate with the Arizona Department of Transportation, Maricopa Association of Governments, and Maricopa County Department of Transportation to ensure that development within the Buckeye Planning Area successfully preserves the efficiency and functionality of the regional and statewide transportation network.
- Policy 14.7 Ensure that the arterial street network supports the regional transportation network.
- Policy 14.8 Ensure development adheres to the Town’s access management system and standards on designated roadways.
- Policy 14.9 Acquire designated rights-of-way necessary for constructing roadways through dedication.

- Policy 14.10 Ensure that emergency access and response is considered when planning and implementing roadway improvements.
- Policy 14.11 Ensure an enhanced public transportation system (transit, car pool and park-and-ride lots, bus rapid transit, and light rail) with appropriate support system, such as HOV lanes on the freeway, connects to major activity areas within the Planning Area as well as throughout the region.
- Policy 14.12 Support the implementation of commuter rail along the Union Pacific rail line.
- Policy 14.13 Incorporate the planning and development of multimodal transfer locations as part of employment centers, major activity centers, and appropriate terminus locations. Ensure these facilities meet federal and state safety standards.
- Policy 14.14 Embrace and market the development of the CANAMEX corridor within the Buckeye Planning Area.
- Policy 14.15 Work cooperatively with the state and rail service providers to develop the rail freight and new passenger/commuter service through the Buckeye Planning Area. Encourage and support commuter rail service with grade separated crossings on arterials and parkways in the Planning Area.
- Policy 14.16 Explore light rail line options (canal banks, flood control projects) within the Planning Area and identify appropriate locations for future grade-separated commuter alignments.
- Policy 14.17 Explore the possibility of developing a regional airport within the Buckeye Planning Area.
- Policy 14.18 Encourage the development of a multi-use trails system throughout the Planning Area that connects to the regional system.

### *Goal 15.0. Optimize Local Street Network*

Develop a comprehensive and connected hierarchy of local streets to support a regional transportation system.

- Policy 15.1 Improve the delineation of streets so that through traffic is naturally diverted away from residential neighborhoods by ensuring all new developments use the Town of Buckeye's hierarchy of parkway, arterial, and collector streets.
- Policy 15.2 Require all new developments to use the Town's design standards and access management guidelines for all streets in accordance with their functional classification.

- Policy 15.3 Establish bicycle lanes and facilities in conjunction with the development of and improvements to arterial and collector streets.
- Policy 15.4 Implement traffic-calming measures such as street narrowing, raised crosswalks, raised intersections, traffic circles, realigned intersections, and lowered residential speeds in appropriate neighborhoods, provided these measures do not impede emergency vehicles.

### *Goal 16.0. Assess Development Costs*

Ensure the systematic expansion and maintenance of community facilities and services to meet current and future demand in a cost-effective and equitable manner.

- Policy 16.1 Identify, quantify, and prioritize capital expenditures (including maintenance costs) and to serve as a basis for other financial planning tools.
- Policy 16.2 Address changes and escalating construction and maintenance costs of municipal infrastructure through effective planning and regulations.
- Policy 16.3 Provide infrastructure expansions to infill areas by connecting to CMP/CFD. Develop strategies for service delivery to avoid redundant facilities.
- Policy 16.4 Leverage funding of facilities and infrastructure.
- Policy 16.5 Adequately plan for satellite public service facilities needed throughout the Planning Area.
- Policy 16.6 Utilize best practices for infrastructure development, maintenance, and financing.
- Policy 16.7 Provide cost effective public facilities and services.

### *Goal 17.0. Annex Unincorporated Lands*

Annex unincorporated lands to integrate planning and development activities within the Town's Planning Area. Annexation will avoid duplication of services, creation of special districts, and fragmentation within the Planning Area, as well as increasing land values and strengthening the political influence of the entire region.

- Policy 17.1 Manage annexations so as not to create additional unincorporated areas.
- Policy 17.2 Include as many nearby properties as possible to extend contiguity of incorporated areas, extending to the boundary of the Buckeye Municipal Planning Area.
- Policy 17.3 Encourage existing property owners to jointly petition for larger areas, combine properties, collaborate with private and public owners of land (state and federal), and judicially apply right-of-way annexation policies.

The Town of Buckeye shall facilitate the cooperation of multiple property owners to file single petitions for contiguous areas.

- Policy 17.4 Avoid conflict or overlap with neighboring jurisdictions or municipal planning area boundaries of neighboring jurisdictions.
- Policy 17.5 Avoid inhibiting annexations or circumventing county regulations or state statutes governing annexation procedures.
- Policy 17.6 Annex all right-of-way adjacent existing petitions for annexation as long as there is no conflict or overlap with neighboring jurisdictions or municipal planning area boundaries of neighboring jurisdictions. When in conflict or objection, then annex right-of-way to the centerline as is normally done in such circumstances.
- Policy 17.7 Annex right-of-way only to extend existing right-of-way that is already annexed to the Town of Buckeye. Avoid creating fragmented right-of-way segments.
- Policy 17.8 Annex right-of-way segments that are completely bound by annexation parcels and ignore those that are merely touching or tangentially adjacent.
- Policy 17.9 Encourage properties in unincorporated parts of the Planning Area to have adequate and reliable utilities, public safety, public parks and open space, and related public services consistent with the **Buckeye General Plan**.
- Policy 17.10 Extend utilities (e.g., water, sewer) and provide public services (e.g., fire, police, emergency response) if adequate capacities are available to the specific property requesting such extensions, subject to conditions imposed by the Town.
- Policy 17.11 Require a pre-annexation agreement (as per the adopted model agreement form) from property owners requesting extension of the Town's utilities or public services to unincorporated parts of the Planning Area. This agreement will bind the property owners to an annexation by the Town and bind the Town to provide the specific service requested subject to conditions imposed by the agreement.
- Policy 17.12 In order to expedite development proposals, the Town may choose to extend utilities and services before proceeding with the annexation process as long as the signed pre-annexation agreement has been approved by both parties and recorded with the County Recorder's office.
- Policy 17.13 Any zoning and land use changes to a property encumbered by a pre-annexation agreement will have to conform to the **Buckeye General Plan**, building and zoning codes, and related development codes so as to maintain conformance. Exceptions to nonconformance may be considered by the Town Council for the protection of historic sites or buildings for

preservation that would not otherwise qualify under current Town regulations.

# CHAPTER 3: LAND USE ELEMENT

## OVERVIEW

**T**he **Buckeye General Plan** provides a comprehensive vision for how the entire Buckeye Planning Area should develop. Good planning benefits the private property owner as well as the overall community's quality of life. It considers the interrelationship of planning activities and addresses a wide range of issues including infrastructure, circulation, parks and recreation, as well as an appropriate mix of land uses. This chapter addresses the land use element of the Plan.

The Town of Buckeye is currently home to just under 50,000 residents. The Town has grown from 4,850 residents in 1995 to 20,780 in 2005, representing a 328.5 percent increase in ten years, according to the U.S. Census Bureau and the Maricopa Association of Governments (MAG). The incorporated municipal boundary includes approximately 366 square miles of land, over which the Town of Buckeye has direct control. However, the Town of Buckeye has identified a much larger area, referred to within this Plan as the Planning Area that encompasses approximately 600 square miles of land. The Buckeye Planning Area includes many large master planned communities, the largest of these being Douglas Ranch, which spans more than 35,000 acres. Several others, including Verrado, fall within the 8,000 to 12,000 acre range.

The Buckeye Planning Area is located along the western edge of the fastest growing metropolitan regions in the United States. Currently, more than 3.7 million people, with a median age of 33.5 years, call greater Phoenix home. Buckeye is ideally situated for economic and community development expansion, with a location approximately 40 minutes from Central Phoenix, and 350 and 335 miles from Los Angeles and San Diego, California respectively. Additionally, Buckeye is within a six-hour drive from Las Vegas, Nevada and developing international ports in Mexico.

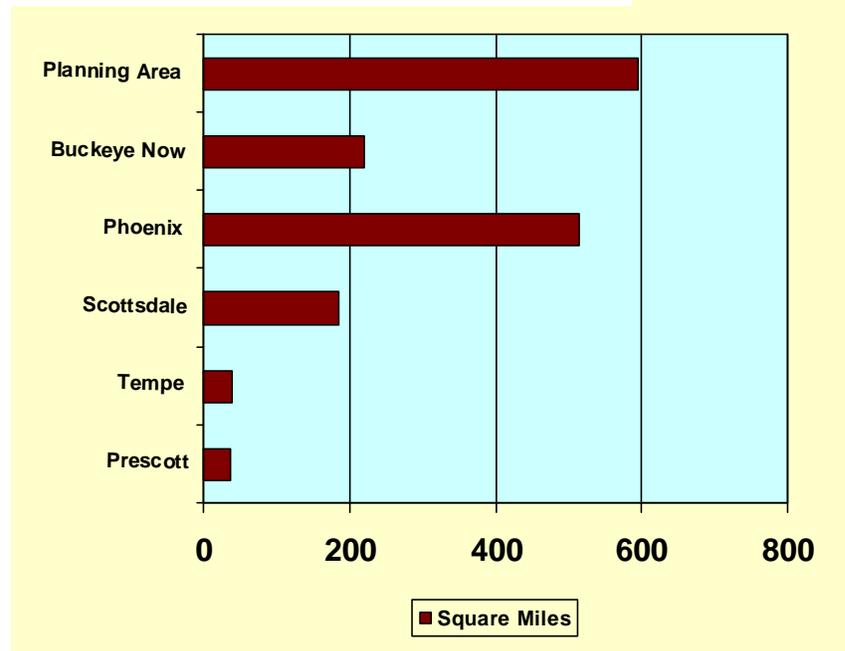
## BUCKEYE PLANNING AREA

**T**he Buckeye Planning Area boundary is not a legally defined line of demarcation. However, through continued dialogue and negotiation with neighboring communities and landowners, the Town of Buckeye maintains planning activities within this boundary.

The Buckeye Planning Area represents an area well beyond the Town's currently incorporated boundaries (Figure 3-1). The purpose of addressing a larger Planning Area is to ensure an adequate land base for a full range of community land uses to meet near-term and long-term needs and to protect the Town from incompatible land uses that may arise as a result of area development. Additionally, the Town strives to protect the areas that at one time might become incorporated into the Town.

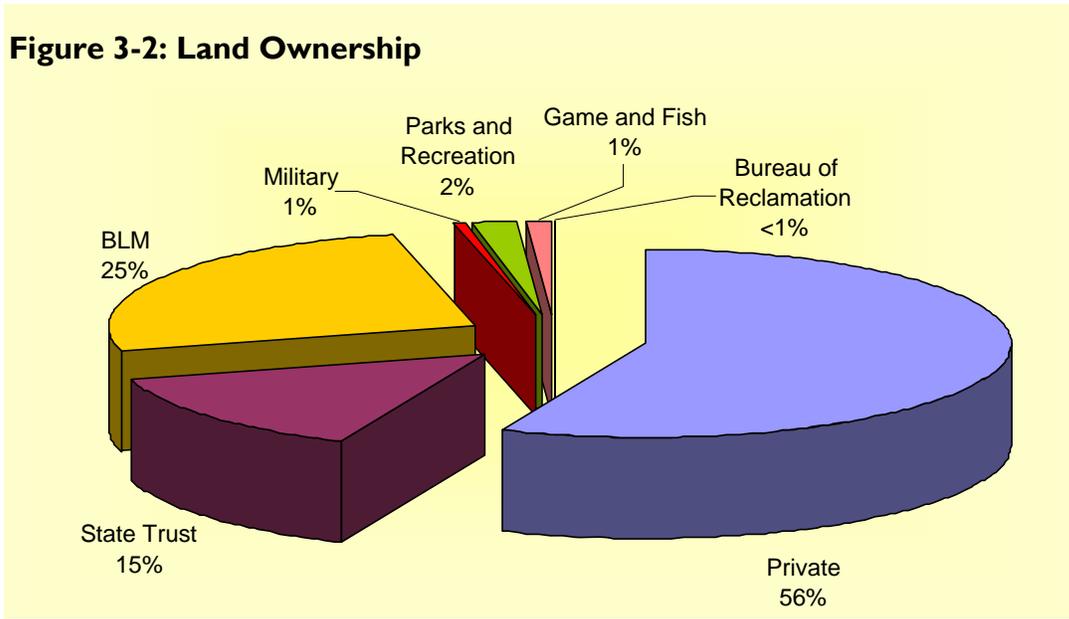
Until incorporated into the Town of Buckeye, lands within the Planning Area are governed by Maricopa County. County controlled areas create a unique challenge for cities. For example, County development regulations allow land uses and standards that may not be allowed in the Town of Buckeye. Development may occur according to different standards than the Town's and can create negative impacts on adjacent uses and a discontinuous visual image. In some cases, even along the same street, development has occurred to different standards because of differing jurisdictional standards. Therefore, the Town exercises the right to comment on proposed Maricopa County development within Buckeye's Planning Area.

**Figure 3-1: Community Size**



The Planning Area is a mosaic of public and private land ownership (Figure 3-2). State trust lands are managed by the Arizona State Land Department (ASLD) and may eventually transfer to private interests through either sale or lease, for residential or commercial development. On the other hand, federal lands, such as those managed by the Bureau of Land Management (BLM), are unlikely to transfer.

**Figure 3-2: Land Ownership**



# Planning Approach

The Town of Buckeye uses the following planning tools to guide development, in addition to the General Plan and Development Code:

*Area Plans* The development of an area plan typically has been used as the first step in the planning process for a large parcel of land within the Town. It is usually at this stage that the adopted General Plan policies are used to evaluate development potential and public facility needs. Although the primary purpose of the area plan tool is to identify general land use patterns, densities, and public facility requirements on a particular property, regional issues (such as water availability and transportation capacity) are also addressed. Area plans are adopted by the Town Council, and all subsequent rezoning and development must be in conformance to the approved land uses within the area plan.

*Community Master Plans (CMPs)* Historically, the Town of Buckeye has used the CMP approach to plan large areas. CMPs are occasionally used in conjunction with an adopted area plan. CMPs are required to be in conformance with the policies of the adopted General Plan. Once adopted, a CMP identifies the appropriate land uses, intensity of development, densities, and any development standards that deviate from the Town's Development Code. A CMP also addresses roadway networks, open space, recreation, public facilities, infrastructure, and any other element that may be unique to the development or to the land. It is important to note that all existing adopted CMPs within the Buckeye Planning Area may continue to be developed in accordance with their approved plan. However, as development plans change, master plans and individual property owners will need to comply with the **Buckeye General Plan**.

CMPs establish land use, population densities, provision of public facilities, design standards, phasing schedules, administrative procedures, and all other regulatory provisions necessary for the development of master planned communities.

A CMP is currently only allowed in the Planned Community (PC) zoning district, and can only be adopted with a development agreement between the developer and the Town of Buckeye. Property must be zoned to PC before the Town can adopt a CMP. Development agreements outline cost and responsibilities for the provision and timing of public facilities. Three- to five-year performance criteria are built into most of the development agreements as a “checks and balances” measure.

All adopted CMPs and development agreements remain as valid entitlements regardless of the adoption of the **Buckeye General Plan**. If any changes are made to the CMP or development agreement, the policies and guidelines outlined in the **Buckeye General Plan** must be followed.

## Scenario Development

The Town of Buckeye used a “sketch planning process” (Figure 3-3) to develop the Buckeye Preferred Land Use Plan (subsequently referred to as the Land Use Plan). The sketch planning process began with a development suitability analysis and understanding of the Planning Area's existing conditions. The transportation network (Base Mobility Network) was developed by sketching out existing major roadways in the Buckeye Planning Area. Adopted CMPs' arterial roadway networks were identified, overlaid, and revised to create connections between the communities and the greater Planning Area. South of I-10, the 1-mile grid was extended west to

the Hassayampa River. Overlaid on top of the arterial network was the draft regional roadway network from the MAG I-10/Hassayampa Valley Roadway Framework Study (including additional freeways and parkways) currently underway.

Using the adopted CMPs, the land uses were drawn around the base transportation network. Two land use plans were developed: the first was more detailed, replicating the existing adopted CMPs (Land Use/Mobility Alternative #1); while the second was more general, using the broad conceptual land use layout created by the public at the Charrette Visioning Workshop in May 2006 (Land Use/Mobility Alternative #2). The purpose of the scenario exercise was to understand how the currently approved development patterns within the entire Planning Area can be “knit together,” and where there might be gaps between the Community Vision and current development trends. The goal of the scenario development exercise was to create community dialogue as the General Plan process evolved, resulting in a preferred land use and mobility plan.

The scenarios were then analyzed and discussed by the public, staff, elected and appointed officials, and the General Plan Advisory Committee. Several iterations of a preferred alternative were further defined and analyzed before finalizing the Land Use Plan that outlines accepted land uses and an associated comprehensive transportation network for the Planning Area.



# Land Use Plan

The General Plan Land Use (Figure 3-4) identifies the land use framework for future development within the Buckeye Planning Area. It is intended to provide a balance between residential, commercial, and employment uses to foster a *live, work, educate, and play* community.

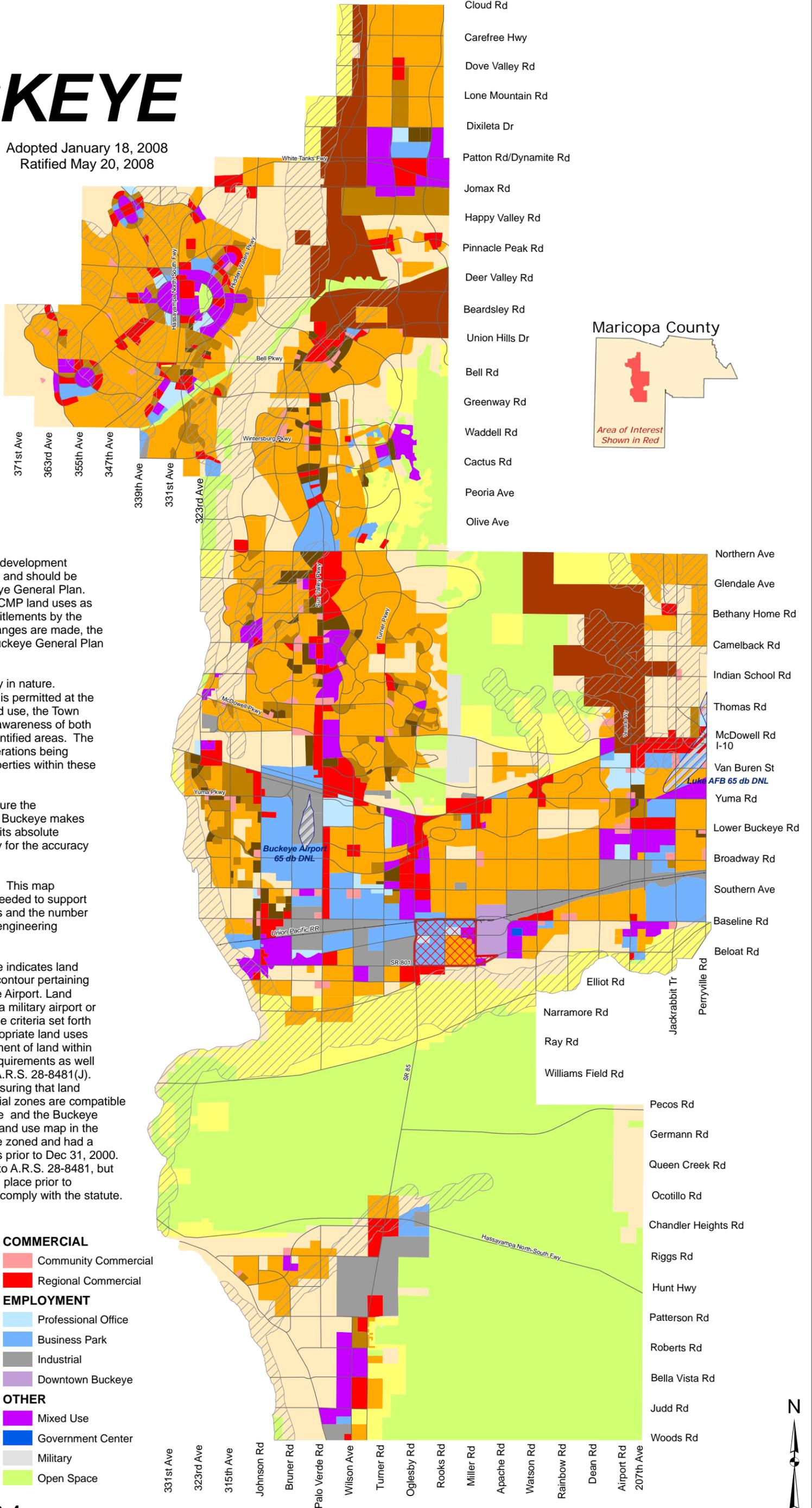
*Land Use Concepts* The Land Use Plan addresses the following key concepts:

1. All neighborhoods within the Town of Buckeye are connected and are an integral part of Buckeye.
2. A comprehensive mix of housing choices and styles are encouraged.
3. A regionally balanced employment center within the Buckeye Planning Area is identified to achieve the targeted jobs-to-housing ratio balance (i.e., 1.3 jobs available for each household). The Land Use Plan identifies and preserves employment corridors and areas where current and future employment opportunities can be developed.
4. Land use planning must encourage the development of self-sustaining, mixed use activity centers throughout the Planning Area to create a *live, work, educate, and play* lifestyle within close proximity to home.
5. Diverse, transit and pedestrian-friendly Mixed Use Areas are encouraged, to include higher intensity mixed use development at the center, with the intensity of uses decreasing as development moves away from the center.
6. Land use patterns conserve, protect, and connect the Planning Area's natural resources and parks to promote livability and sense of community.
7. A multimodal transportation system effectively connects activity centers within the Planning Area and extends the regional transportation network to Buckeye.
8. Transit-oriented development is promoted along corridors integrating land use and multimodal transportation.
9. Attractive gateway and high capacity roadway corridors are included.



# Town of **BUCKEYE**

Adopted January 18, 2008  
Ratified May 20, 2008



**Notes:**

All Community Master Plans (CMP) and development agreements remain as valid entitlements and should be referred to in conjunction with the Buckeye General Plan. The Land Use Map strives to reflect the CMP land uses as accurately as possible. The adopted entitlements by the Town of Buckeye are valid and if any changes are made, the policies and guidelines outlined in the Buckeye General Plan will be followed.

Floodway Transitional Areas are advisory in nature. Though development within these areas is permitted at the level of the designated General Plan land use, the Town wishes to emphasize the importance of awareness of both the hazards and sensitivities in these identified areas. The Town strongly encourages these considerations being addressed in development plans for properties within these areas.

While every effort has been made to ensure the accuracy of this information, the Town of Buckeye makes no warranty, expressed or implied, as to its absolute accuracy and expressly disclaims liability for the accuracy thereof.

Arterial / River crossings are conceptual. This map demonstrates the number of crossings needed to support development at build-out. Final locations and the number of crossings will be determined through engineering and water studies.

Town of Buckeye General Plan Land Use indicates land within the 65 day-night noise level (dnl) contour pertaining to Luke Air Force Base and the Buckeye Airport. Land within the designated 65 dnl adjacent to a military airport or ancillary military facility is restricted by the criteria set forth in A.R.S. 28-8481(J) which outlines appropriate land uses for such land. Any General Plan Amendment of land within these areas must also comply with all requirements as well as the compatible land uses outlined in A.R.S. 28-8481(J). The Town of Buckeye is committed to ensuring that land uses in the high noise or accident potential zones are compatible with the operation of Luke Air Force Base and the Buckeye Airport. Residential uses shown on the land use map in the 65 dnl area for Luke Air Force Base were zoned and had a development plan in place for those uses prior to Dec 31, 2000. These properties continue to be subject to A.R.S. 28-8481, but the development plans that have been in place prior to December 31, 2000 for these properties comply with the statute.

- |                    |                                   |                   |                     |                      |
|--------------------|-----------------------------------|-------------------|---------------------|----------------------|
|                    | Floodway Transitional Areas       | <b>COMMERCIAL</b> |                     | Community Commercial |
|                    | 65 db noise contour               |                   | Regional Commercial |                      |
|                    | Downtown Expansion Area           | <b>EMPLOYMENT</b> |                     | Professional Office  |
| <b>RESIDENTIAL</b> |                                   |                   | Business Park       |                      |
|                    | Very Low Density 0-1 du/ac        |                   | Industrial          |                      |
|                    | Low Density 1.01-3 du/ac          |                   | Downtown Buckeye    |                      |
|                    | Medium Density 3.01-6 du/ac       | <b>OTHER</b>      |                     | Mixed Use            |
|                    | Medium High Density 6.01-10 du/ac |                   | Government Center   |                      |
|                    | High Density 10.01-15 du/ac       |                   | Military            |                      |
|                    | Master Planned Community          |                   | Open Space          |                      |

**FIGURE 3-4**



**Build-Out Concept** The Land Use Plan also outlines the future land use and transportation network at “build-out.” Build-out is defined as all land within the Planning Area being designated with appropriate land use based on a series of criteria, including land ownership patterns, topographic and environmental constraints and opportunities, development opportunities, infrastructure support, and private property rights. Build-out does not occur at any certain date, since development and growth are dependent upon cyclical market trends and private property owner interests.

The location and amount of development will have significant implications on the ability to provide services such as infrastructure, public safety, transportation, and parks. It is critical that the Town of Buckeye be able to plan for and serve future growth, and monitor growth rates over time in order to adjust plans accordingly.

Though the Town is experiencing a tremendous amount of growth in a smaller-scale development pattern, it is also seeing large-scale master planned development. Historically, the Town of Buckeye has used the following planning tools, in addition to the **Buckeye General Plan**, to facilitate the development of large master planned communities:

**a. Land Use Designations** Land use designations as outlined on Figure 3-5 define the various types of development that might be allowed within each classification. Designations correlate spatially to areas indicated on the Land Use Map and are intended to describe the intensity of development that is desired. It is important to note that these designations are not zoning classifications. Property owners must go through a zoning process if there is a desire to make changes to specific zoning on their property before development.

The Proposed Land Use Map is not specific to any time period. For areas with adopted area plans, it is a build-out plan. In areas that require more detailed planning, it provides generalized land use.

The Land Use Map does not reflect the intended zoning of individual parcels but rather generalized desired future land use. The boundaries between use and density designations notes on the map are not fixed precisely. Rather, they indicate general areas wherein the goals of the **Buckeye General Plan** will be pursued through more detailed planning decisions.

**b. Determining Boundaries** The land use designation boundaries shown on the Buckeye Land Use Map are located along significant natural or man-made features whenever possible, to assist in identification. These features, including drainageways, washes, roadways, existing subdivisions, and existing development areas, represent general recommendations for future development.

### Figure 3-5: Land Use Designations

- Very Low Density Residential (Up to 1 du/ac)
- Low Density Residential (1.01 to 3 du/ac)
- Medium Density Residential (3.01 to 6 du/ac)
- Medium High Density Residential (6.01 to 10 du/ac)
- High Density Residential (10.01 to 15 du/ac)
- Urban Density Residential (over 15 du/ac)
- Mixed Use
- Community Commercial
- Regional Commercial
- Professional Office Employment
- Business Park
- Industrial
- Downtown Buckeye
- Government Center
- Open Space
- Military
- Master Planned Community

*du/ac = dwelling units per acre*

Boundary locations are not precise. Variations within 500 feet, particularly where significant natural or man-made features are present, may be acceptable. It will be the responsibility of the Town Council, with recommendation from the Buckeye Development Board and staff, and guidance provided in the **Buckeye General Plan**, to establish and more accurately define the boundaries if questions arise.

### **c. Land Use Buffering and Transitioning**

Special considerations should be given to areas where the intensity of adjacent land uses differ in a manner that may negatively impact one use or the other. Buffering or integrating a transitional land use between differing land use types will increase the compatibility, and provide a level of protection for each use.

Examples of situations where buffering or transitioning should be used include where residential uses are located adjacent to commercial, office or employment uses, or where various levels of residential densities are adjacent to each other.

Depending on the community's needs, a variety of techniques may be used to ensure land use compatibility, such as:

- Site planning techniques addressing building heights, orientation, setbacks, ingress, and egress
- Screening through the use of block walls, fencing, plant materials, or earth berming
- Integration of landscaped open space areas and easements
- Landscaping along rights-of-way and variations in setbacks
- Any combination of the above

### *Land Use Analysis Assumptions*

In completing the Land Use Plan analysis, a series of assumptions were created. These assumptions are made on expected average build out and are not intended to show limits or maximum development. Individual projects will vary.

#### **Residential Assumptions**

- 80 percent of each parcel's acreage can be used
- 60 percent of Mixed Use Designation is High Density with an overall average density of 10 dwelling units per acre (it is anticipated that there will be a combination of both High Density and Urban Density Residential in the Mixed Use Designation.)
- Average/mid-range densities are assumed for each residential land use designation (e.g., Low Density 1.01 to 3 dwelling units per acre has been calculated at 2 dwelling units per acre; the average dwelling units for Very Low Density Residential has been calculated at .5)

#### **Commercial Assumptions**

- 80 percent of each parcel's acreage can be used
- .20 is used as the floor to area ratio (i.e., amount of building space in relation to the total land parcel)
- 56 square feet of commercial space is allocated per resident
- 20 percent of the Mixed Use Designation is in commercial uses
- 25 percent of the Business Park is in commercial uses

## Employment Assumptions

- 80 percent of each parcel's acreage can be used
- .20 is used as the floor to area ratio (i.e., amount of building space in relation to the total land parcel)
- 350 square feet is allocated for non-industrial employee
- 500 square feet is allocated for industrial employee
- Industrial and Business Park land is assumed to be one story in height
- Professional Office Employment land is assumed to be two stories average
- 20 percent of the Mixed Use Designation is in employment uses
- 75 percent of the Business Park is in employment uses

*Land Use Analysis* Figure 3-6 graphically depicts all of the various land use categories that are shown on the Land Use Map and the acreage for each category. The majority of the residential land uses are in Medium and Low Density Residential categories.

**Figure 3-6: Land Use Designation Acreage<sup>^^</sup>**

Land Use Designation	Acreage	% of Area
Very Low Density Residential	33,996	8.82
Low Density Residential	71,412	18.53
Medium Density Residential	84,504	21.92
Medium High Density Residential	9,965	2.59
High Density Residential	4,368	1.13
Urban Density Residential	0	0
Mixed Use:		
Commercial <sup>**</sup>	2,897	0.74
Employment <sup>**</sup>	2,897	0.74
Residential (assumes 10 du/ac.)	8,691	2.25
Community Commercial	2,583	0.67
Regional Commercial	15,254	3.96
Professional Office Employment	3,131	0.81
Business Park	14,304	3.71
Industrial	10,963	2.84
Downtown Buckeye	1,150	0.30
Government Center	55	0.01
Open Space	102,729	26.65
Military	1,438	.37
Master Planned Community <sup>^</sup>	19,168	4.92
<b>TOTAL</b>	<b>389,242</b>	<b>100.00</b>

\* Total augmented by Residential Land Uses Mixed Use Designation assumption

\*\* Assumed amount of Commercial and Employment Uses in Land Use Designation

<sup>^</sup> Recognizes Verrado and Festival Ranch unique development agreements and land use budgets; commercial and employment within Master Planned Community designation have not been included in the analysis; 1.6 du/ac assumed residential density for Verrado, 2.4 du/ac assumed residential density for Festival Ranch.

<sup>^^</sup>Numbers accurate as of  $\pm$  2%

*Population Projection*<sup>1</sup> The total projected dwelling units at build-out are 639,722. Using 2.7 persons per household (which is the current Maricopa County average) the total projected population is 1,727,248 people.

*Commercial Projection*<sup>2</sup> The total commercial square footage at build-out (Figure 3-7) is anticipated to be approximately 169 million square feet of space that can serve a population of more than 3 million people. Based on this analysis, the Buckeye Land Use Plan achieves its goal of becoming a regional commercial hub for the Hassayampa Valley.

**Figure 3-7: Commercial Projection**

	<b>Square Footage</b>	<b>Population Served</b>
Community Commercial	18,002,477	321,473
Regional Commercial	106,314,278	1,898,469
Mixed Use*	20,190,931	360,552
Business Park*	24,923,290	445,059

\* Assumed amount of Commercial Uses in the Land Use Designation

*Employment Projection*<sup>3</sup> The total square footage of employment-related land use designations at build-out is 193,190,342 square feet (Figure 3-8). This can accommodate approximately 486,480 non-retail/commercial jobs. With a job target of 831,639 (or, 1.3 jobs per household), 58 percent of jobs required can be accommodated in the employment designated area (exceeding the goal of 50 percent non-retail/commercial jobs.) When retail/commercial jobs are added to this total, Buckeye will exceed its 1.3 jobs-per-household target and be positioned to be a job importer, not an exporter.

**Figure 3-8: Employment Projection**

<b>Land Use</b>	<b>Square Footage</b>	<b>Number of Jobs</b>
Industrial	76,407,725	152,815
Professional Office	21,821,818	62,348
Business Park	74,769,869	213,628
Mixed Use*	20,190,931	57,688

\* Assumed amount of Employment Uses in the Land Use Designation

<sup>1</sup> Total dwelling units were calculated using the average dwelling units per usable acre for each residential land use designation, including residential Mixed Use.

<sup>2</sup> Total commercial square footage includes Community Commercial, Regional Commercial, 25% of Business Park and 20% of Mixed Use.

<sup>3</sup> Potential employment was calculated by dividing employment square footage by either 500 sq ft (for industrial) or 350 sq ft (for non-industrial); see “employment assumptions.”

# RESIDENTIAL DEVELOPMENT

The Buckeye Planning Area has a wide range of residential neighborhoods at various densities and diverse housing products. The Town prides itself in quality neighborhoods, and the location of future residential areas will be designed to protect and strengthen existing residential areas. As the Town continues to evolve, neighborhood revitalization and housing rehabilitation will become a priority. When determining the appropriateness of residential development, the Town will evaluate the availability of utilities and other public infrastructure, development impact on the transportation system and roads, access to public services and facilities, and impact on schools, parks, trails, and open space.

## Calculating Residential Density

The net residential density is calculated using the following equation:

$$D = \frac{DU}{A - (C + OS + A^*)}$$

- D = Residential Density
- DU = Total number of dwelling units in proposed development
- A = Total site area (gross acres)
- C = Total commercial land area (acres)
- A\* = Arterial rights of way (acres)
- OS = Designated Open Space

*Baseline Densities* Though residential land use designations are expressed as a range of densities, it is important to stress that the Town of Buckeye strongly supports residential development at the lowest level of the range within each of the designations. For example, the

**NOTE:** Although densities are used to quantify residential intensities, it does not necessarily correlate directly to quality residential development. One house per 5 acres can be just as detrimental to the environment and the area’s quality of life as a 20 houses per acre residential project if it is not designed well. The goal is to have a proper balance of densities, design, and transitions of uses.

Low Density Residential designation ranges between 1.01 and 3 dwelling units per acre, but its baseline density is 1.01 dwelling unit per acre. The baseline density may be increased up to a maximum of 3 dwelling units per acre by providing enhanced public facilities or amenities deemed appropriate by the Town. The specific listing of appropriate enhancements (Figure 3-9) will be determined

by the Town based on the characteristics of the development proposal, site, surrounding uses, and area character.

## Figure 3-9: Potential Project Enhancements

### **Community Identity**

- Significantly enhanced landscaping treatments (size and tree density) and entry signage
- Public facilities
- Joint school/park sites (20 acres or more)
- Diversity in signage options and integration into the overall project design

### **Product Design**

- Variation in lot sizes, housing elevations, housing choices, and four sided design criteria
- Variation in site design

### **Open Space**

- Desert, riparian, river, drainageways, and hillside preservation
- Minimization of open space disturbance area
- Dedicated preserve areas
- Joint-use educational facilities and parks
- Native plant salvage
- Public trail extensions
- Dedication of trail heads for equestrian, hiking and mountain biking areas

### **Environmental Conservation**

- Alternative fuel facilities or neighborhood electric vehicle charging stations
- Effluent reuse
- Solar orientation, roof reflectivity, and other energy efficient design characteristics

### **Infrastructure**

- Extension of off-site utilities
- Exceeding required right-of-way standards for enhanced landscaping with sidewalks/trails or additional open space
- Park-and-ride land dedication
- Additional transit amenities
- Joint use regional infrastructure facilities,

**Other** as deemed appropriate by the Town Community Development Director and/or Town Manager

## Residential Neighborhood Character

Neighborhoods are more than just a conglomeration of housing; they are about the interaction of people walking to the mailbox to pick up mail, sitting in the neighborhood park watching children or grandchildren play, or catching a bus at the neighborhood transit stop. Quality neighborhoods are experienced by those who visit, and valued by those who live within them. Residential land use classifications as identified in the Buckeye Land Use Plan are described below, and are grouped into three types of neighborhoods in terms of their character: rural, suburban, and urban, as follows:

### **Rural Neighborhoods**

Very Low Density Residential

### **Suburban Neighborhoods**

Low Density Residential  
Medium Density Residential

### **Urban Neighborhoods**

Medium High Density Residential  
High Density Residential  
Urban Density Residential

Residential classifications covering large areas are not meant to preclude appropriate neighborhood and community commercial services needed to support the population.

### *Rural Neighborhood Character*

It is important to recognize that the Buckeye area has a long agricultural history, and farming will continue to be a viable land use well into the future. Though the Buckeye Land Use Plan does not designate a specific agricultural land use designation, it may occur in several different land use designations (e.g., Very Low Density Residential and Industrial). If development does occur in or near agricultural areas, it should minimize the impact on the agricultural use by providing adequate buffering.



**Very Low Density Residential (Up to 1 du/ac)** includes areas that allow up to one house per acre lot. The intent is to provide for a rural lifestyle as well as to encourage large lot development due to environmental constraints, such as hillsides, rivers, washes, and other features.

The basic character of development is rural with most natural features of the land retained. Typically, the keeping of horses or other livestock is permitted.

Public services are not required at a level as great as those required in higher density development. No commercial or industrial development (other than farming) is permitted in rural neighborhoods.

### *Suburban Neighborhoods*

The majority of the residential land use pattern reflected on the Buckeye Land Use Plan is suburban development. Much of this land use pattern has received approvals, and is currently being developed or already built. This land use pattern is a continuation of the residential development pattern occurring throughout the Phoenix metropolitan area. Zoning codes encourage the separation of land uses, and market trends have encouraged the continuation of the suburban neighborhood development type. This type of development pattern is not just a function of density, as it traditionally has also suffered from the absence of diversity and character. A new type of neotraditional planning (non-garage dominated facades, front porches, and walkable neighborhoods) is emerging and encouraged in Buckeye to promote the creativity and character that has historically been missing from this development type.

In light of these changes, as neighborhoods evolve and change or as new neighborhoods are planned, the large-scale, suburban-type residential development pattern should be reconsidered. Neighborhood design that promotes diversity in housing products, promotes multi-modal transportation options, and allows for neighbor interaction is encouraged.

The Town of Buckeye's goal is to encourage a new residential neighborhood development pattern that encourages a mix of housing types and cluster of densities that preserve meaningful, connected open space and the location of residents in walking distance to schools, jobs, and support services. The encouragement of social interaction of the people within neighborhoods will get as much attention during the planning process as the physical design of each model home.



**Low Density Residential (1.01 to 3 du/ac)** includes residential development on lots from 1/3 acre to just over one house per acre with the intent to provide for a larger lot development pattern. These larger lot areas are identified where environmental constraints such as hillsides, rivers, washes, and other features are present and in areas that are currently zoned for large lot suburban-type development.

Suitability for Low Density Residential development is determined on the basis of location, access, existing land use patterns, and natural and man-made constraints. This designation may also include such supporting land uses as neighborhood shops and services, parks and recreation, religious institutions, and schools to serve local residents where deemed appropriate by the Town. A full range of suburban services and infrastructure is required.



**Medium Density Residential (3.01 to 6 du/ac)** includes suburban-type development that is intended to be predominantly single-family detached residential development. Residential densities of up to six dwelling units per acre are typical within this land use designation. In general, these areas are residential, single-family neighborhoods; however, in appropriate areas, they

may include a mix of single-family units, duplexes, and townhouses. This designation may also include such supporting land uses as neighborhood shops and services, parks and recreation, religious institutions, small offices, and schools to serve local residents where deemed appropriate by the Town. A full range of urban services and infrastructure is required. These areas must have an adequate street network to support the amount of residential density.

### *Urban Neighborhoods*

In general, urban neighborhoods are residential, single-family neighborhoods which also include a mix of single-family units, duplexes, townhouses, and multi-family developments. Supportive commercial and public facilities are also allowed within this classification.

**Medium High Density Residential (6.01 to 10 du/ac)** intends to include detached or attached single-family residential developments. The category may also include a mix of single-family homes, duplexes, apartments, and other housing product types. The gross density range for this category is six to ten dwelling units per acre. This designation may also include such supporting land uses as neighborhood shops and services, parks and recreation, religious institutions, and schools to serve local residents where deemed appropriate by the Town. A full range of urban services and infrastructure is required. These areas must have an adequate street network to support the amount of residential density.



**High Density Residential (10.01 to 15 du/ac)** provides areas for apartments and condominium complexes ranging from 10 to 15 gross dwelling units per acre. This designation may also include such supporting land uses as neighborhood shops and services, parks and recreation, religious institutions, and schools to serve local residents where deemed appropriate by the Town. A full range of urban services and infrastructure is required. These areas must have an adequate street network to support the amount of residential density.

**Urban Density Residential (over 15 du/ac)** provides areas where intense multi-family residential development is desired as either stand alone or part of a mixed-use project of 15 or greater gross dwelling units per acre. Approximate locations should be in close proximity to employment or activity centers, adjacent to high density residential, and along high capacity or major arterial corridors. Transit-oriented development concepts should be incorporated into project design and sensitive buffering or transitioning from adjacent land uses should be achieved.

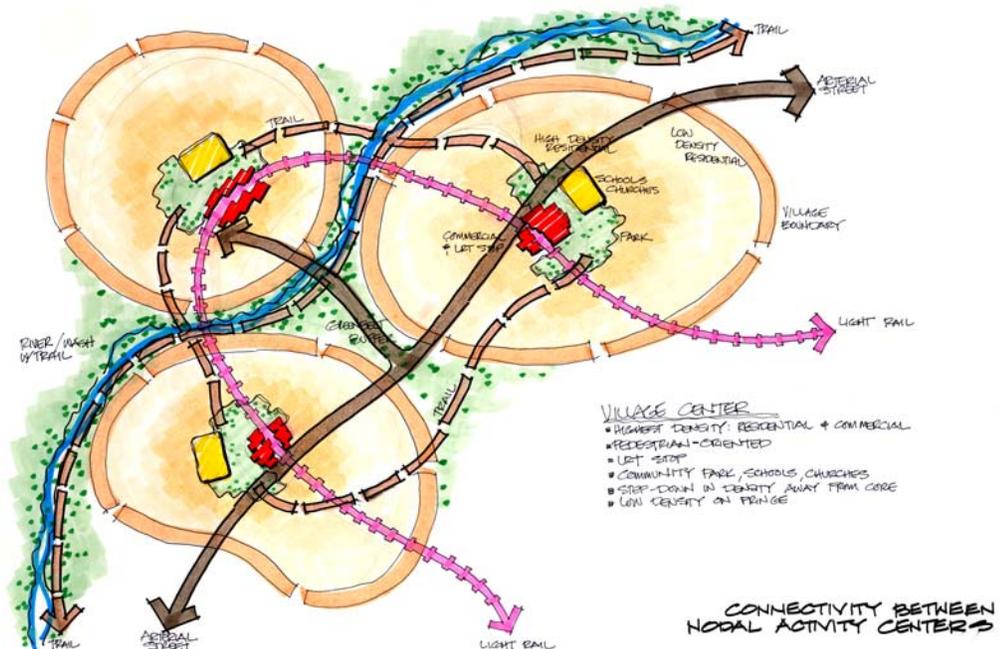
## MIXED USE DEVELOPMENT

**M**ixed use development is encouraged in areas designated on the Proposed Land Use Map along major multimodal corridors within the Buckeye Growth Area, within Downtown Buckeye, and in other designated major activity areas.

A development may be phased only if the end product contains a combination of residential, commercial and employment uses.

*Mixed Use* is intended to include a mix of office, retail, high, and urban density residential uses in a master planned, integrated manner. These uses may be located within a development, either horizontally or vertically in form. This may be accomplished on multiple parcels of land with multiple owners as long as the site is planned and developed as one integrated development.

*Mixed Use* designations are located in areas with an excellent multimodal transportation network to support the intensity of development. Commercial and employment uses that serve the region such as community colleges, hospitals, civic facilities, and major employment/office centers are appropriate examples.



Compatibility with the surrounding neighborhoods is determined by a transition based on scale of development using (but not limited to) articulation in building height, required setbacks, building materials, and building massing.

Alternative modes of transportation (such as light rail, bus, bicycle or pedestrian connections) are required with access and integration of transit facilities into mixed use developments. The provision of shaded sidewalks within and around the development, shaded transit stops, drinking fountains, bicycle lockers, or other accommodations are encouraged. Uses are not segregated; instead, cross access between uses and shared parking opportunities is encouraged.

## COMMERCIAL DEVELOPMENT

**T**he commercial designation, as shown on the Land Use Plan, denotes retail areas larger than 20 acres.

*Neighborhood Commercial* This development type is defined as less than 20 acres and is not shown on the Land Use Plan, but may be included in appropriate land use designations determined by the Town and within the **Buckeye General Plan** guidelines. Criteria for locating commercial in non-commercial land use designations may include, but is not limited to market feasibility, adequate access, buffering, and compatibility to surrounding land uses.

*Community Commercial* This development type is intended to be small-scale (approximately 20 to 40 acres) retail, service, and office that typically serve a 3- to 5-mile market area and service a population of 25,000 to 100,000 people. These commercial uses are intended to have direct access to major roadways.

*Regional Commercial* This development type is intended to include retail centers that draw from a regional market area such as power centers, big box retail, and auto malls. Other supportive uses include, but are not limited to hotels, theaters, and restaurants. These large-scale commercial developments serve a market area typically greater than 10 miles and more than 100,000 in population. Regional commercial developments must be located on major arterials or higher capacity transportation corridors to ensure good transportation access to support this large-scale development. The area could include supportive professional office employment and business parks.

## EMPLOYMENT

**E**nsuring adequate employment opportunities within the Planning Area is critical for the community's long-term sustainability and to mitigate traffic congestion.

*Professional Office Employment* Small office-type uses such as attorneys, medical, finance, and real estate with good arterial access and appropriately integrated with residential areas are considered as part of this employment type. In many cases, offices are a good buffer between residential and other higher uses, such as commercial or industrial. Lighting, setback, and the

location of parking must be sensitively designed to minimize any possible negative impacts from these activities or developments.

*Business Park* Activities such as office and/or light manufacturing in a planned

park-like setting with clustered buildings and inward focused activity are classified as business parks. Uses may include a mix of light industrial, professional offices, office/showroom, office/warehouse, retail support, services, and other related uses.

**The definition of quality employment includes the following components:**

- Jobs paying wages higher than the Maricopa County average
- Jobs providing full benefits for employees
- Jobs offering continuing educational opportunities
- Employment that provides advancement and career-type jobs
- Employment that is environmentally-safe
- Jobs that are regional wealth generators

*Industrial* Activities such as warehousing, distribution centers, mining or extraction, landfill, large dairy operations and other factory farming activities, recycling, and other heavy industrial uses are classified together as industrial land uses. A compatibility analysis of surrounding land uses and an evaluation to ensure adequate infrastructure including the transportation network and environmental integrity will be required prior to the approval of specific industrial use.

*Downtown Buckeye* The historic townsite of Buckeye is known as downtown and is considered the heart of the Buckeye Planning Area. Development of this area will be guided by the **Buckeye General Plan** Policies, Downtown Buckeye Master Plan, and Downtown Buckeye District Zoning. The intent is to encourage a mix of land uses and increased intensity while creating a well-planned, pedestrian-oriented and multimodal transportation activity center.

*Downtown Expansion Area* This area is intended to be set aside for major commercial projects that require large parcels footprints not available in existing Downtown Buckeye along Monroe Avenue. Expanding from Downtown, this area will serve as a vital pedestrian-oriented area with multi-story urban buildings that will accommodate a mix of retail, office, and residential uses.

## OTHER LAND USES

**S**everal other land use designations exist in Buckeye, including Agriculture, Open Space, Military and Government Center.

*Agriculture* This land use designation is currently not shown on the Land Use Map. It is not the intent of the Town of Buckeye to eliminate agriculture from the Planning Area prematurely. The Town of Buckeye recognizes agriculture as a farming business and that farming will continue as a viable land use well into the future. Therefore, the Town will ensure that new developments locating near or next to farming operations are aware and steps are taken to protect and buffer the existing agricultural use. Agriculture is an intensive use that may be classified as an industrial land use but may also occur in the Very Low Density Residential classification. The Town will review any new developments for compatibility and appropriateness in relationship to any existing farming operations.

*Open Space* Areas include public recreational facilities or nature preserves are considered open space. The Buckeye Planning Area's natural beauty has tremendous value and good planning benefits the private property owners as well as the entire area. Open space areas should be left in a natural state due to topographic, drainage, vegetative, and landform constraints or the need to provide buffers between potentially incompatible land uses. The Land Use Plan strives to create a linked open space system through the preservation of washes, public utility easements, and major corridors that link to the regional park and trail systems.

*Floodway Transitional Areas* as noted in Figure 3-10, Floodways and Floodway Transitional Corridors, are areas where flooding is a potential hazard, or where native flora and fauna habitat may exist due to their proximity to existing and known floodways. These Floodway Transitional Areas are identified by buffering the Federal Emergency Management Administration (FEMA) designated floodway corridor generally by an additional one-quarter mile on either side. It is important to note that these areas are advisory in nature, and that the General Plan land uses designated on the Land Use Map are the allowable uses for those properties. The Town wishes to reiterate the importance of the Floodway Transitional Areas, and strongly encourages that landowners and developers consider, and address, the protection of this important, irreplaceable, resource in their development plans. All landowners have the right to continue to request floodway revisions per the FEMA Map Revision Process. Such requests shall not constitute an amendment to the Town's General Plan.



This will include revisions to the text and to the language in the map.

*High Noise or Accident Potential Zones* Figure 3-4 Town of Buckeye General Plan Land Use indicates land within the 65 day-night noise level (dnl) contour pertaining to Luke Air Force Base and the Buckeye Airport. Land within the designated 65 dnl adjacent to a military airport or ancillary military facility is restricted by the criteria set forth in A.R.S. 28-8481(J) which outlines appropriate land uses for such land. Any General Plan Amendment of land within these areas must also comply with all requirements as well as the compatible land uses outlined in A.R.S. 28-8481(J). The Town of Buckeye is committed to ensuring that land uses in the high noise or accident potential zones are compatible with the operation of Luke Air Force Base and the Buckeye Airport. Residential uses shown on the land use map in the 65 dnl area for Luke Air Force Base were zoned and had a development plan in place for those uses prior to Dec 31 2000. These properties continue to be subject to A.R.S. 28-8481, but the development plans that have been in place prior to December 31, 2000 for these properties comply with the statute.

# Town of **BUCKEYE**

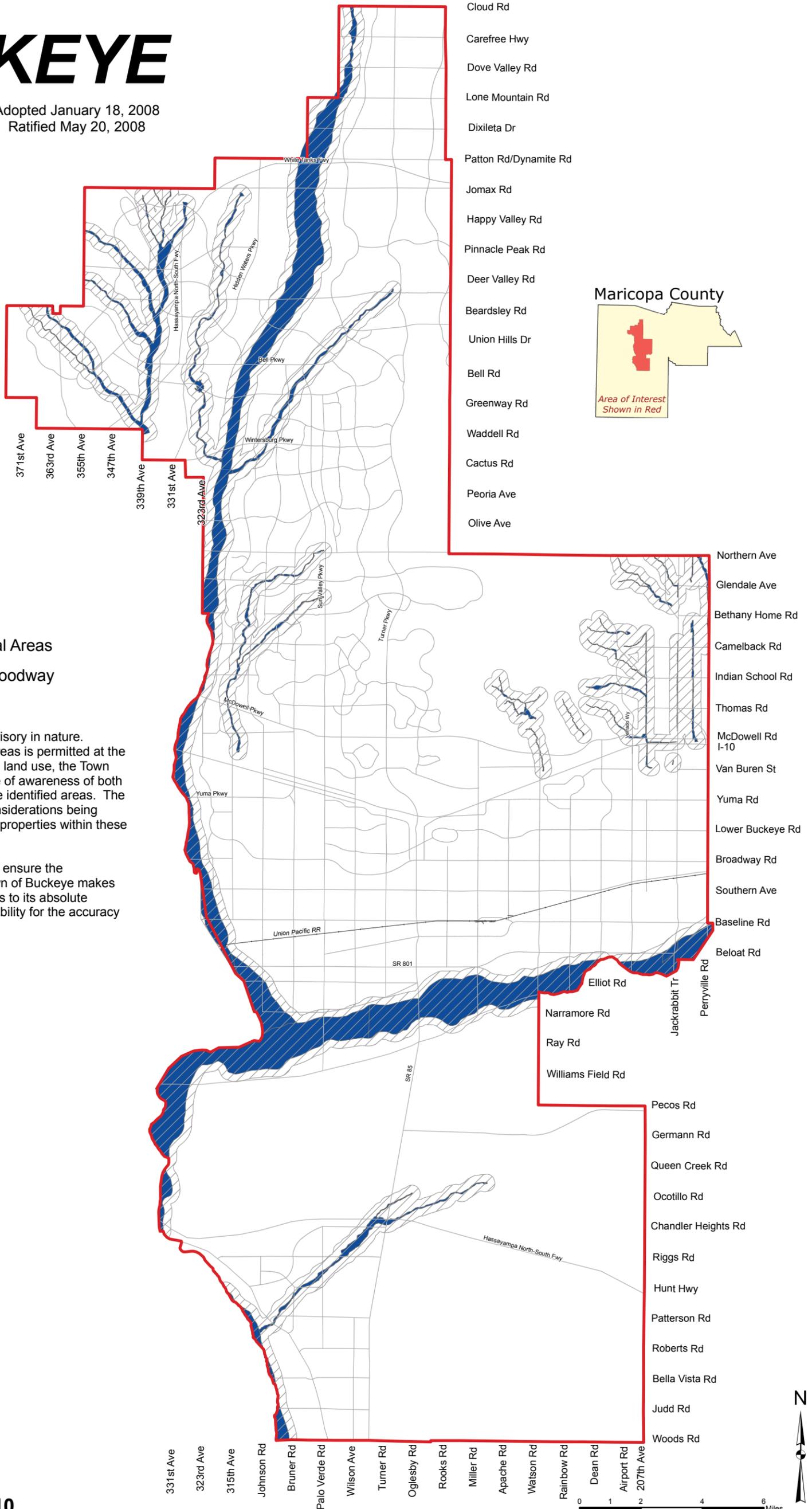
Adopted January 18, 2008  
Ratified May 20, 2008

 Floodway Transitional Areas  
 FEMA Designated Floodway

**Notes:**

Floodway Transitional Areas are advisory in nature. Though development within these areas is permitted at the level of the designated General Plan land use, the Town wishes to emphasize the importance of awareness of both the hazards and sensitivities in these identified areas. The Town strongly encourages these considerations being addressed in development plans for properties within these areas.

While every effort has been made to ensure the accuracy of this information, the Town of Buckeye makes no warranty, expressed or implied, as to its absolute accuracy and expressly disclaims liability for the accuracy thereof.



**FIGURE 3-10**



# MASTER PLANNED COMMUNITIES

The Master Planned Community designation recognizes the agreements approved between the Town of Buckeye and two master planned developments: Verrado and Festival Ranch. These developments are guided by approved development agreements and



**Spotlight on Verrado**  
Verrado is located on 8,800 acres just southeast of the White Tank Mountains. Verrado is a master planned community that uses traditional town-building principles to create a series of diverse neighborhoods organized around a community-oriented “main street” town center. At build-out, Verrado will include more than 9,000 homes. *The Main Street District* is pedestrian-oriented and includes a mix of retail tenants, including a grocery store with loft-style housing and apartments, a village green and public facilities.

At Verrado’s south end (bordering I-10) a large parcel of land has been set aside for office and industrial space, as well as a large regional retail center. It is anticipated that this area will serve a regional market area.

land use budgets (in lieu of approved land use plans) that set the mix of land uses, densities, and intensities of development. These development agreements are unique from all other currently approved or proposed development agreements that the Town of Buckeye will consider. The approved development agreements and master plans will guide the development within these planning areas.

## Spotlight on Festival Ranch

Festival Ranch is located northwest of the White Tank Mountains and the Sun Valley Parkway. The Lyle Anderson Company developed the master plan comprising over 10,100 acres and allowing for over 24,000 dwelling units. The Lyle Anderson Company subsequently sold over 3,500 acres to Pulte Del Webb. Pulte’s predominant development is known as Sun City Festival and includes an active adult community (ages 55+) focused around golf and recreational amenities for retirees. All homes are single story.

Pulte Del Webb intends to develop the remainder of their property into predominantly conventional housing product (non age restrictive) focused toward young families with a school and large park as the center of the Festival Foothills neighborhood.

The Lyle Anderson Company has retained their share in the remainder of Festival Ranch and is looking to develop a pedestrian-oriented Village Core comprised of upscale shopping and restaurants. A Jack Nickalus golf course is a centerpiece of the development and the housing is intended to be geared toward the higher-end market, similar to their Superstition Mountain development in the East Valley.

# ARIZONA STATE TRUST LANDS

Arizona State Land Department (ASLD) completed a conceptual plan for its lands within the Buckeye Planning Area. The conceptual planning process analyzes the lands to determine the “highest and best” use for those properties. ASLD uses 21 data layers in analyzing the land to provide a foundation for designating appropriate land uses. These data layers include

such analysis as floodplains, vegetation, critical habitat, endangered species, man-made hazards such as subsidence, and other key criteria. ASLD is required by state law to work with the jurisdiction to incorporate the conceptual plans into the locally created General Plans. The Town of Buckeye and the ASLD have collaborated on the development of the conceptual plan and the appropriate land use designations are included in the Buckeye General Plan. It is important to note that according to state law, the land use or zoning of State Trust lands may be developed at a minimum of one dwelling unit per acre per state law.

The Town of Buckeye is currently considering annexing a large portion of land under ASLD jurisdiction is the northeastern portion of the Buckeye Planning Area around the White Tank Mountain Regional Park. Nowhere else in Buckeye are the mountains more prominent than in the northeastern corner of the Buckeye Planning Area. The area under consideration offers one of the most unique desert environments within the region. Its value is unmistakable; since 1990, the White Tanks have been a part of the Maricopa County Regional Park system, a designation which protects the area in perpetuity under the stewardship of the County parks and recreation system.

The primary constraints in this area are water and drainage. Recent studies indicate no known source of water anywhere under these lands. While the known aquifers are accessible closer to the Hassayampa River, none exist on the ASLD sections. Physically the area is dominated by the White Tank Mountains and vast alluvial fans extending from the mountains, several miles in all directions. The terrain in some sections of the area is above 15 percent slopes, while the vast majority is in the 1 to 15 percent range (Source: *White Tanks and Grand Avenue Area Plan*).

The Town of Buckeye's vision for the development of the State Trust lands underscores the following main principles:

- Encourage compatible, sustainable, and environmentally sensitive land uses
- Promote unique and specific land uses that can take advantage of the distinctive physical characteristics
- Locate land uses that can function in an environment with acute resource constraints, and yet become not just economically viable but serve as an economic engine
- Discourage incompatible land uses or intensity of developments not in keeping with surrounding land uses

The following land uses for the area around the White Tank Mountains are illustrative of the kinds of uses desired in the area:

- **Resort:** a community emphasizing recreational uses, preferably as a full service recreational enterprise. An ideal set of uses would include full-time or transient population that come to the facility for active recreational uses conducive in the desert environment, with no emphasis on water sports or any activities that depend on water. Such a resort would promote ecotourism, showcase world-class sustainable development principles, attract innovative building construction methods, and lead Arizona into a sustainable future.

- **Educational Institution:** A residential campus with full-time students that would maximize the location's importance to desert research and scholarship. Other parts of the state have had similar developments promoting agriculture, environmental concerns, space research, and other interests.
- **Linear Development:** Much like protecting a coastline, Buckeye's Community Vision calls for a combination of residential, commercial, and institutional uses that straddle the developable areas so that the mountains and washes are preserved in their natural state with bike paths, horse trails, and other linear facilities judiciously serving as a buffer between private space and public activities. Phasing of such facilities should be encouraged in existing rights-of-way until dedicated facilities can be built.
- **Preservation:** Protecting the most undevelopable lands in perpetuity.
- **Sports Facilities:** Equestrian, bicycling, and other uses would be compatible activities that would take advantage of the natural, desert open space. Not compatible would be stadiums. Innovative sports facilities should attract world-class events and be compatible with ecotourism.
- **Residential:** Residential development within State Trust lands should be in clusters or other innovative configurations exploiting sustainable technologies for water, energy, waste, transportation, and other features. Not compatible would be large-lot residential subdivisions. The maximum cap on total number of dwelling units would be one per acre. However, with clustering, transfer of development rights, and dedicated recreational spaces, net densities could be as high as the maximum densities allowed in Buckeye.
- **Uses to be Discouraged:** Casinos, gambling or gaming enterprises, industrial uses, medical facilities, and other uses that would be more appropriate in better accessible parts of Buckeye are discouraged on State Trust lands.

## PUBLIC FACILITIES

The Town of Buckeye ensures that adequate public facilities and services exist or will be provided concurrent with new development. The **Buckeye General Plan** identifies policies that direct the identification and development of many of the current and future public facilities. However, more detailed capital improvement planning and on-going service level requirements for public facilities are implemented through the adoption of performance standards for each public facility.

## Wastewater Treatment

It is important to ensure that wastewater treatment plants are consistent with the MAG 208 Water Quality Management Plan. The MAG 208 Plan is the key guiding document used by Maricopa County and the Arizona Department of Environmental Quality in granting permits for wastewater treatment systems in the MAG region. Consistency is necessary for permit approvals.

# Public Safety

The police and fire departments provide many valuable services to the community. Beyond providing police protection, emergency fire and medical services, community public safety gets involved in providing continuing education, investigation and prevention services. The Town of Buckeye, following local agreements and national standards, has developed a targeted four minute or less response time for the first arriving unit to all fire suppression and emergency medical incidents. In order to achieve this response time, new fire stations will need to be added as development continues. The Town will locate fire stations using a two-pronged approach. During the development stages location will be through a master planning approach. Eventually software will be used to infill stations to the effect of improving response times and services delivery. As development continues, the police department will have to evaluate and employ public safety services that meet the growing demands and implement strategies to provide coverage for the community within desired response times.

# Power System Expansion

APS has identified a significant amount of system expansion within the Buckeye Planning Area over the next 10 years due to extensive development plans. The expansion will mainly be targeted at providing support for 69kv lines and substation facilities for the area of Buckeye north of I-10 and west/northwest of the White Tank Regional Park. To support this additional development and 69kv sub-transmission system, APS has also identified a 230kv transmission loop and substations that will require for this area.

In preparation for this system expansion to support projected growth, the following strategies are suggested.

- Continue to be involved in all 69kv and larger transmission and facility placement and siting studies for APS and regulated utility provider facilities within the Buckeye Planning Area. The placement of electric power lines (115kv and larger) is decided through a regulatory process that includes public input. The Power Plant and Transmission Line Siting Committee makes recommendations on placement of power lines to the Arizona Corporation Commission. The Commission has final approval of power line routes (115kv and above).
- Town staff will participate in APS major facility siting studies.
- Town recommends that developers and builders consult with utility representatives about future plans for transmission lines and substation locations that are proposed but not yet constructed.
- The Town and developers should consult utility companies early when planning for heavy industrial complexes, large subdivisions, and other large utility users, so that the companies may give appropriate consideration to locating major facilities nearby.
- Work closely with the public utility companies, when issuing permits for utility line development in public rights-of-way is highly desirable because of the cost of relocating utilities installed in streets and other public rights-of-way.

- The Town requires the inclusion of APS and other public/private utility facilities and line routes on development plan submittals.
- The Town will evaluate implications of allowing areas affected by existing and proposed overhead facilities to organize improvement districts for facility under grounding.

# CHAPTER 4: GROWTH AREA ELEMENT

*All the problems become smaller if you don't dodge them, but confront them.  
Touch a thistle timidly, and it pricks you; grasp it boldly, its spines crumble.  
- William S. Halsey*

## OVERVIEW

The Buckeye Growth Area includes all of the land south of I-10 to the Gila River from the eastern to the western Planning Area boundaries (Figure 4-1). This area has historically been used for agriculture and is currently transitioning to other uses. Though agriculture is anticipated to remain in this area, it will diminish over time as farmers sell their properties. As a result of the farming history, the land is very flat and not as pristine as other parts of the Planning Area; however, areas along the Gila and Hassayampa rivers in this southern portion still require careful planning. The water profile in this area is very different from the profile north of I-10, which offers the area very different opportunities as well as unique challenges.

It is important to note that major commercial and activity centers will continue to develop outside the Growth Area due to the development pattern that currently exists with Community Master Plans. The differences between the type of development that will occur in the large master plans north of I-10 and the Buckeye Growth Area include the scale of development, land ownership patterns, and the role that the Town of Buckeye will need to play in encouraging and directing reinvestment.

### Issue Identification

*The following are Growth Area issues that must be addressed:*

- The majority of the area is being developed in smaller subdivisions
- Lack of a cohesive identity
- Retail is being developed closer to I-10
- Absentee landowners
- Lack of world class activities or amenities that draw people to the area
- Monroe Avenue is not pedestrian-friendly
- Need to slow traffic through the area
- Empty stores are problematic
- Need to create a reason for people to come to the area
- Need to underground utilities
- The area needs to be improved
- Too many empty lots in Downtown Buckeye
- Many older buildings are not feasible to rehabilitate
- Lack of municipal uses in Downtown Buckeye
- Lack of professional buildings or retail
- Need higher density residential to support Downtown

### Growth Area Element Objectives

1. Promote economic development opportunities that create quality jobs within the Planning Area.
2. Focus development where infrastructure investment has been made and can easily be expanded.
3. Growth through redevelopment by promoting infill development and revitalization of older areas of Buckeye to ensure that these areas remain competitive and attractive as the area grows.
4. Support the development of a multimodal transportation system that connects areas within Buckeye to the dynamic, evolving region.
5. Adopting strategies to finance infrastructure investment to resolve water, wastewater, drainage and transportation issues.
6. Developing intergovernmental partnerships for creative financing of infrastructure.

# CHARACTER AREAS

**W**ithin the Growth Area, character areas have been identified as follows:

1. Downtown Buckeye
2. Downtown Expansion Area
3. Liberty Area
4. Palo Verde Area
5. Airport Area

Each of these areas has unique characteristics but the development of these areas in the future will require detailed area planning and would serve the Town departments to set priorities for developing and expanding infrastructure and services such as police and fire. While some areas such as Downtown Buckeye and Liberty are historically significant, others, such as the Airport and Downtown Expansion Areas are uniquely located to promote business expansion and set priorities for development of strategies for economic development.

These character areas have tremendous potential due to various reasons such as the proposed transportation network with the existing I-10 and future SR 85 freeway as well as the future SR 801 freeway, availability of water along the Gila River, opportunities for eco-tourism along the Gila and Hassayampa rivers, and the economic development potential around the airport and railroad corridor.

The strategic direction outlined in the following section applies to all of the above mentioned character areas, with specific discussion about the importance of preserving and redevelopment to Downtown Buckeye.

## STRATEGIC DIRECTION

### Land Use

Land uses within the Growth Area are envisioned to be of higher intensity and increasing in density over time. This intensification must occur while ensuring compatibility and strengthening existing neighborhoods. Careful transitioning, buffering, and integration of residential, employment, and commercial land uses are encouraged.

#### **Land Use Strategies:**

- Create land use and design concepts that are compatible to the unique characteristics of the area.

- Identify transition areas where intensification is propose via detailed area planning.
- Encourage development to be compatible with agricultural character and natural resources of the areas.
- Ensure linkage between residential and employment areas.

## Gateways and Corridor Design

Entryways into the Growth Area along major arterials and high-capacity corridors must be identified, protected, and enhanced to express that the Town of Buckeye is a unique and special place compared to other Valley cities. Gateways and major corridors should be well planned and designed with signature architectural treatments. Along these corridors, strip commercial development is discouraged along arterial streets. Independent pads and staggered placement of buildings is addressed in the *Buckeye Commercial Design Standards* and should be adhered to. Clustering of similar uses is to be encouraged.

### **Design Strategies:**

- Develop and implement Gateway Area design guidelines.
- Develop and implement corridor design guidelines.

## Infrastructure and Multimodal Transportation

The Growth Area offers tremendous transportation opportunities. The area is bounded on the north by I-10 and the proposed State Route (SR) 801 Freeway to the south facilitating east to west connectivity. Additional high-capacity transportation corridors are being discussed near the Planning Area’s eastern boundary along Jackrabbit Trail and the proposed SR 303 Freeway just beyond the Planning Area to the east. The area is bisected by SR 85, which is proposed to be a future freeway: a southern extension of the Sun Valley Parkway connecting to the future SR 801 Freeway; and the proposed Hassayampa Freeway just past the western Planning Area boundary. In addition, the Union Pacific Railroad provides travel east-west through the Growth Area. The Buckeye Municipal Airport is also located within the Growth Area and is designated for expansion as a major employment.

### **Infrastructure and Multimodal Transportation Strategies:**

- Work with the Regional Public Transportation Authority (RPTA, or *Valley Metro*) to identify and build park-and-ride lots within the Growth Area. The first park-and-ride facility should be located on the Growth Area’s eastern boundary with a longer-term facility developed farther west along I-10. These facilities should be developed prior to the extension of regional bus routes into Buckeye.
- Protect the land around the Buckeye Municipal Airport from non-compatible uses.
- Require any developer within 2 miles of the Buckeye Municipal Airport to communicate to prospective property owners that they are within close proximity to an airport that currently operates and may increase operations in the future.

- Develop a Growth Area Capital Improvement Plan (CIP) and Financing Program to ensure cost-efficient and strategic expansion of infrastructure within the Growth Area. Based on the CIP, provide priority funding for infrastructure as well as multimodal transportation.

## Employment Development

The Growth Area is where the bulk of existing employment is located within the Planning area. This area offers tremendous economic development opportunities due to the rail line exposure and proximity to an excellent interstate transportation network. The government center, rail, and highway corridors, as well as the planned airport development are critical to the long-term economic vitality of the entire Buckeye Planning Area.

### **Employment Development Strategies:**

- Implement an economic development strategic plan for the Growth Area that identifies needed improvements to support targeted business development appropriate for the area.
- Implement a proactive program to establish the Growth Area as a major regional employment center.
- Establish an economic incentive program to encourage targeted economic development within the Buckeye Growth Area.
- Explore the potential for ecotourism.

## Recreation Development

Ensuring that the older portion of the Buckeye Planning Area has a comprehensive parks, trails, open space, and recreation is important. This area will most likely not be developed by a large private master planned developer. Therefore, the Town of Buckeye must ensure that recreational amenities and facilities are developed and connected throughout the Growth Area.

An important asset to the Growth Area is the development of the proposed Buckeye Town Lake. The minimum 100-acre lake could become a popular recreational destination for the entire region. Providing a strong multimodal connection to the future lake development is an important component to revitalize Downtown resulting in a key asset within the Growth Area.

### **Recreation Development Strategies:**

- Acquire, preserve, and enhance public parks, trails, trail corridors and open space within the Growth Area.
- Ensure that recreational areas are connected.
- Establish the Growth Area, particularly in Downtown Buckeye, as the arts and cultural center of the Hassayampa Valley.

- Actively pursue funding to develop the Buckeye Town Lake.

## Downtown Buckeye

Originally, Buckeye was built around its downtown main street, Monroe Avenue, and at one time was a thriving area. In this rapidly growing environment, the downtown area is struggling to maintain its identity and historic character while competing with the fast growing master planned communities. Downtown Buckeye's strategic direction is to become a mixed use urban core that is unique and draws people from throughout the Planning Area as well as the Hassayampa Valley. To achieve this, the area must distinguish itself with amenities and activities that other town center areas within master planned communities do not have.

Downtown Buckeye is located south of the Buckeye Canal from Miller Road to Apache Road, historically serving the rural agricultural area within the surrounding region. Several of the Town's structures were built near the turn of century such as the San Linda Hotel built in 1911. In the early 1900s, the intersection of 4<sup>th</sup> Street and Monroe Avenue was bustling with one-story retail that lined the street. The commercial core was approximately one block deep on both sides of Monroe Avenue with neighborhoods surrounding.

Recently, the area has experienced some infill development, new commercial rehabilitation, and new subdivisions in close proximity. The Town has been improving the infrastructure in the area and assistance is available for façade improvements.

Downtown Buckeye currently has dilapidated buildings, vacant lots, a poor retail mix, sidewalks and roadways in need of repair, and a lack of public amenities. The area suffers from a poor image and lack of identity. Downtown Buckeye has land that is under-utilized. The mix of land uses does not create a sense of synergy needed for an area to thrive.

Recently, the area has experienced some infill development, new commercial rehabilitation, and new subdivisions in close proximity. The Town has been improving the area's infrastructure and assistance is available for façade improvements.

### **Government Center Strategies:**

- Located within the Downtown Buckeye, the government center is the Town's civic center that will accommodate a wide variety of civic uses including government offices (Federal, State, and Local) and services, libraries, museums, community centers, and public assembly.
- Address short-term governmental space needs by developing a mixed-use center in Downtown Buckeye for the use by the Town of Buckeye.
- Continue to master plan the municipal governmental complex to be developed within the Growth Area to meet the long-term governmental needs.

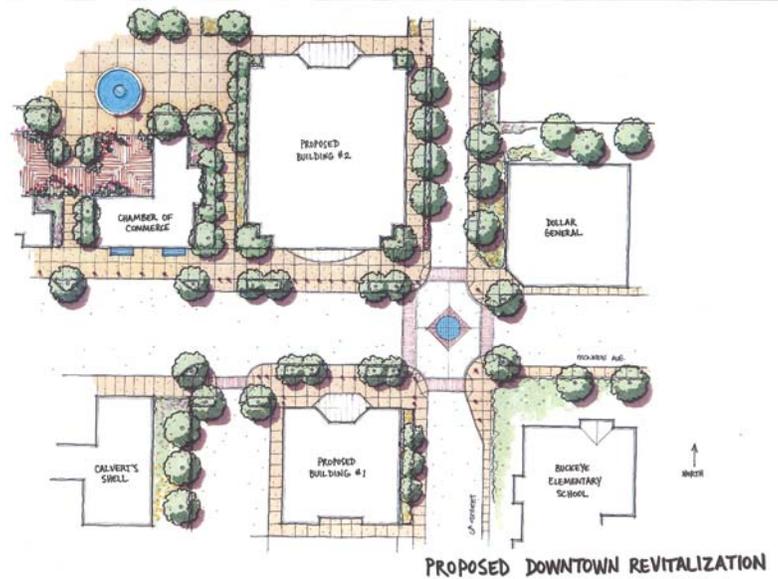
### **Infill Development and Redevelopment Strategies:**

- Encourage residential infill development and neighborhood revitalization.

- Establish an infill incentive area that may waive fees and augment development standards for projects consistent with community goals.
- Eliminate substandard and obsolete buildings that create a threat to public health, safety, and welfare.
- Implement strategies to prevent the recurrence of blighted conditions.

**Downtown Buckeye Identity Strategies:**

- Downtown Buckeye should be the high-intensity mixed use core of the Buckeye Planning Area.
- Develop a comprehensive revitalization area south of the railroad.
- Develop Downtown Buckeye Entry Points that are architecturally integrated to the area’s design character and include monument signage in a landscaped setting. The purpose of the entry signage would be to announce to the visitor that they are entering a special place and orient them to Downtown. Potential entry points include Miller Road and Monroe Avenue, 6<sup>th</sup> Street and Monroe Avenue, and Ash Avenue and SR 85.
- Establish Downtown Buckeye as the regional arts and cultural center.
- Develop a Downtown Buckeye Master Plan that identifies the appropriate mix of land use intensities to create a sense of place, establishes a Governmental Center that is an integral part of the Growth Area, establishes the Downtown as a walkable area, improves the street network and streetscape design, and creates a Downtown design palette.
- Create a strong connection to the proposed Buckeye Town Lake along 4<sup>th</sup> Street where trolleys, buses, and pedestrians could travel tree-lined corridors.
- Encourage a strong pedestrian-oriented connection between Downtown and surrounding neighborhoods.



**Urban Design Strategies:**

- Develop a mixed use area (governmental, office, and retail) coupled with a public festival space at 6<sup>th</sup> Street and Monroe Avenue near the existing Buckeye Valley Chamber of Commerce building.
- Design buildings on the north side of Monroe Avenue between 4<sup>th</sup> and 6<sup>th</sup> streets to open onto the expanded festival space area.
- Offer mixed use and live/work development in the Downtown area offering higher-density residential in close proximity to commercial and employment activities. The densities would “stair-step” back from Monroe Avenue so the first story on the street side would be retail, the second and/or third story would step back from the street frontage and could be office, and higher stories would be residential. The purpose is to keep the street level pedestrian-oriented and intimate while allowing higher-intensity development to occur to support the expanded retail and cultural amenities as well as transit.
- Maximize the area’s unique water resources by incorporating water in environmentally sensitive ways to create an identifying design element and a historic reflection throughout the Downtown area.
- Encourage the assembly of land into parcels that are functional with respect to shape and size for disposition and/or redevelopment.
- Promote mixed use development via development standards.

**Downtown Buckeye Circulation Strategies:**

- Reduce auto dependency by encouraging transit-supportive developments, expanded transit services and facilities, bicycling facilities, and enhanced pedestrian amenities.
- Roadways within Downtown Buckeye would be enhanced with landscaping and streetscape. Arterials and parkways leading into the Downtown will be designed as gateways.
- Tailor parking requirements within Downtown Buckeye to the unique character of the area and to meet the goal of non-automobile dependent development.
- Strategically locate and develop landscaped public parking areas that are within walking distance to activities such as the Government Center.
- Discourage heavy truck traffic on Monroe Avenue by planning and designating alternative routes.
- Identify and improve an east/west street for through traffic to bypass Monroe Avenue.

**Streetscape Design Strategies:**

- Redevelop Downtown Buckeye as a pedestrian-oriented urban core.

- Narrow Monroe Avenue to allow for larger sidewalks and consider adding diagonal parking in appropriate areas.
- Install enhanced landscaping and streetscape with a canopy of trees along Monroe Avenue.
- Create a palette of landscaping materials for the Downtown area that will create an inviting image.
- Implement a Downtown signage package that is unique and architecturally compatible with the area’s urban design. The signage package would provide orientation and directional information as well as providing a positive area image.
- Implement specialty lighting fixtures and street hardscape that is compatible with the area’s overall urban design.
- Create attractive public spaces that are inviting and safe.



DOWNTOWN STREETSCAPE

#### Historic Preservation Strategies:

- Develop a historic preservation policy and implement a specific strategy for ensuring the preservation of the Town’s history and truly important buildings, such as the Raney House, Cotton Gin, Old Jail, and the Buckeye High School A-wing.
- Develop a Buckeye Heritage Square area that would become the “Gateway to Downtown Buckeye” and include the refurbished Cotton Gin, serving as a reflection of Buckeye’s heritage.

#### Downtown Regulations Strategies:

- Recognize the unique lot sizes, improvement needs, and infrastructure obstacles facing Downtown Buckeye and create a Downtown Buckeye Development Zoning District that works to implement the Downtown Buckeye Master Plan.
- Develop and implement a Downtown Economic Development Plan that will focus on strengthening the local economy with the goal of filling local buildings with thriving businesses and expanding services.
- Develop Downtown Buckeye design guidelines.

# Downtown Expansion Area

As the Town grows into a major municipality within the Phoenix Metropolitan Area, there will be a need to have a geographic area set aside for major commercial projects that require large parcels and footprints not available in existing Downtown Buckeye along Monroe Avenue. This area is being called the “Downtown Expansion Area” which identifies an extension and intensification of land uses. While Downtown Buckeye will be the core of cultural, civic and recreational activities, the Downtown Expansion Area will be the heart of Buckeye in the future as a vital pedestrian-oriented area with multi-story urban buildings that will accommodate a mix of retail, office, and residential.

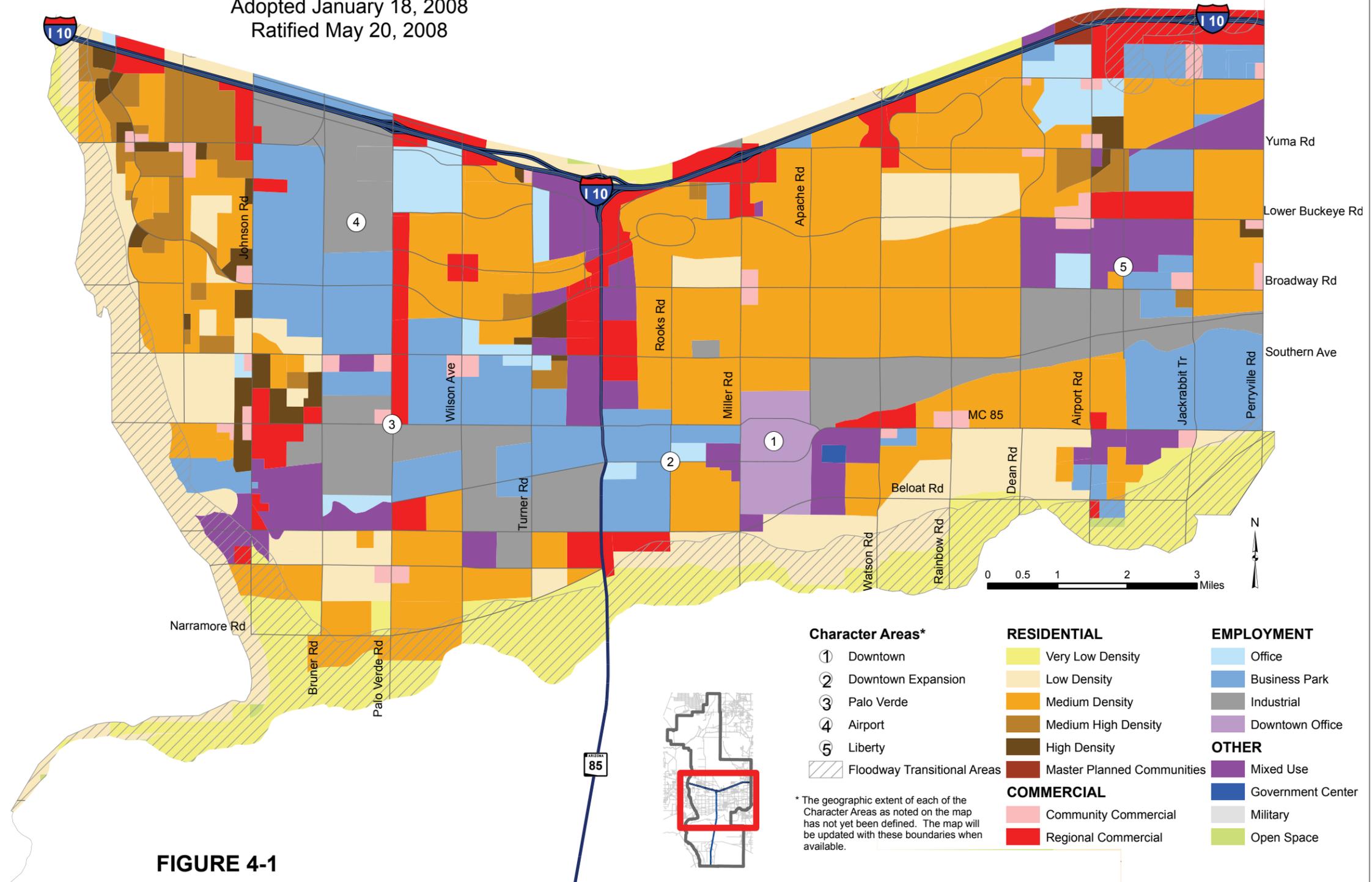
It is Buckeye’s intent to cluster future development – residential and commercial in this area that will produce a recognizable skyline and concentrate activity. The development intensity will occur over time as major transportation corridors develop with the existing I-10 freeway, future SR 85 freeway, and SR 801 freeway. This type of development pattern will also be possible as the Town sets priorities for expanding infrastructure such as water, wastewater, and public safety services, such as police and fire, in this area. Expansion of single-family residential land uses in the Downtown Expansion area should be discouraged, as single-family residential homes would pose an obstacle to developing employment-related growth. Careful planning is also needed in this area to transition from the historic Downtown Buckeye to the Downtown Expansion Area via detailed future area planning.

## **Downtown Expansion Strategies:**

- Maximize economic development opportunities of this area’s access to the proposed SR 801 and SR 85 freeways.
- Maximize employment opportunities associated with the rail line that runs east-west near Baseline Road.
- Maximize the future market area of the future highly populated areas of Sun Valley, Tonopah, Gila Bend, and Goodyear-Avondale that will be located within reasonable commuting distance.

# Town of **BUCKEYE**

Adopted January 18, 2008  
Ratified May 20, 2008



**FIGURE 4-1**

**TOWN OF BUCKEYE  
GROWTH AREA LAND USE**



**One Town, One Vision!**  
General Plan and Development Code

# CHAPTER 5: CIRCULATION ELEMENT

*Changes are not only possible and predictable, but to deny them is to be an accomplice to one's own unnecessary vegetation.*  
- Gail Sheehy

## OVERVIEW

Located about 35 miles west of downtown Phoenix along I-10, the Town of Buckeye is the international gateway to the greater Phoenix metropolitan region and points east. I-10 is a major freight corridor and is the route by which the San Pedro Ports<sup>1</sup> distribute vast amounts of goods from Asian markets to the United States. As well, I-10 is the mobility corridor by which the nation's citizens traverse the continent. Buckeye is also the point where the CANAMEX corridor, which moves goods to and through the United States from Mexico and Canada, intersects with I-10. Among the challenges of I-10 is that it bisects the Town; north and south which bring about the need for creative roadway design to maintain the sense and function of one Buckeye, one community.

Substantial and on-going rapid growth (hyper-growth) within the Buckeye Planning Area presents a significant transportation challenge not only within the Planning Area, but within the region and state as well. Providing a safe and efficient transportation system is critical to quality of life and economic development in Buckeye. The transportation system is woven through the General Plan in that it impacts or is impacted by land use and community design, economic development, the environment including air quality and energy conservation, and quality of life.

Transportation is about the efficient movement of people and goods. Transportation goes beyond roadways and includes freight, rail, aviation and transmission lines. Transmission lines are not thought of as a conventional form of transportation. However, transmission lines do move goods – electricity and natural gas. Because of Buckeye's geographic location in relation to the Greater Phoenix metropolitan area and proximity to the Palo Verde Nuclear Generating Station, the largest nuclear power plant in the United States, transmission of energy has a significant impact upon the Town and therefore will be addressed in the **Buckeye General Plan**.

### Key elements of the **I-10/Hassayampa Valley Roadway Framework Study** included:

- Defined North-South and East-West high capacity corridors.
- Identified future I-10 traffic interchanges
- Established integrated parkway and arterial network
- Integrated multimodal system.

Focusing on the future, the **I-10/Hassayampa Roadway Framework Study** (hereafter referred to as "the Study"), a major regional transportation study, was commissioned in 2007. The Study was sponsored by the Maricopa Association of Governments (MAG) and funded by the Town of Buckeye, cities of Goodyear and Surprise, Maricopa County and the Arizona Department of Transportation (ADOT). The Federal Highway Administration (FHWA) also participated through consultation during the Study.

The Study took a broad coordinated approach in developing recommendations for the Hassayampa Valley, which include the entire Buckeye Planning Area and is based on the use of

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<sup>1</sup> Ports of Long Beach and Los Angeles

final build-out scenarios. As an integral partner in the Study, the Town supports the findings and recommendations contained within. As with any long range planning document, projections are primarily based upon assumptions using the best available data. The Study utilized for its projections the Town of Buckeye's Community Master Plans as adopted at the time of the Study. Recognizing this, the Town understands that variations to the recommendations of the Study may be necessary in the future.

The Study identified local, regional and state system needs, recommending two freeways, which includes a route for the I-10 bypass, implementation of parkways using Michigan left turn configurations to increase safety and capacity, and as a practice, two mile spacings for interstate interchanges supporting access management principles.

The Town recognizes the necessity of a multimodal transportation system. Although vehicular travel is an important mode of transportation, all modes of transportation need to be evaluated, and where feasible, implemented. In addition, innovative funding methods must be considered. Traditional public funding and programming methods cannot meet the demand for transportation infrastructure.

The ***I-10/Hassayampa Roadway Framework Study*** developed the framework for the future transportation infrastructure and improvements to meet the current and future demand for multimodal transportation facilities in the Hassayampa Valley. The Study is based upon a regional full build-out scenario and therefore serves as the framework for the ***Buckeye General Plan*** Circulation Element. (See Figures 5-1, 5-3, and 5-4)

This Circulation Element presents an integrated roadway system that will support Buckeye's multimodal approach to transportation. These modes include vehicular travel, transit - commuter and local, commuter rail and pedestrian and bicycle routes. Taking a balanced approach with a focus on safety, integration and congestion reduction, Buckeye will have a premier transportation system.

To meet this ambitious goal, the Town will:

- Expand roadway capacity where it is feasible and environmentally prudent, using the Hassayampa Roadway Framework Study as the guide.
- Development that creates a mix of land uses that realistically balances growth with environmental protection and community cohesiveness and that can be accommodated on local and regional roadways will be considered for approval.
- Provide for the efficient movement of vehicles by designing, constructing, and maintaining a roadway circulation network which will function at an acceptable level of service (LOS). The minimum acceptable roadway standards shall be: local/residential - LOS B, collector/distributor - LOS C, arterial - LOS D and Parkway - LOS E (refer to *Highway Capacity Manual, 2000*).
- Ensure that each new development that would cumulatively contribute to the need for improvements or additions to the Town's circulation system fund its pro-rata share of such improvements or additions.

- Ensure that each new development that would individually contribute to the need for improvements or additions to the Town’s circulation system fund its pro-rata share of the costs of such improvements or additions.
- Provide for a system of bicycle and pedestrian routes is safe and efficient for everyday tasks.
- Implement an organization of land uses that integrates residential, retail commerce, daily service needs, employment, education and recreation.
- Require site plans for individual development projects to minimize or eliminate through traffic within residential neighborhoods
- Improve the carrying capacity of existing roadways through implementation of transportation systems management concepts.

## EXISTING CIRCULATION SYSTEM

The current transportation system in the Planning Area is composed of facilities that perform critical functions of moving people and goods from one place to another, and serving the local enterprises and businesses. The Planning Area is currently served by various modes of transportation on inter- and intrastate, regional, and local levels as shown on Figure 5-1, Current Roadway.

**Figure 5-1: Current Roadways**

Interstates	Interchanges	State Routes	Regional Connectors	Parkways	Arterials	Historic Roadways
Interstate 10	Jackrabbit Trail	State Route 85	Maricopa County 85	Sun Valley*	Miller Road	US 80
	Verrado Way		Wickenburg Road		Watson Road	Tonopah / Salome Hwy
	Watson Road		Loop 303		Jackrabbit Trail	
	Miller Road					
	State Route 85					
	Palo Verde/ Sun Valley Pkwy					

# Roadway System

The Town of Buckeye is served by several regional roadway facilities, including the following:

**Interstate 10:** I-10 is the east-west freeway facility that crosses the entire Planning Area. It is the only freeway serving the area, and one of only two Interstate highways crossing the entire state of Arizona. It is also one of the few continuous coast-to-coast Interstates in the nation. I-10 serves as the principal freight route between the southern California ports, the Phoenix metropolitan area, south Texas and points east as far as Jacksonville, Florida.

**Typical Section:** I-10 through the Planning Area is composed of four general purpose lanes (two in each direction) with an open median. TIs consist of a mix of underpasses and overpasses. The majority of TIs were constructed in an ordinary diamond configuration, although the “T” interchange of I-10 with SR 85 has free-flow ramps for all entering and existing traffic.

**Location of TIs:** TIs along I-10 currently exist at the following locations within the Buckeye Planning Area:

- MP 103.5, 339<sup>th</sup> Avenue
- MP 109.7, Palo Verde Road (Sun Valley Parkway)
- MP 112.8, Oglesby Road (SR 85)
- MP 114.9, Miller Road
- MP 117.0, Watson Road
- MP 120.2, Verrado Way
- MP 121.7, Jackrabbit Trail

ADOT has proposed approximate two-mile spacing for TIs along I-10. Proposed future TIs include:

- MP 105.5, Desert Creek Parkway
- MP 107.6, Johnson Road
- MP 122.7, Perryville Road

Proposed system interchanges include:

- MP 100.5, Hassayampa Freeway/CANAMEX Corridor
- MP 112.8, SR 85/Turner Parkway

Of these previously proposed TIs, only one at 347<sup>th</sup> Avenue has been approved by ADOT and FHWA. All proposed TI locations are subject to change as a result of the **MAG I-10/Hassayampa Roadway Framework Study**. ADOT and FHWA with support from the Town of Buckeye have taken the position that TIs along I-10 in the Hassayampa Valley will be at least two miles apart. The one exception is the previously approved TI at 347<sup>th</sup> Avenue, which is one mile west of the existing 339<sup>th</sup> Avenue interchange.

**State Route 85:** SR 85 is mostly a two-lane rural highway that travels in a north-south direction, beginning at I-10 in Buckeye and extending south to Gila Bend and beyond. ADOT recommends

use of the 34-mile segment from I-8 to I-10 as a bypass of the Phoenix Metropolitan Area. This segment also constitutes a portion of the proposed CANAMEX Corridor that will provide a continuous, high-capacity international trade route across the western United States.

**Typical Section:** SR 85 through the Planning Area (from I-10 to the Gila River Bridge) is predominantly a two-lane undivided highway, although the bridge was built to accommodate a future four-lane divided highway.

**Location of Proposed Traffic Interchanges:** The *SR 85 Access Management Study*, prepared for ADOT in 2005, lists fourteen proposed TIs along this highway between I-10 and I-8. Some of these TIs are proposed at existing roadway intersections, while others will need to be constructed in conjunction with new intersecting roads.

Five interchanges are proposed at locations north of the Gila River:

- MP 149.5, Hazen Road
- MP 150.5, (existing) MC 85
- MP 152, Southern Avenue
- MP 153, Broadway Road
- I-10 (reconstructed system TI)

*Maricopa County 85:* Maricopa County 85 (MC 85) is a principal arterial roadway and an east-west Maricopa County facility, currently runs approximately on the Baseline Road alignment west of Perryville Road, terminating at SR 85. It connects Phoenix with the heart of Tolleson, Avondale, Goodyear, and Buckeye, and serves as an alternative to I-10 from SR 303 to SR 85. This roadway was part of the main route from Phoenix to Southern California before the completion of I-10 in the early 1980s. Maricopa County Department of Transportation (MCDOT) is currently extending the existing two-lane section one mile west to Turner Road.

**Typical Section:** Within the Planning Area, MC 85 is a two- to four-lane undivided roadway, with curb and gutter in the Buckeye Downtown and a rural cross-section (no sidewalk, curb or gutter) elsewhere.

*Sun Valley Parkway:* The Sun Valley Parkway between I-10 and the Beardsley Canal is approximately 28 miles long. It curves around the White Tank Mountains, connecting I-10 with Bell Road. This MCDOT facility runs north from I-10 approximately along the Palo Verde Road alignment, curving east along the Union Hills Drive alignment, and then switching down to Bell Road (an east-west principal arterial) west of the Beardsley Canal.

**Typical Section:** Sun Valley Parkway between I-10 and the Beardsley Canal (187<sup>th</sup> Avenue) is a four-lane divided roadway with paved shoulders and (typically) a 16-foot raised median. Sun Valley Parkway turns into Bell Road in Surprise east of the Beardsley Canal, where it is fully developed as a six-lane urban arterial with a raised median and frequent access at intersections and driveways.

### *Additional Roadways*

The area also has two additional regional highways:

**Old U.S. Highway 80:** U.S. Highway (US) 80 was a major historical cross-country route also known as "The Ocean-to-Ocean Highway." From Phoenix, the route traveled west to Buckeye and south to Gila Bend before turning west and heading toward San Diego.

**Tonopah-Salome Highway and Wickenburg Road:** The Tonopah-Salome Highway intersects with I-10 at Miller Road and continues westward parallel to I-10. At approximately 355<sup>th</sup> Avenue, it intersects with Wickenburg Road, which leads north as a two-lane paved highway toward Wickenburg.

The local roadway system within the Planning Area is mainly composed of a discontinuous grid system between I-10 and the Gila River. North of this core area, the Sun Valley Parkway provides access; south of the core area, SR 85 is the main north-south transportation corridor; MC 85 serves east-west traffic. A supporting roadway system is currently limited. In 2004, the majority of local roads in the Planning Area carried less than 1,000 vehicles per day (vpd), with the exception of roadways on the eastern fringe of the Planning Area, where Jackrabbit Trail carried more than 3,600 vpd and Beloit Road more than 2,100 vpd. ADOT traffic counts show a range of volumes from 25,000 vpd on I-10 at the Sun Valley Parkway, to 56,000 vpd in the vicinity of Jackrabbit Trail. SR 85 carries approximately 15,000 vpd at the northern end.

Access to I-10 from the local system is currently provided through five traffic interchanges. The interchanges are located at Jackrabbit Trail (195<sup>th</sup> Avenue), Verrado Way, Miller Road, SR 85, Watson Road, and Palo Verde Road/Sun Valley Parkway.

## ISSUE IDENTIFICATION

**A**s with all rapidly growing communities, the challenge in Buckeye will be to preserve and enhance the continuity and connectivity of its non-motorized trails as the Town grows. As traffic on local streets increases, provisions for well-marked or grade-separated trail crossings must be considered for the safety of trail users.

The existing multimodal corridors and infrastructure within the Planning Area are not adequate to serve anticipated growth, and do not reach significant portions of anticipated future urban build-out. Additional multimodal capacity will be needed in existing corridors. Future multimodal corridors will need to be identified and preserved for implementation as warranted by the expanding urbanization of the Planning Area over time.

### Three Distinct Areas for Transportation:

1. The area north of I-10 is characterized by Sun Valley Parkway as the single north-south corridor and absence of a developed roadway system. The Transportation System will be developed through master planned communities.
2. The area between I-10 and the Gila River – the current grid system is incomplete in this area. Some of the arterial roadways are discontinuous. Because improvements are development driven, “scalped” road segments exist. The majority of roadways within the Planning Area are administered and under the jurisdiction of Maricopa County.
3. The area south of the Gila River is delineated by the north south SR 85 corridor. No supporting roadway system exists.

Several general obstacles for roadway and multimodal system development have been identified:

- River crossing at the Gila and Hassayampa rivers
- Canal crossings at Roosevelt, Buckeye, Arlington, and Central Arizona Project canals
- Flood control features
- Geographic barrier of the White Tank Mountains
- Union Pacific Railroad and needed crossings
- Coordination among the master planned communities
- Connectivity between master planned communities should be better coordinated
- Need for coordination with surrounding jurisdictions
- Need for a mass transit system and right-of-way preservation for transit integrated into planning efforts.
- Design and build bus bays when streets are built or improved
- Plan for connecting road transportation system with existing County islands within the Buckeye Planning Area
- Plan, design and preserve rights-of-way for pedestrian and multimodal transportation in downtown area

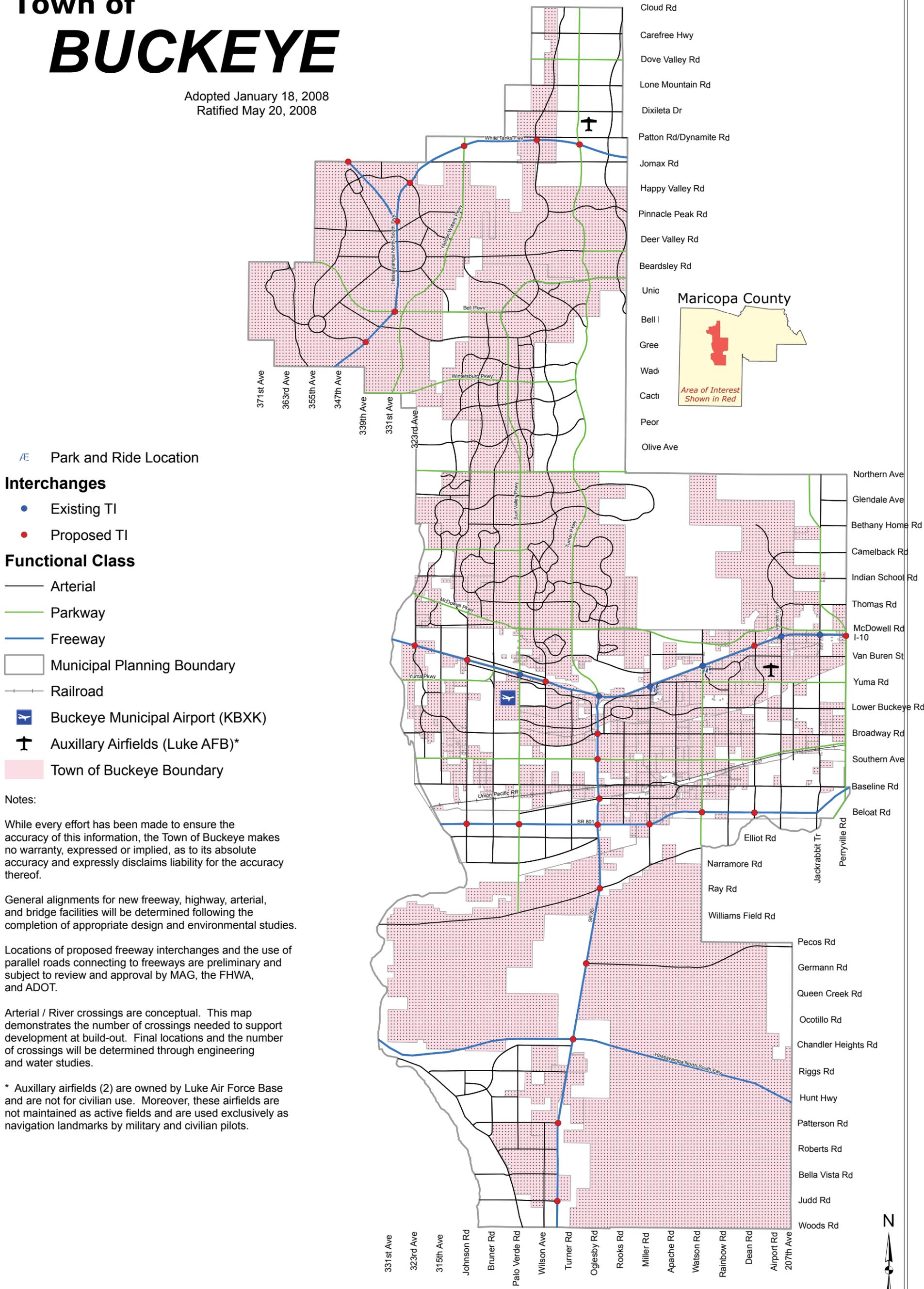
## STRATEGIC DIRECTION

The strategic direction for transportation in the Town of Buckeye is the implementation, operation and maintenance of a balanced multimodal system that will provide safety and mobility for people and goods. The system will include the transportation modes of private vehicles, freight (both truck and rail), transit - including bus, light rail and commuter rail, bicycle and pedestrian pathways and aviation. These modes of transportation will depend on an integrated and interconnected local and regional system. Using the ***I-10/Hassayampa Roadway Framework Study*** as the guide for regional connectivity and commissioning a transportation master plan in 2007 for a comprehensive and seamlessly integrated local roadway system, this multimodal system will effectively serve the Town of Buckeye and the greater Hassayampa Valley, the Phoenix Metro region and the Nation.

Figure 5-3 presents the Buckeye Circulation Plan.

# Town of **BUCKEYE**

Adopted January 18, 2008  
Ratified May 20, 2008



AE Park and Ride Location

### Interchanges

- Existing TI
- Proposed TI

### Functional Class

- Arterial
- Parkway
- Freeway
- ▭ Municipal Planning Boundary
- Railroad
- ✈ Buckeye Municipal Airport (KBXK)
- † Auxillary Airfields (Luke AFB)\*
- ▭ Town of Buckeye Boundary

### Notes:

While every effort has been made to ensure the accuracy of this information, the Town of Buckeye makes no warranty, expressed or implied, as to its absolute accuracy and expressly disclaims liability for the accuracy thereof.

General alignments for new freeway, highway, arterial, and bridge facilities will be determined following the completion of appropriate design and environmental studies.

Locations of proposed freeway interchanges and the use of parallel roads connecting to freeways are preliminary and subject to review and approval by MAG, the FHWA, and ADOT.

Arterial / River crossings are conceptual. This map demonstrates the number of crossings needed to support development at build-out. Final locations and the number of crossings will be determined through engineering and water studies.

\* Auxillary airfields (2) are owned by Luke Air Force Base and are not for civilian use. Moreover, these airfields are not maintained as active fields and are used exclusively as navigation landmarks by military and civilian pilots.

**FIGURE 5-2**



Although Access Management has a section within this Chapter dedicated to it, it should be noted that an element of Access Management related to Interstates and freeways is the interval locations of interchanges. To maintain an effective flow of traffic on freeways, the recommended interval for interchanges is every two miles, with a recommendation of three mile spacing for system interchanges. Both the FHWA and ADOT support this spacing along I-10. Although the Town supports appropriate interval spacing for interchanges, there may be those special circumstances in which the two mile spacing may not be feasible. If such cases arise, the Town will work to find creative solutions to maintain the integrity of interchange spacing per access management principles, while allowing for some leeway in interchange spacing when appropriate. Likewise, interchange spacing using access management principles for interchange spacing will be under review through the planning process for SR 801, SR 85, White Tank freeway and Hassayampa North-South freeway. Because of these access management principles, the locations of interchanges along I-10 were identified in the Study. Figure 5-4 indicates planned roadways and interchanges.

**Figure 5-3: Planned Roadways and Interchanges**

<b>Interchanges</b>	<b>State Routes</b>	<b>Parkways</b>
State Route 85 (System TI)	State Route 801	Dove Valley Road
Jackrabbit Trail (Parkway TI)	White Tank Freeway	Deer Valley Road
Watson Rd (Parkway TI)	Hassayampa Freeway	Sun Valley Parkway
Sun Valley Parkway (Parkway TI)		Bell Road
195 <sup>th</sup> Ave (Service TI)		Wintersburg Road
Dean Road (Service TI)		Northern Avenue
Wilson (Service TI)		Camelback Road
Johnson (Service TI)		McDowell
Desert Creek (Service TI)		Hidden Waters
		Turner
		Watson Road
		Jackrabbit Trail

The *I-10/Hassayampa Roadway Framework Study* proposes corridors for east-west and north-south traffic based upon full build-out scenarios. Inputs from proposed and planned developments and approved land use/zoning within the Planning Area have been used as the foundation for the traffic modeling which has been used to determine the projected traffic flow patterns. However, the Study does not provide the detail that is necessary in determining the specifics of the roadway design and alignment within the corridor and street classification recommendations. Therefore, it will be necessary for these corridors to be analyzed and planned in a collaborative effort between the Town, developers and community using common methodology and sequenced according to growth patterns and development needs. Figure 5-5, Roadway Functional Classifications, should be referred when determining the classifications of various roadways.

**Figure 5-4: Roadway Functional Classifications**

Classification	Public Access	Private Access	Design Speed	Right of Way
Freeway	Traffic interchanges at 1 to 2 mile spacing	None	55-65 MPH	400 feet
Parkway	Traffic interchanges and at-grade intersections at ½ to 1 mile spacing	Limited	55 MPH	200 feet
Fixed Guideway	At-grade signalized intersections limited to ½ mile spacing	Limited	55 MPH	190 feet
Major Arterial	At-grade signalized intersections limited to ½ mile spacing	Limited	55 MPH	140 feet
Minor Arterial	At-grade signalized intersections limited to ½ mile spacing	Limited	45-55 MPH	110 feet
Commercial Collector	At-grade signalized intersection limited to ¼ mile spacing	Commercial Driveways	35-45 MPH	90 feet
Collector	At-grade signalized intersections limited to ¼ mile spacing	Governed by Town Ordinance	25-35 MPH	70 feet
Local/Residential	Determined by Town Engineer	Residential Driveways	20 MPH	60-55 feet

## Circulation Network Issues

Several potential challenges for the multimodal roadway system have been identified. These include:

- Need for grade-separated crossings along the Union Pacific Railroad river crossings at the Gila and Hassayampa Rivers.
- Crossings at Roosevelt, Buckeye, Arlington and Central Arizona Project canals.
- Flood control features.
- Geographic barriers of the White Tank Mountains.
- Transportation system coordination between the master-planned communities.

### Circulation Network Strategies

- Maintain the Maricopa County roadway grid system where feasible.

- Arterial roadways with both minor and major designations are to be constructed to the Town’s street standards and built on the U.S. Public Land Survey System (USPLSS) defined section line.
- A property owner with development bordering an arterial street alignment shall be responsible for construction and dedication of the half street section bordering their property to the standards established in the ***Buckeye Transportation Manual***.
- All roadways with a minor or major collector designation are to be constructed on the USPLSS defined half section line.
- A property owner with development bordering a collector street alignment shall be responsible for construction and dedication of the half street section bordering their property to the standards established in the ***Buckeye Transportation Manual***.
- If a property owner has property on both sides of the half section line, they shall be responsible for construction and dedication of the entire roadway as established in the ***Buckeye Transportation Manual***.
- In instances where the topography does not allow for maintaining roadway alignments, a deviation from the plan may be accepted, provided that no other practical alternative exists. If the road is permitted to deviate from the alignment, the following conditions shall apply:
  - When possible, the road shall enter and exit a property at the designated section or half section alignment.
  - If the roadway is to be taken off the alignment, it shall be necessary to have agreement from all surrounding property owners.
  - An area plan shall be produced that displays access to all surrounding properties.
  - Elimination of a roadway may be subject to a general plan amendment as defined in Chapter 10: Plan Implementation.

## Bicycle and Pedestrian Pathways

With the development of the transportation system, providing a network for bicyclists and pedestrians as a form of alternative transportation is a strategy of the Town. It is critical that the Town establish and maintain a system of bicycle and pedestrian facilities to provide an alternative to vehicular travel to places of employment, retail-commercial centers, and schools and parks. In addition to the travel function of the system, recreational opportunities will be provided through these pathways. These pathways will interface with the trails and equestrian ways as identified in the ***Buckeye Trails Master Plan*** for an integrated and comprehensive non-motorized transportation system.

To facilitate the establishment of a comprehensive and safe bicycle and pedestrian system, the Town will:

- Provide appropriate connections to communities in the Town to include schools and parks, commercial – retail complexes, and employment centers.

- Ensure the system contributes to the recreational opportunities of and between the communities.
- Provide adequate levels of maintenance for all components of the circulation system for sidewalks, bicycle facilities and trails.
- Provide an adequate supply of parking to support the uses it serves and to facilitate transportation demand management programs.

Bicycle facilities vary based upon various factors. Identifying appropriate routes to establish a bikeway system as an alternative to vehicular travel as well as for recreational use is critical. Because of new development and the implementation of new or improved roadways, a meaningful bikeway system will be developed. As well, the appropriate designated bicycle lane classification can be established up front, rather than as is common in established areas, where bicycle lane classification is often dependent on available space on existing roadways (see Figure 5-6). It is imperative that roadway and intersection design take into account bicycling as a means of transportation.

To implement a successful bicycle program, the Town must establish a system of bicycle facilities connecting residential areas to school, parks, employment centers, and shopping areas; integrate the system to connect the many master planned communities (region to region connectivity), provide parking and security at key destinations, and facilitate ongoing bicycle education and safety programs.

The Maricopa Association of Government's Regional **Off-Street System Plan** has identified several potential corridors for recreational trails, which could potentially serve bicycle traffic. In addition, the **El Rio Watercourse Master Plan** currently being developed studies a 17.5-mile reach of the Gila River from the confluence of the Agua Fria River west to the SR 85 bridge which could potentially serve bicycle traffic. The **Maricopa County Bicycle System Plan** has identified several potential facilities within the Buckeye Planning Area as part of the proposed county-wide bicycle facilities network.

Bicycle corridors for consideration include:

- Old US 80 from Palo Verde Road to Gila Bend
- Baseline Road/MC 85 alignment
- Palo Verde Road from Old US 80 to Sun Valley Parkway
- Sun Valley Parkway

**Figure 5-5: Bicycle Facility Classifications**

Classification	Name	Description
Class I	Bike Path	A right-of-way completely separated from any street or highway for bicycle travel.
Class II	Bike Lane	A striped lane for one-way bike travel on a street or highway.
Class III	Bike Route	A travel-way shared by bicycles and motor vehicles or pedestrian traffic, designated by signage only.

**Bicycle and Pedestrian Strategies:**

- Update design standards for bicycle and pedestrian pathways and equestrian trails including guidelines for safe trail crossings of parkways, arterials, and collector roadways, and implement improvements. Standards should include:
  - Way-finding with maps, markers, plaques, distance markers, and icons
  - Rest stops and interpretive information (natural cultural, heritage, other connections/destinations along or near the trail).
  - Amenities that complement the trail.
- Develop a clearly defined, contiguous pedestrian, bicycle and equestrian circulation network that connect activity centers, employment centers, parks and open spaces.
- On-road bicycle facilities should be provided along the major trail linkages.
- Road design cross-sections for state highways, county roads, and city streets should include bicycle facilities.
- Bicycle facilities should be incorporated in the design of at-grade intersections and bridges and underpasses or overpasses for bicycle and pedestrian use.
- Provide adequate easements on collector/residential streets for bicycle lanes and/or multi-use paths set-back from the curb to encourage bicycle and pedestrian use.

## Systems Management

Transportation management systems (TMS) improve the efficiency of the transportation system through the use of technology and programs that inform and/or influence travel behavior in a mobile society. Systems management can include programs or techniques such as access management, intelligent transportation systems, traffic calming and traffic demand management. The Town understands the importance of TMS and has incorporated its principles into the transportation system.

### *Access Management*

Access management is the systematic control of the location, spacing, design and operation of driveways, median openings and interchanges of roadways. Effective access management uses the coordination of roadway design elements with land use decision making. The purpose of access management is to optimize safe and fluid traffic flow within established roadway configurations by minimizing turning movements, uncontrolled access, on-street parking and

frequent stops related to the character of the adjacent land uses. The Town understands that through access management, it will reduce accident rates at access locations (ingress and egress) and mitigates congestion on roadways.

The Town is incorporating access management principals into its planning process during design review of projects. As well, the Town has supported the ADOT and FHWA in spacing interstate interchanges at two mile spacing along the I-10. The Town will continue to support a regional freeway system that spaces interchanges in support of access management principals.

### *Intelligent Transportation Systems*

Intelligent transportation systems (ITS) encompass a broad range of wireless and wire line communications-based information and technologies. These technologies relieve congestion, improve safety and enhance productivity. Major ITS initiatives include:

- Vehicle Infrastructure Integration
- Next Generation 9-1-1
- Cooperative Intersection Collision Avoidance Systems
- Integrated Vehicle Based Safety Systems
- Integrated Corridor Management Systems
- Emergency Transportation Operations
- Electronic Freight Management
- 511 Traveler information
- Transit traveler information

The Town is involved in ITS at both the local and regional level. At the local level, the Town is working on the “Miller and Monroe” ITS project. The project involves laying fiber optic from I-10 south along Miller Road and eventually connecting to the planned SR 801. The fiber optic will lay along Monroe Road from Miller Road to the area of Ash Avenue for the implementation of a Traffic Management Center (TMC). Because the new Town Hall will be built in this area, the TMC will be temporarily housed at the Police Department. With this fiber optic backbone, the Town will have the ability to implement signal timing coordination, preemption for incident and emergency management, dynamic message signs for traveler information during special events, and closed circuit television (CCTV).

At the regional level, the Town is participating with its regional partners to implement the Intelligent Transportation System Integrated Corridor Management System (ITS-ICMS) along I-10 and eventually SR 85. Fiber optic will be laved along these corridors during capacity enhancement construction that is planned over the next several years. This will allow for the

collection of real-time data, CCTV ramp metering, dynamic message signs for traveler information and center-to-field communication.

### *Traffic Calming*

Traffic calming is a means by which roadways are designed to increase the compatibility of roadways with their surrounding environment, particularly in residential areas, with the intent of increasing caring capacity through creating a steady flow of traffic at slower speeds. By slowing speeds, less space is needed between vehicles to maintain safe stopping distances, thereby allowing more vehicles to use the roadways without the necessity to widen the roadways and making the roadway safer due to slower speeds. The purpose of traffic calming is to create a safer and quieter environment for specific communities.

The elements of traffic calming are education, enforcement, engineering and land use. The most effective implementation of traffic calming is a combination of traffic calming elements, including various engineering measures within a neighborhood and is a result of the requests and/or support of the residents.

Traffic calming in Buckeye will be strategically located upon resident's requests to ensure:

- The safety of all persons using, or in close proximity to, residential roadways
- Neighborhood livability through mitigation of the impacts of vehicular traffic in residential neighborhoods
- Safe and pleasant conditions for all modes of transportation including personal vehicles, emergency vehicles, transit vehicles, bicycles, and pedestrian movement
- Include all elements of traffic calming: education, enforcement, engineering and land use

### *Transportation Demand Management*

Transportation Demand Management (TDM) is the means by which traveler behavior is influenced for the purpose of reducing and/or redistributing travel demand. The primary purpose of TDM is to reduce the number of vehicles using roadways or shift the use time of the roadways. TDM opportunities include:

- **Public mode support:** provide alternatives to single-occupant-vehicle travel, such as transit, vanpooling or carpooling and biking.
- **Employer support:** Private-sector programs and services that encourage employees to change their commuting practices such as offering flex time scheduling, a "4-10" work week, opportunities to work from home or remote locations.
- **Pricing:** Pricing programs that affect the cost of transportation thus providing a disincentive for some travel behaviors.
- **Land use policies:** Encouraging population density, urban design, land use mix that supports walking, biking, or transit.

Currently, there is an active vanpool program for the Palo Verde Nuclear Power Plant. Although the plant lies to the west of the Towns boundaries, commuter traffic to Palo Verde comes through Buckeye along I-10. The Town will continue to support the vanpool program and will encourage the plant's expansion of its vanpooling program and will encourage other local businesses to support vanpool programs for their employees.

## Transit

Transit traditionally provided transportation service for those who had no other means of mobility. However, as society has become more aware of environmental issues, as well as the convenience of transit for commute to work; many transit riders are "choice" riders. In addition, there has been the realization that within urban areas, as traffic congestion increases, and additional lane miles for capacity enhancement becomes scarce, other modes of transportation must be considered.

With a projected population of 1.5 million residents at full build-out, the Town is pursuing transit as a viable mode of transportation for the region. Transit strategies include the use of bus, light rail and commuter rail, with system support that includes integrated transit centers, strategically located park and ride lots, and active transportation demand management programs.

Currently, the Town provides limited transit service. In coordination with regional service through ADOT, the Town is served by the Gila Bend express which provides service from Gila Bend, with a stop in Buckeye, and ending in Phoenix. In addition, the Town provides social services transportation, which is coordinated through the Buckeye Community Services Department.

In July 2008, commuter bus service, the "Papago Express", will begin serving the Town with a stop and interim park and ride lot in the vicinity of I-10 and Miller Road providing service to Central Station in downtown Phoenix. This service is being provided through the Regional Transportation Planning Authority (RTPA) as identified in the **Regional Transportation Plan (2006)**. As ridership increases, additional service will be provided.

For transit to be successful, it must be flexible and responsive to the demand of the users. Transit must also be part of a system that meets the needs of the user.

### **Transit Strategies:**

- Provide a variety of transit systems such as bus rapid transit, light rail, dial-a-ride and commuter service to respond to consumer choice.
- Establish and maintain an adequate supply of parking to support the use of transit.
- Encourage transit oriented development as a viable and preferred land use.
- Provide support services such as bike racks on buses, appealing and safe/secure bus stops, and real-time travel information.
- The Town will embark on a transit master plan that will identify and evaluate routes and modes for an integrated system that includes light rail and/or bus rapid transit,

commuter transit, local circulation transit, dial-a-ride, and social services transportation.

## Transit Oriented Design

As discussed in the land use chapter, transit oriented design is an important element in making transit a successful alternative to the private vehicle.

### Transit Oriented Design Strategies:

- Identify travel corridors that could support transit and transit oriented design
- Encourage transit oriented design projects in travel corridors

## Park-and-Ride Lots

Figure 5-7 summarizes the two basic types of park-and-ride lots – true park-and-ride lots and intercept or satellite facilities. Most facilities in Arizona are referred to as “park-and-ride lots” regardless of whether they function as a park-and-ride lot or more as an intercept or satellite facility. In many cases, the facilities exhibit characteristics of both types. Some parking garages in downtown Glendale, Phoenix, and Tempe have secondary functions as intercept facilities if they are located on or near the route of a downtown circulator such as GUS, DASH, or FLASH. Motorists may park in one garage and use the transit circulator, reducing single-occupancy vehicle use in the downtown area.

**Figure 5-6: Park-and-Ride Facility Classification**

Facility Type	Function	Characteristics
Park-and-Ride Lot	Car and vanpooling with potential for low frequency shuttle or transit service. May serve multiple trip destinations.	Suburban or rural location, surface lot, low to medium capacity. Private car is the dominant method of trip collection and distribution. Implemented through public funding. Walk and bike access is desirable.
Intercept or Satellite Facility	Provide a less expensive parking alternative to on-site locations within activity centers or the urban core area. Reduce SOV use in activity centers. May capture outgoing as well as incoming activity center traffic. Transfer point from car to shuttle or transit.	Urban activity area fringe location, high capacity, surface or structured parking. High frequency shuttle transit connection to activity centers. Funding from Congressional earmarks and/or public/private ventures. Walk and bike access is desirable.

Source: Adapted from Guide for Park and Ride Facilities, draft August 2003, AASHTO.

Determining the appropriate location for a park-and-ride facility consists of two steps. First, general geographic attributes are used to screen candidate areas for locating park-and-ride lots. Second, site-specific attributes are used as criteria for identifying the exact location of the facility.

### **Park-and-Ride Strategies:**

- Develop at least two park-and-ride facilities within the Planning Area to be used by the Valley Metro Papago Freeway Connector when the service begins in the summer of 2008. These include a possible location for a site near the traffic interchange of Miller Road and I-10 as well as a possible location for a site near Watson Road and I-10.
- Continue to identify and develop future park-and-ride lots to support future transit expansion.

## **Bus Stops and Bus Pullouts**

In order to avoid traffic delays associated with transit buses stopping in a travel lane to load and unload passengers, bus pullouts may be installed along a particular bus route at appropriate intervals at the time the route is implemented or when the level of transit service, or frequency of bus operation, is substantially increased.

The level of anticipated use by transit patrons of a particular stop can also guide what “transit furniture” such as a bench or a shelter is provided at a stop. Other factors, such as the existence of other shaded or seating areas nearby, could affect the decision to provide a shelter or bench.

### **Bus Stop and Pullout Strategies:**

- Identify candidate sites for future transit centers and park-and-ride facilities in Buckeye’s planned freeway and parkway network. Provide transit centers at key locations for facilitating collection of riders and transfers. Reserve adequate land for these facilities, and encourage or require developers to assist in this.
- Address the future need for transit-related elements of the streetscape such as bus pullouts and bus shelters when planning arterial corridors.
- Install bus pullouts at all arterial to arterial intersections and at some collector to arterial intersections where commercial density is high. The location of the pullouts should be on the far (downstream) side of the intersection on both arterial streets. These pullouts may be combined with a dedicated right turn lane for commercial driveway.

## **Aviation**

The Town of Buckeye is served by the Buckeye Municipal Airport, a general aviation airport.<sup>2</sup> Within 40 miles to the east, lies the Phoenix Sky Harbor International Airport, one of the busiest airports in the United States.

Also within close proximity is the Phoenix Goodyear Airport, a reliever airport to Phoenix Sky Harbor, which is located 15 nautical miles to the east of Buckeye (Goodyear, Arizona). Currently, there is no commercial passenger service at Phoenix Goodyear Airport. An additional reliever

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<sup>2</sup> A *general aviation airport* is a public, non-commercial airport.

airport that is a part of the Phoenix system is Deer Valley located 30 nautical miles north of Buckeye (North Central Phoenix). Other nearby airports are Glendale Airport, located 21 nautical miles to the northeast of Buckeye (Glendale, Arizona) and Gila Bend Airport, a general aviation airport located 28 nautical miles to the south of Buckeye (Gila Bend, Arizona).

The Buckeye Municipal Airport is located approximately one mile south of Interstate 10 at the Palo Verde interchange. Currently, the Airport is equipped with a 5,500 foot north/south (17/35) aligned runway designed for use by general aviation aircraft. Refer to Figures 5-8 and 5-9 for specific information about the Airport. The Airport has 54 based aircraft, a terminal building, hanger facilities and approximately 40 tie down positions on the apron. There is approximately 116,000 square feet for aircraft storage and/or maintenance and office space. In addition there is fuel storage for both Jet A and 100LL which is owned and operated by the Town. Tenants include the Trademark Group (aircraft fueling), Groen Brothers (Gyrocopter construction, testing, maintenance, and training), Desert Skydiving center (skydiving school), Buckeye Flight Experience (flight training) and Arizona Public Service (emergency preparedness Palo Verde nuclear power plant).

**Figure 5-7: Airside Facilities – Buckeye Municipal Airport (Runway 17-35)**

Runway – Length (feet)	5,500
Runway – Width (feet)	75
Runway Surface Material Condition	Asphalt – good
Runway Pavement Markings Condition	Basic – Good
Runway Load Bearding Strengths (lbs)	30,000 SWL
Runway Lighting	Medium Intensity
Taxiway Lighting	Medium Intensity
Taxiway pavement Markings Condition	Centerline, Holdlines – Good
Approach Lighting	PAPI-2L (Runway 17) PAPI-4L (Runway 35)
Navigational Aids	VORTAC GPS Loran-C
Instrument Approach Procedures	None

GPS - Global Positioning System

PAPI - Precision Approach Path Indicator

SWL - Single Wheel Loading

VORTAC - Very High Frequency Omni directional Range Facility w/ Military Tactical Navigational Aid

**Figure 5-8: Landside Facilities – Buckeye Municipal Airport**

Facility	Square Footage	Tenant	Structure Condition
Electrical Vault		None	Block - Good
Fuel Storage – 100 LL (Two, 10,000 gal above ground tanks – self serve)	N/A	TOB for self-service fuel & storage	Metal – Good
Terminal	1,200	Town of Buckeye	Block – Good
T-Hanger – Row A	9,656	Various	Metal – Good
T-Hanger – Row B	9,656	Various	Metal – Good
T-Hanger – Row C	9,656	Various	Metal – Good
T-Hanger – Row D	9,656	Various	Metal – Good
Conventional Hanger		APS	Metal – Good
Hanger space	12,500	Trademark Group	Metal – Fair
Office Space	2,100	Groen Brothers	
Conventional Hanger		Laurisden	
Hanger space	11,900	Industrial	
Office Space	2,100	Corporation	
Fuel Storage – jet A, 100 LL (Two, 12,000 gal above ground tanks)	N/A	Trademark Group	Metal - Good
Office space	1,584	Desert Skydiving	Metal - Good
Office space	1,320	Desert Skydiving	Metal – Good
Conventional Hanger	3,978	Desert Skydiving	Metal - Good
Conventional Hanger			
Hanger Space	12,500	Groen Brothers	Metal – Good
Office Space	3,125	Groen Brothers	Metal - Good
Shade Structure – North	18,513	Groen Brothers	Metal – Good
Shade Structure – South	18,513	Groen Brothers	Metal – Good

Source: Buckeye Municipal Airport Master Plan, August 2006.

Currently the Airport can accommodate up to medium sized corporate jets (30,000 wheel weight) with plans to improve the runway (length, width and pavement strength) to accommodate up to a Gulf Stream 4 (75,000 wheel weight). A grant received (2007) will allow for the doubling of the size of the existing ramp, increasing aircraft parking capacity and will allow for the placement of a security fence. Economic development using the Airport as a driving engine is an opportunity for the Town. With the growth and development of Buckeye and the West Valley, including such high profile venues as the University of Phoenix Stadium, the Town can capitalize on the demand for general airport capacity in the area. As well, development of the companion Buckeye Air Park will provide significant economic development and investment opportunities. The Town will explore

the feasibility of pursuing a Trade Free Zone (TFZ) designation in support of the Airpark and to participate in the global economy.

With a projected build out population of 1.5 million and as the gateway to the Valley of the Sun providing services to the west (the community of Tonopah and La Paz County), to the south (the Town of Gila Bend) and to the north (the cities of Surprise and Wickenburg), the Town has the opportunity to locate a regional airport<sup>3</sup> within its Planning Area (in addition to the current general airport). With the increase in air traffic, regional and international airports often find it difficult to safely and efficiently coordinate the operation of commercial and general aviation in the busy air space and on limited field space. Therefore, having a general aviation airport that can accommodate the private pilot, specialized air service and business-air park facilities with a separate regional or international airport for commercial passenger flight is the optimum scenario.

**Aviation Strategy:**

- Because of the availability of undeveloped land, the Town will explore the feasibility of a regional airport and the option of securing undeveloped land for future regional airport development.

## Luke Air Force Base

Luke Air Force Base (AFB) is located 17 nautical miles northeast of Buckeye Municipal Airport. Luke AFB consists of two runways and is the primary F-16 training base for the U.S. Air Force. Luke AFB is also being considered for a Joint Striker Force (F-35 JSF) training mission. As a member of the Luke West Valley Council, a partnership of concerned entities, the Town supports the members and mission of Luke Air Force Base. The Town is keenly aware of the need for a coordinated approach to air space and land use that is compatible with the continued and successful mission of Luke AFB. As such, it is noted, that the air space and flight patterns of Buckeye Municipal Airport are compatible with Luke AFB.

**Luke Air Force Base Strategy:**

- Any modifications, improvements or new developments related to airport expansion or the implementation of new air facilities will be reviewed within the context of compatibility with Luke AFB.

## Rail

The Town is served by the Phoenix subdivision of the Union Pacific Railroad (UPRR). The line bisects the Planning Area between I-10, the Town's southern boundary, running west to east through the original town center. This route connects with the main line of the UPRR at Picacho, southeast of Phoenix in Pinal County. Although at one time Amtrak's Sunset Limited traveled through Buckeye on this line, passenger service no longer exists. As a "dead end" branch, UPRR operates only one to two trains daily through Buckeye. UPRR's current focus is on freight movement through the Picacho Peak facility. UPRR carries significant freight from the San Pedro Ports and Mexico on the Picacho line. However, UPRR has expressed a long-term interest in the Buckeye "dead end" for additional freight movement in the distant future.

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<sup>3</sup> A regional airport denotes an airport that provides commercial air passenger service.

### **Rail Strategies:**

- Although rail freight can be a tool of economic development, the implementation of rail service must be carefully considered. Having a rail line through a jurisdiction does not ensure employment, or that the employment will be at the quality level that the Town is working towards. Care will be taken to balance quality of life with land uses that are compatible with freight rail. In addition, there has been much discussion about sharing UPRR's easement to implement commuter rail. In the event that the Town is successful in negotiating with UPRR for commuter rail, land use that supports transit oriented design (TOD) related to commuter rail must also be considered.
- Air quality and safety are two significant issues that the Town is keenly aware. Early and continual conversations with UPRR regarding the use of the latest locomotive technology to reduce PM-10 and installation of grade separated crossings at arterials and parkways will be aggressively pursued.
- The Burlington Northern Santa Fe (BNSF) Railroad also operates in the region. The BNSF which carries freight, passes within two miles of the Town's northern boundary in the vicinity of the junction of SR 74 and US 60 (Grand Avenue). BNSF is planning on developing a new rail facility in the City of Surprise. Because of the close proximity to the Planning Area boundary, the Town will work with the City of Surprise to ensure mitigation of any noise and air pollution generated from the line and its new facility.
- There have been preliminary discussions regarding the linking of the BNSF and UPRR lines related to freight movement. As well, within the context of commuter rail studies being conducted for the Maricopa Association of Governments and coordinated with the Hassayampa Roadway Framework Study, connecting the two railroads with a north/south line along the western boundary of the Town's Planning Area is being considered for both freight and commuter service. Because the Town supports a multimodal approach to transportation, both freight and commuter rail will be seriously considered as a part of the development process.

## **Freight**

The movement of freight along the I-10 corridor has a significant impact upon traffic congestion experienced by Town residents. With freight traffic from the San Pedro Ports (Ports of Long Beach and Los Angeles) and the San Luis Port (land port – Mexico) ever increasing, the Town must support strategies and programs to mitigate the impact.

### **Freight Strategy:**

- The Town supports the National I-10 Freight Corridor Coalition and its project to establish a template for ITS architecture along the 2,600 mile I-10 corridor. The I-10 corridor was identified by the U.S. Department of Transportation as a "Corridor of the Future." In addition the Town supports the I-10 by-pass study. This study being undertaken by ADOT, will provide a feasibility framework for establishing a by-pass, heading south from the I-10 west of Buckeye, along the propose Hassayampa North-South Freeway and dropping south east connecting with Interstate 8 (I-8) and reconnecting to I-10 south of the Greater Phoenix Metropolitan Region.

# Transmission Lines

The Town of Buckeye lies just east of the Palo Verde Nuclear Power Plant and several natural gas electricity generating power plants. Palo Verde is the largest nuclear facility in the United States. Along with the natural gas electricity generating power plants, enormous amounts of electricity (up to 36% of generated electricity on an annual basis) is placed on the Western Interconnection (grid) mainly via the Harquahala Generating Station Switchyard. The Western grid provides electricity not only to Arizona, but to much of the western half of the United States as well as parts of Canada and Mexico. Coupled with the electric power lines that move this electricity, is a natural gas transmission line to supply not only local consumptive use, but mainly to power the natural gas electricity generating stations.

In addition, there are electrical lines that transport electricity to and through Buckeye for local and regional use, as well as lines that transport the electricity from Palo Verde and the Harquahala Switchyard in all directions. These lines belong to Arizona Public Service (APS), Salt River Project (SRP) and Western Area Power Administration (WAPA). In addition to the pending natural gas transmission pipeline proposed by Transwestern, LLC that will run through the Town is the natural gas transmission pipeline belonging to Southwest Gas that runs along the Town's southern boundary.

The transportation of energy is and will continue to be a significant element of the Town's development and emergency response planning process. However, because of the results of September 11<sup>th</sup> (2001), private utilities and municipalities must be cautious in the distribution of information about and response to critical infrastructure. The Town will begin working with all the energy utilities within its jurisdiction and Planning Area to develop a comprehensive and coordinated plan for the siting of additional infrastructure that will be necessary to meet the energy demands of the Town (at full build-out), the region and the Western Grid.

## **Transmission Lines Strategy:**

- The focus of the Town is to work collaboratively with the utilities to ensure the safety of the residents, provide adequate security and emergency responses, limit the environmental impact and visual pollution, implement best land use for easement corridors, such as trail systems, and receive in-lieu compensation for the disproportionate impacts being placed upon the community.

**CHAPTER 6:**  
**ECONOMIC DEVELOPMENT**  
**ELEMENT**

*Economies that do not add new kinds of goods and services, but continue only to repeat old work, do no expand much nor do they, by definition, develop.*  
 - Jane Jacobs

## OVERVIEW

The Buckeye area traditionally has relied on agriculture as the base of its economy. The area historically has been among the largest producers of Pima cotton in the country, with a number of local gins that process the cotton for shipment worldwide. In addition, dairy farms and other crop production can be found in the Buckeye area, which has a well-managed renewable water supply. In all, however, the Town of Buckeye is experiencing a shift away from a predominantly agriculturally based economy to one that is more balanced with manufacturing and services. Figure 6-1 presents the list of current major employers in Buckeye.

Over the last decade, Buckeye is seeing new business development as a result of its excellent location along I-10, a major east-west corridor connecting the southern portion of the United States from Los Angeles, California to Jacksonville, Florida. Due to Buckeye’s proximity (30 minutes from downtown Phoenix), the availability of land, and infrastructure, the Wal-Mart Distribution Center was one of the first major businesses locating in the Planning Area. Additionally, a number of other transportation-related services have located within the area.

Buckeye is served by the UPRR, and has seven industrial sites with existing rail spurs. General aviation services are available at the Buckeye Municipal Airport, and the nearby Phoenix-Goodyear Municipal Airport. Buckeye is also only about 40 minutes from Phoenix Sky Harbor International Airport which has connections to every major market in the United States. The Buckeye Municipal Airport is located approximately 1 mile south of I-10 at the Palo Verde interchange. Although the Buckeye Municipal Airport is currently used for small, general aviation aircraft, its size (800 acres) and location (1/4 mile from a major interchange off of I-10) give it the potential for future expansion.

The Planning Area has and will continue to experience tremendous population growth. As new households are created, support systems need to be put in place and retail development instituted to support the growing population. To date, the Planning Area does not generate enough jobs to keep residents from having to leave Buckeye to work. What this means is that even if all jobs within Buckeye were filled by local residents, a large number would still need to leave the area

**Figure 6-1: Major Buckeye Employers**

Company Name	Local Employment	Products
Palo Verde Nuclear Generating Station	2,500	Electricity generation
Lewis Prison Complex	1,431	Detainment facility
Wal-Mart Distribution and Transportation Center	1,120	Distribution center
CMH Manufacturing (dba Schult Homes, Inc.)	315	Mobile homes
Town of Buckeye	222	Government
Juvenile Department of Corrections	178	Detainment facility
Hickman’s Egg Ranch	165	Agriculture
Quincy Joist Company	150	Truss manufacturing
Duncan and Son Lines	150	Trucking
Rip Griffin’s Truck Travel Center	150	Commercial

for work, causing congestion on roadways, air quality implications, and impact on their quality of life due to long commutes.

# STRATEGIC DIRECTION

The purpose of this chapter is to ensure that the Planning Area develops as a major regional employment center, offering diverse business opportunities that expand the local economy and allow residents to have quality employment close to where they live. Figure 6-2 provides an overview of economic development opportunities in the Planning Area. To ensure economic sustainability, a focused, strategic effort is required to diversify the local economic and recruit more employers to the Planning Area so residents can live and work without leaving Buckeye.

**Figure 6-2: Opportunities for Expanded Economic Growth in Buckeye**

Asset	Opportunities
Location	<ul style="list-style-type: none"> <li>• 30 miles from Downtown Phoenix, consistently one of the nation’s fastest growing regions</li> <li>• Within six hours of Long Beach, California international port</li> <li>• CANAMEX trade corridor runs north-south through the entire Planning Area</li> </ul>
Highways	<ul style="list-style-type: none"> <li>• I-10 and SR 85 connection to I-8 that terminates in San Diego, California</li> <li>• Additional new highways are currently being planned (SR 801, SR 303, expansion of the Sun Valley Parkway, Hassayampa Freeway, and other high-capacity roadways)</li> </ul>
Rail	<ul style="list-style-type: none"> <li>• UPRR travels east-west through the center of the Planning Area tracking along the north side of Baseline Road providing a transport route from Los Angeles through Phoenix and eastward to Chicago and New Orleans</li> </ul>
Sites and Building Availability	<ul style="list-style-type: none"> <li>• Designated industrial land with rail spurs or potential for rail service</li> <li>• Affordable land is still available</li> <li>• Land at the airport for business development</li> </ul>
Labor Force	<ul style="list-style-type: none"> <li>• Greater Phoenix is one of America’s top markets for business expansion and relocation due in a large part to the area’s quality of life – Buckeye has been able to take advantage of this trend by attracting young families to the area</li> <li>• Greater Phoenix labor force is made up of talented workers at competitive wages</li> </ul>
Airport	<ul style="list-style-type: none"> <li>• Buckeye Municipal Airport is 800 acres and the Town is committed to preserving employment opportunities at the airport</li> <li>• Buckeye is 40 minutes to Phoenix Sky Harbor International Airport</li> </ul>

# DEFINING QUALITY EMPLOYMENT

The Town of Buckeye evaluates new business development opportunities by the following criteria:

- Companies that have an appropriate balanced water usage that compliments Buckeye’s water capabilities
- Companies that do not produce noise, dust, or odors that go beyond the property boundaries
- Companies that create jobs that round out Buckeye’s employment profile

A key element of economic development is the focus on *quality employment*. It is not enough to create retail and service-type jobs. Though these jobs play an important role, they do not raise the overall standard of living within the community or substantially expand the economic base. The goal is to ensure a well-rounded job picture that includes the full range of skill levels. Quality employment opportunities are the focus of the Town's economic development effort.

**Economic Development** is defined as follows: *Economic development raises the standard of living for people, creates employment opportunities for enterprises, and increases quality of life through and by business, government, and the community.*

### *Business Development*

The Town of Buckeye is a member of the Greater Phoenix Economic Council (GPEC) and has a proactive economic development program. The focus of the economic development program is to prepare the Town to be in a position to take advantage of new business opportunities. This effort involves compiling all of the necessary data regarding the local and regional economy, developing the public infrastructure to support sites and buildings, working with existing businesses on expansion plans, recruiting new businesses, and ensuring that the business climate is conducive to economic growth.

GPEC has identified five key industry clusters as targets for the Greater Phoenix area (Figure 6-3). These clusters represent geographic concentrations of interdependent firms in related industries. Each cluster includes companies that sell products outside the region as well as locally,

**Quality Employment** is defined as follows: *Jobs paying wages higher than the Maricopa County average, providing full benefits for employees, offer continuing educational opportunities, providing advancement and career-type jobs, are environmentally-safe and regional wealth generators.*

and suppliers that provide raw materials, intermediate manufactured products, and business services to other businesses in their cluster. These clusters create large and diverse labor pools and attract suppliers who tend to concentrate geographically for increased efficiency.

**Figure 6-3: GPEC Industry Clusters**

Industry Cluster	Cluster Description
<b>High Tech Industry</b>	<ul style="list-style-type: none"> <li>• Computer hardware, electronic equipment, semiconductor, telecommunications, and related industries.</li> <li>• Includes firms which develop, manufacture, and distribute products such as office equipment, measuring and controlling devices, circuit boards, and associated items.</li> <li>• A large amount of firms involved either in manufacturing or services.</li> <li>• These industries in Greater Phoenix employ almost 50,000 people in over 630 firms representing a 61% increase in employment since 1990.</li> </ul>
<b>Bio-industry</b>	<ul style="list-style-type: none"> <li>• Businesses that provide products and services characterizing life science activities (excluding health care delivery) such as medical and surgical devices, pharmaceuticals, medical technology, research and testing.</li> <li>• The two main sectors are biotechnology and medical devices. Both sectors are characterized by intensive and highly reciprocal crossover and technology transfer among private-sector firms, academia, government labs, and private research institutes.</li> <li>• Bioindustry also includes the application of computer-based management information systems and statistical methods to research.</li> <li>• These industries employ over 9,000 people in nearly 600 firms representing over 330% growth in employment since 1990.</li> </ul>
<b>Software</b>	<ul style="list-style-type: none"> <li>• Includes businesses that develop, market, or distribute software products for business, scientific or personal use.</li> <li>• These businesses provide products for a variety of platforms including consumer electronics, personal computers, workstations, mini-computers, and mainframe computers.</li> </ul>
<b>Aerospace</b>	<ul style="list-style-type: none"> <li>• Includes manufacturing firms involved in the production of aircraft, aircraft engines, guided missiles, space vehicles, space vehicle propulsion units, as well as search and navigation equipment. Service sector operations include air transportation and courier services, airport and terminal services, and aircraft repair facilities. Electronics industries are especially important suppliers to aerospace industries.</li> </ul>
<b>Advanced Business Services</b>	<ul style="list-style-type: none"> <li>• Includes financial institutions in the credit, lending, collections, investments, and brokerage sectors. Industry includes general office, data center, and regional and corporate headquarters operations. Employers in this cluster include customer contact centers, data processing centers, financial institutions, insurance companies and real estate firms.</li> <li>• At \$52,402 the Advanced Business Services sector's average wage is more than \$14,000 above the region's average wage.</li> </ul>

Source: GPEC Greater Phoenix Fact Book

In addition to the above-listed clusters with potential in the Planning Area, ecotourism, recreation, and agriculture-related business will continue to expand.

**Business Diversification Strategies:**

- Continue to strengthen and expand the Buckeye Economic Development Department to ensure a proactive approach to business recruitment, business retention and expansion, and expansion of business supportive infrastructure.

- Support and promote regional approaches to economic development and to ensure that the assets and needs of the Town of Buckeye are promoted.
- Protect the employment designated areas on the Buckeye Land Use Plan to ensure adequate land to take advantage of current and future economic development opportunities.
- Support the Village Core Mixed Use concept that encourages quality employment within an activity center that works to achieve the jobs-to-housing balance.
- Encourage the growth of key economic sectors that build upon Buckeye's competitive advantages to provide sustained future growth.
- Support the retention and growth of the local business sector, retain existing businesses and small firms, and actively seek to attract new business ventures.
- Expand the Town of Buckeye's competitive advantage in international trade.
- Accommodate a broad mix of jobs, while actively seeking a greater proportion of living wage quality jobs that will have greater benefits to a broad cross-section of the people of the Town and region.
- Recognize that Buckeye's quality of life is one of its competitive advantages and promote economic growth that maintains and enhances this quality of life.

**Business Retention and Expansion Strategies:**

- Foster a positive entrepreneurial environment for business start-up and expansion and support the retention of existing businesses.
- Continue to promote close working relationships between financial institutions and the business community. Where appropriate, promote the development of new initiatives and innovative programs to lower the cost of borrowing or to assist small business growth, through increased access to capital.
- Where appropriate, support efforts to assist small business through technical assistance for business start-up and/or expansion.

**Education and Workforce Development Strategies:**

- Work with Buckeye Schools and regional educational institutions to improve the quality of education and expansion of educational opportunities within the Planning Area.
- Facilitate the partnership between business and educational institutions to develop competency-based education and training programs that support economic development efforts. This may include vocational training programs, apprenticeship programs, entrepreneurial skills training, customized on-site training, and technical and vocational preparatory programs at the high school level.

- Encourage the development of training programs for people currently employed so they may improve the skills they use in their current jobs or expand their skills into new arenas.
- Attract college and/or universities to the Planning Area.

**Government Relations Strategies:**

- Periodically assess the effects of the Town’s policies regarding taxes, fees, or regulations on economic development goals, considering the balance between economic development goals, financial health of Town government, cumulative debt and tax burdens of overlapping jurisdictions, and **Buckeye General Plan** goals.
- Strive to increase communication among government, businesses, major institutions, and other entities that may provide economic opportunities, in order to: (a) enhance the common understanding of issues related to employment growth, business competitiveness, public policy goals and program implementation and (b) promote partnerships between government and business to achieve the **Buckeye General Plan’s** goals.
- Support the development of major public and non-profit institutions because they contribute to a diversified economy, bring living wage jobs, stimulate new economic activity, supply capital to the local economy, develop and promote advanced technology, and provide substantial public benefits and needed services to Buckeye’s residents.

**Infrastructure Support Strategies:**

- Seek to coordinate, where appropriate, Town of Buckeye investment in utilities, transportation, and other public facilities with business, employment and economic development opportunities.
- Encourage deployment of improvements in technology and the telecommunications system within the Planning Area.
- Take into consideration the ability of technology and telecommunications technology to enhance the provision of Town services to citizens and businesses when making Town investments in communications and computer systems.
- Encourage the development of technology and telecommunications infrastructure throughout the Planning Area and region-wide.

# Ecotourism

Ecotourism incorporates both a strong commitment to nature and a sense of social responsibility that compliments the Town of Buckeye's goal of sustainability. Ecotourists spend billions of dollars each year making it a major economic development opportunity for Buckeye. The Hassayampa Valley offers tremendous tourism opportunities as a result of the many natural and wildlife amenities associated with the Hassayampa and Gila rivers, White Tank Mountains, and Buckeye Hills Recreation Area coupled with the community's heritage.

According to *Ecotourism: A Guide for Planners and Managers* produced by The Ecotourism Society, "Ecotourism is about creating and satisfying a hunger for nature, about exploiting tourism's potential for conservation and development, and about averting its negative impact on ecology, culture and aesthetics."

## **Ecotourism Strategy:**

- Recognize the importance of tourism and ecotourism to support economic development and international trade as well as its contribution to the area's quality of life.

# Recreation Development

Recreation development is big business in other parts of the Phoenix metropolitan area. Spring training for baseball, as well as major sports arenas for hockey, football, basketball, and auto racing has generated major revenues for the cities in which these facilities are built.

## **Recreation as an Economic Driver Strategy:**

- As the Planning Area continues to strengthen its position as the center of the Hassayampa Valley, determining its role in major sports and recreational development is important as a component of a future economic development strategy.

# Agriculture

Agriculture and agriculture-related businesses will continue in the near future as an important role in the local economy. Many large family-owned farming operations and major dairies are active within the Planning Area. These businesses are anticipated to continue within the area for the next 20 years.

## **Agriculture Strategy:**

- Determine opportunities to strengthen the agriculture industry cluster over the short term as well as opportunities for this industry to transition, and what businesses will be created to fulfill the void left by the agriculture industry.

**CHAPTER 7:  
ENVIRONMENTAL PLANNING  
ELEMENT**

*We are the children of our landscape; it dictates behavior and even thought in the measure to which we are responsive to it.*  
- Lawrence Durrell

## OVERVIEW

One of the core components of the Community Vision is “Protecting the Unique Environment” within the Planning Area. The natural environment is an important element of the community’s quality of life. The Town of Buckeye takes its responsibility for the stewardship of the natural environment seriously, and strives to direct growth and provide services while focusing on ensuring effective environmental planning. A fundamental principle is to protect the environmental integrity that fosters the efficient use of resources and protects the quality and diversity of environmental systems that makes this Planning Area unique. Figure 7-1 shows the existing environmental conditions within the Planning Area.

The intent of this chapter is to provide the Town’s blueprint for managing and protecting the environment within the Planning Area as well as conserving resources for future generations to enjoy. Distinctive natural resources such as land, air, animal and plant habitats, and water are integral to the community’s long-term sustainability.

It is also important to note that other elements of the **Buckeye General Plan** address environmental issues and Chapter 2: Community Vision includes environmental planning goals and policies that address environmental resources specifically related to the particular element.

## STRATEGIC DIRECTION

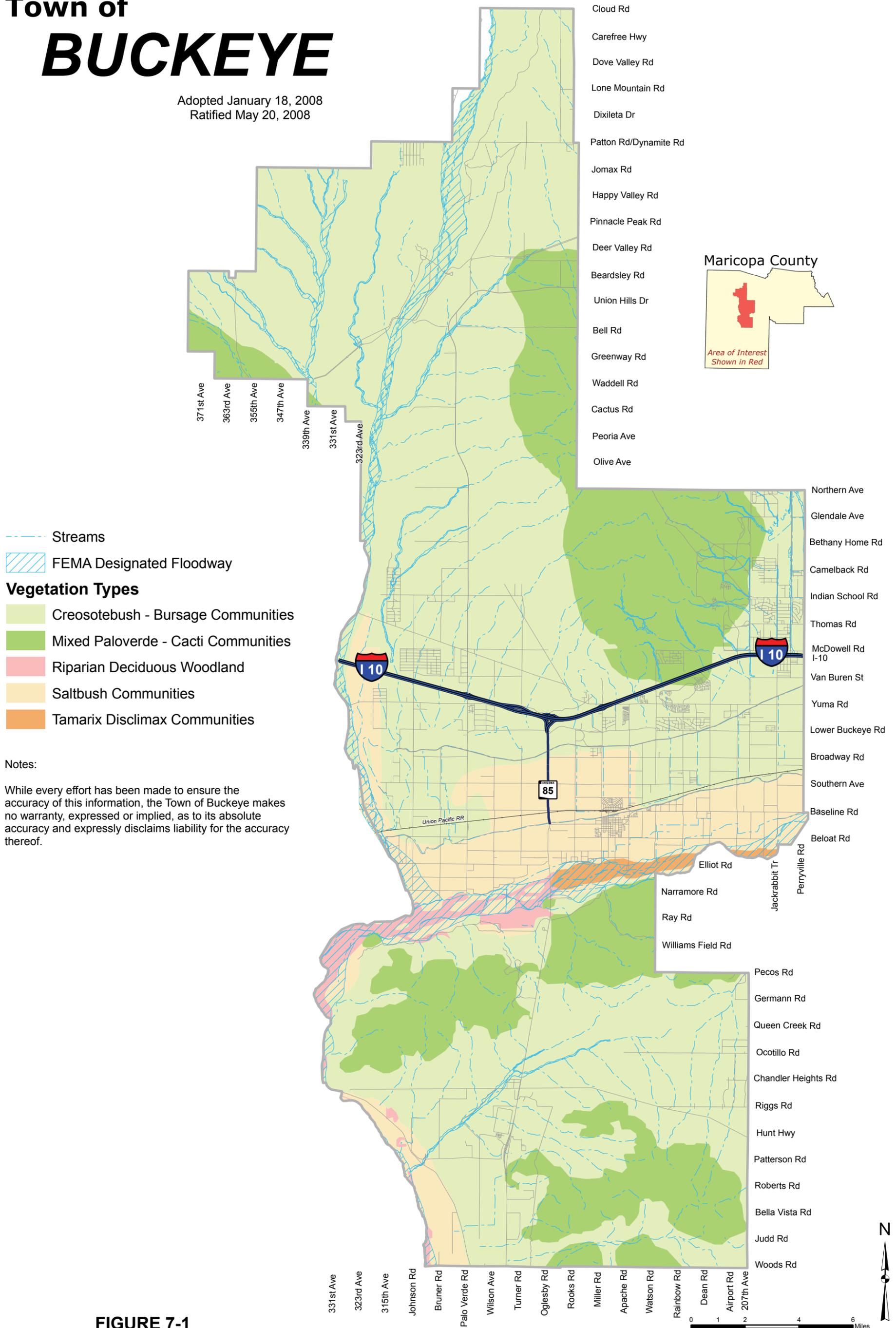
The Town of Buckeye cannot achieve community sustainability alone. The protection and conservation of our water, air, and energy rests with both government and the private sector. It requires a collaborative approach of public and private agencies, citizens, community groups, and landowners to implement a comprehensive sustainable strategy. However, the Town of Buckeye is dedicated to taking a leadership role through its policies, community planning, infrastructure development, and decision-making.

When environmental goals conflict, the Town of Buckeye will ensure that comprehensive costs and benefits analysis of such goals be conducted to ensure that the natural environment and health implications are given just consideration. The Town will continue to engage residents to further the evaluation process as well as the strategic environmental agenda. As in every aspect of community planning, the Town of Buckeye is committed to being proactive in diligently protecting the community’s quality of life.

*Sustainability is defined as the ability to achieve continuing economic prosperity while protecting the natural environment and providing a high quality of life.*

# Town of **BUCKEYE**

Adopted January 18, 2008  
Ratified May 20, 2008



**FIGURE 7-1**



Buckeye recognizes that the sensitivity of the ecosystem that can be damaged or destroyed through over-use, mis-use, or negligence. The Town of Buckeye continues to put into practice sound environmental policies, programs, and initiatives to ensure the long-term sustainability of the Planning Area's beautiful environment. Additionally, the Town understands that long-term economic development as well as community vitality cannot exist without environmental quality. Furthermore, a clean and attractive physical environment enhances property values.

Sustainability is most frequently thought of as a community's ability to protect and maintain the quality and quantity of its natural resources: air, water, vegetation and wildlife, and unique open spaces. A broader definition would include a community's ability to protect its built environment from blight and deterioration and reduce consumption of resources.

The ***Buckeye General Plan*** provides the vision for how the community anticipates growth to occur over time. The policies and strategies in the document provide the Town the tools to be able to continually monitor the cumulative impact development and redevelopment has on the overall quality of the environment. Additionally, regular review and update of the General Plan provides that tool to ensure that the natural as well as physical environment is being protected or enhanced and developing in harmony with the community's vision. Strategies for monitoring change over time as a result of development are as follows.

## Town Operations

The Town of Buckeye is one of the largest employers within the area and strives to become the leader in environmental resource management.

### **Town Operation Strategies:**

- Through policies, programs, and budgeting impacting Town operation and facilities, reduce the use of toxins, prevent pollution, reuse existing resources, control waste, and protect the natural area's and biodiversity.
- Develop a system to evaluate the long-term environmental costs in all municipal activities.
- Continue to expand educational and communication programs focused on environmental protection, resource preservation, and waste reduction.

## Public Facilities and Services

The Town of Buckeye's investment in public infrastructure is intended to meet the current and future community needs while protecting and enhancing community resources.

### **Public Facilities and Services Strategies:**

- Incorporate green building design standards and principles in the design of Town facilities to ensure water and energy conservation.
- Locate public facilities in close proximity to population and activity centers to minimize travel patterns.

- Develop environmental performance measures and targets to encourage innovation in environmental preservation and energy conservation.
- Institute waste reduction, pollution prevention, and recycling as integral components of how the Town and others in Buckeye conduct their day-to-day activities.

## Green Building Program

Buildings have a tremendous impact on environmental quality, resource use, and human health. Sustainable building practices ensure that current building needs reduce these impacts by integrating building materials and methods that promote environmental quality and economic vitality. According to the U.S. Department of Energy's Center of Excellence for Development, buildings consume 40 percent of the world's total energy, 25 percent of wood harvest, and 16 percent of water consumption.

### Green Building Program Strategies:

- Adopt and implement a Sustainable Building Policy and implement a program to promote green building principles and practices.
- Use the U.S. Green Building Council's LEED rating system and accompanying Reference Guide as the design and measurable tool to determine what constitutes sustainable building by national standards.
- Phase in over time that all facilities and buildings over 5,000 gross square feet (excluding residential) of occupied space should meet a minimum LEED Silver rating.
- Adopt and implement a Sustainable Infrastructure Initiative that explores innovative approaches to ensure that basic infrastructure is resource and energy efficient.

## Air Quality

Air pollution does not stop at municipal borders; it is a regional issue. Pollution impacts the region's quality of life, public health, and long-term economic vitality. All municipalities, including the Town of Buckeye, play an important role in ensuring that the community does not negatively impact regional air quality. Buckeye is committed to being a leader in protecting air quality and the public health through policies and programs.

### Air Quality Strategies:

- Implement tactics to reduce particulates, such as reduction of unimproved streets and parking surfaces.
- Implement programs to pave or control dust from Town-owned roads, shoulders, rights-of-way, alleys, and parking lots.
- Reduce emissions of greenhouse gases through programs and policies such as the conversion of the Town vehicle fleet to clean alternative fuels.

- Continue to participate with MAG and Maricopa County to implement regional air quality planning and implementation.
- Support state and county efforts to reduce air pollution.
- Continue to expand and promote multimodal transportation opportunities throughout the Planning Area that will reduce auto emissions as well as congestion.
- Strive to reduce the heat island effect by exploring innovative strategies such as the increase in tree canopies and the amount of permeable surfaces that keep the ground cooler so it does not absorb heat.

## Natural Environment

The protection of the Planning Area's unique environmental assets is everyone's responsibility. The natural environment is an important component of the area's quality of life as well as being important to economic vitality. Diverse land characteristics exist that range from river areas to hillsides.

The Desert Space Plan developed by MAG was used to develop the following guidelines and the document should be used as a reference guide.

### **Natural Environment Strategies:**

- Permit only the use of indigenous and compatible materials and plants and avoid the use of plants that are known to be invasive to indigenous vegetation.
- Develop programs and policies that will encourage property owners to leave areas of sensitive lands in their natural state.
- Discourage "mass grading" of parcels by encouraging efficient site planning that clusters development within an envelope that retains a portion of the lot undisturbed.
- Encourage innovative grading solutions to minimize large retaining walls, steep landscape banks, and excessive cut and fill requirements to create buildable parcels.
- Where development does occur, repair impacted lands to ensure compatibility with existing natural areas.
- Discourage new development, except compatible recreation, within floodways, especially major drainage corridors.
- Develop linear improvements such as roads and utility corridors, where appropriate, to run parallel to, not in, the regionally significant rivers and washes.
- Design all road crossings of rivers and washes to minimize disturbance of the natural environment.

- Emphasize non-structural flood control techniques where feasible. Choose and foster flood control methods that retain and maintain natural flooding and riparian vegetation while minimizing damage to private property.
- Establish a scenic corridor along the Gila and Hassayampa rivers. Develop a scenic corridor plan that outlines strategies for environmentally sensitive development and preservation.
- Protect people and property from natural hazards such as flooding, fires, and unstable slopes.
- Provide public education regarding the need for defensible space from fire around structures. Implement a fire mitigation strategy that minimizes open lands fire destruction.
- Provide proper planning of utility corridors in order to mitigate environmental impacts on sensitive landscapes and natural resources.
- Carefully integrate changes to drainage into a master drainage plan that recognizes existing drainage and wash patterns, discharge locations, and storm water flows.
- Consider creative design for storm water harvesting and detention ponds to reduce increased storm water flows and provide an opportunity to channel storm rainwater to native Sonoran Desert plant material.
- Integrate natural drainage into developments as an environmental amenity feature, such as trails and open spaces.
- Explore funding for the development, operations, and maintenance of regional drainage and flood control facilities.

## Soils and Geology

Mountains, foothills, rivers, and desert areas are tremendous assets that help to define the character of the Planning Area. These assets are incredibly beautiful and will be enjoyed for their visual and recreational opportunities. However, without careful management, they also create potential hazards to people as well as property. Rockfalls, unstable slopes, subsidence, floods, and soils that have a high incidence of shrink and swell may cause damage. Continued removal of groundwater will increase land subsidence (sinkage). Expansion of the Town into desert and hillside areas will increase the Town's exposure to erosion, illegal dumping, and landslide hazards as those areas are developed. The Town of Buckeye, through its policies and development review, strives to minimize these potential hazards.

### **Soils and Geology Management Strategies:**

- Require all new development to conduct thorough soil testing and analysis of any geological hazards. Review for potential hazard risk and identify acceptable mitigation strategies.

- Develop planning tools to minimize earth fissure and subsidence risks. Using data from the Arizona Geological Survey or other known earth fissures maps should be used to review development projects.
- Adopt specific construction standards to address known or potential earth fissures by local amendment to the current International Building Code.
- Ensure that conceptual planning, rezoning, and entitlement procedures contain requirements to map and design around or mitigate known or potential earth fissures.
- Implement policies and special review procedures for any development within environmentally sensitive areas and on hillside slopes.
- Work closely with private landowners and developers to ensure the protection of the natural environment and sensitive site planning.

## Wildlife Habitat

The Town of Buckeye recognizes that the diversity of animal species within the large Planning Area is great; it is essential to maintain this healthy ecosystem. The Town, working with state and federal agencies, will conserve their existing habitat, recreate habitat where it has been destroyed and provide new habitats where appropriate. (Additional resources can be found in Desert Spaces Plan)

### **Wildlife and Habitat Preservation Strategies:**

- Ensure that wildlife corridors are preserved through State Trust lands.
- Limit impacts on riparian and xeri-riparian habitats to those required for road and utility crossings. Revegetate disturbed areas using indigenous vegetation to restore habitat functions and values.
- Conserve corridors along significant ephemeral washes to preserve habitat with the greatest value for wildlife. Include the floodway, floodplain, and an appropriate upland buffer to allow a transition to urbanized areas.
- Design road crossings of washes to minimize impacts on wildlife movement.
- Avoid impacts on special status wildlife by conducting inventories and establishing standard procedures for dealing with such species, if they occur.
- Maintain patches of natural habitat of the appropriate size and spacing to retain wildlife use and movement patterns.
- Allow fencing or walls only where they do not disrupt natural wildlife movement patterns.

- Promote planting and maintenance of indigenous vegetation along canals and in other public places to enhance use by native wildlife.
- Implement use designs and measures that minimize undesirable conflict and contact between humans and wildlife.

## Energy Efficiency

Through policies and effective planning, the Town of Buckeye strives to reduce the need for energy resources including the production of energy that generates pollution.

### **Energy Efficiency Strategies:**

- Consider energy conservation when selecting building materials and construction practices.
- Pursue the use of renewable energy sources (e.g., solar) and encourage these sources to be incorporated into private and public developments.
- Develop and implement an energy conservation policy plan.
- As growth and development occurs, explore strategies to minimize the impacts of the urban heat island on the Planning Area.
- Encourage the use of shade trees and landscaping as well as building materials and colors should be encouraged to reduce heat absorption in developments.

## Noise and Lighting

Noise from roadways, the airport, and other land uses as well as the glare from lighting can impact residents' enjoyment of daily activities. The Town is dedicated to limiting the impact of and mitigating these negative elements.

### **Noise and Lighting Mitigation Strategies:**

- Develop and implement an ordinance or guidelines to minimize the impacts of glare by adopting and implementing a dark sky ordinance.
- Implement noise mitigation strategies through careful site planning and policy development.
- Consider noise and lighting implications when locating land uses.
- Evaluate future roadway improvements to determine noise implications and appropriate noise mitigation measures such as noise walls, landscape buffers, and materials that soften road noise.
- Implement a comprehensive commercial and industrial lighting ordinance or guidelines to be done to better control lighting levels with new developments.

# CHAPTER 8: WATER RESOURCE ELEMENT

*The world is round and the place which may seem like the end may also be  
the beginning.  
- Ivy Baker Priest*

## OVERVIEW

The Water Resources Element addresses the potential water demands and supplies for the Town of Buckeye Planning Area. A long-range water resource planning process began in November 2004 with the inception of the Lower Hassayampa Sub-Basin Hydrologic Study and Computer Modeling project (the Lower Hassayampa Model). The area covered by the Lower Hassayampa Model includes 1,665 square miles of land, including the Lower Hassayampa Groundwater Sub-Basin, a portion of the West Salt River Valley Groundwater Sub-Basin and surrounding mountains. The project was completed in November 2006 by Brown and Caldwell, and is currently being updated with more recent water demand information. The project was commissioned by the Town of Buckeye and landowners located within the Lower Hassayampa Sub-Basin to better understand the groundwater resources of the Lower Hassayampa Sub-Basin and a portion of the West Salt River Valley Sub-Basin. The Lower Hassayampa Model will be used during the long-range water resource planning process. The purpose of the long-range water resource planning process is to ensure that the growing water demand will continue to be met. Currently, the Town of Buckeye relies entirely on groundwater, but the long-range water resource planning process will identify other potential water solutions including reclaimed wastewater, Central Arizona Project water, and irrigation water provided by the Buckeye Water and Conservation District and the Roosevelt Irrigation District. In addition, groundwater pumped by the Buckeye Water and Conservation District from the Buckeye Waterlogged Area water designated by the Arizona Department of Water Resources (ADWR) could be considered to be an additional source of water, if it can be economically treated.

The Town of Buckeye Planning Area reportedly constitutes approximately 595 square miles, or 380,800 acres. Much of this area lies within the Lower Hassayampa Sub-Basin, but a large portion also lies within the West Salt River Valley Sub-Basin, the Gila Bend Basin, and the Rainbow Valley Sub-Basin.

**Note:**

Population and dwelling unit projections in the *Chapter 3: Land Use Element* are lower than projections in this analysis. But when it comes to this precious resource – water – it is prudent to estimate on the high side of need.

Chapter 3, Land Use Element, describes the potential land use classifications and the amount of acres for each class. The Town of Buckeye assumes a Persons per Household Unit (PPHU) factor of 2.7 for each dwelling unit. In addition, the Town of Buckeye assumes an average dwelling unit (DU) density ranging from very low (0.5 DU per acre), low (2 DU per acre), medium (4.5 DU per acre), medium-high (8 DU per acre), to high (12.5 DU per acre) in Table 8-1 to project water demands.

To understand the water resources challenges, following is a table (Table 8-1) of estimated water demands using various planning densities. This projection is simply to provide a relative understanding of the water resources demand potential. There is a significant amount of open space and how that open space is landscaped has a large impact on the overall water demand.

The actual water demand per unit may vary. For residential uses, the water demand is calculated based upon gallons per capita per day (GPCD) which accounts for indoor and outdoor residential water uses, plus non-residential uses which support residents. A water demand factor of 2.25 acre-feet per acre is used for commercial and industrial properties. A water demand factor of 2.5 acre-feet per acre is used for mixed business use properties.

To show the potential benefit of conserving water, Table 8-1 provides the projected water demands using both ADWR's current GPCD for the Town and a lower GPCD of 125, which is the Town's conservation goal. Furthermore, to make it easier to segregate where water demands are occurring, there are four tables provided: one for the residential demand acreages, a second for commercial and industrial water demands, and a third for mixed water use projections, and a fourth for master planned communities. Taken together, the four tables in total represent a comprehensive projected water demand based upon the Land Use Element designated acreages.

**Figure 8-1: Residential Water Demand Projections\***

Density Units/Acre	PPHU	Population	ADWR GPCD	AF/Yr Using ADWR GPCD	Town's GPCD Goal	AF/Yr Using Town's GPCD Goal
Very Low	2.7	36,788	169.93	7,002.93	125	5,151.33
Low	2.7	300,642	169.93	57,229.91	125	42,098.15
Medium	2.7	816,665	169.93	155,459.53	125	114,355.55
Medium						
High	2.7	176,412	169.93	33,581.61	125	24,702.53
High	2.7	121,743	169.93	23,174.88	125	17,047.37
<b>Totals</b>	<b>2.7</b>	<b>1,452,250</b>	<b>169.93</b>	<b>276,448.86</b>	<b>125</b>	<b>203,354.93</b>

**Figure 8-2: Commercial and Industrial Water Demand Projections\***

Commercial and Industrial Acres	Water Demand Factor AF/acre	Total Projected Annual Water Demand
33,955.1	2.25	76,398.98

**Figure 8-3: Mixed Business Use Water Demand Projections\***

(combines land use classification demands)

Total Acres	Water Demand AF/acre	Total Projected Annual Water Demand
16,694.1	2.5	41,735.25

**Figure 8-4: Master Planned Communities Water Demand Projections\***

(combines land use classification demands, and uses ADWR's GPCD Goal of 169.93)

Master Planned Community	Total Acres	Density Equivalent	PPHU	Population	AF/Yr
Verrado	8,800	1.6	2.7	30,413	5,789.39
Festival Ranch	10,105	2.4	2.7	52,384	9,971.77

Combining the projections for Figures 8-1 to 8-4\* yields a total water demand projection of 477,380.09 acre-feet per year using ADWR's GPCD for the Town. However, the water demand

\* These figures were updated November 16, 2007, and may not match land use calculations in Chapter 3 which were updated November 30, 2007.

projection can be reduced to 337,250.32 acre-feet per year by conserving water when using the Town's GPCD conservation goal of 125. Sustainable groundwater pumping demands predicted by the Lower Hassayampa Model Update (Brown and Caldwell, 2007) in the year 2105 total approximately 380,000 acre-feet. Assuming a sustainable groundwater supply of 380,000 acre-feet per year, groundwater supplies in the Lower Hassayampa Sub-Basin and adjacent West Salt River Valley Sub-Basin may meet approximately 80% of the total water demands, if a total water demand of 477,380.09 acre-feet per year is reached. However, there are additional groundwater supplies in the Gila Bend Basin and Rainbow Valley Sub-Basin that can be used to meet the water demands in these areas, but the quantity of these groundwater supplies will not be assessed until late 2008 or later. Consequently, it is very important for the Town to conserve water and to acquire water supplies in addition to groundwater.

The Town intends to use the Central Arizona Groundwater Replenishment District (CAGR) as an "insurance policy" in case the volume of effluent or other water that is recharged does not meet the replenishment goal for a particular year. Initially, the Town may need to rely upon the CAGR for replenishment. However, as soon as practical the Town intends to recharge the maximum amount of effluent and Central Arizona Project water to avoid any CAGR obligation. The Town has a Recharge Ordinance that stresses the importance of recharging. In the Buckeye Waterlogged Area, where groundwater is encountered at depths ranging from 5 to 50 feet, recharging may not always be practical without causing the water table to rise too close to the ground surface. However, the effluent can be reused for non-potable purposes in the Waterlogged Area to reduce pumping of potable groundwater, or the effluent can be transported to recharge facilities located outside of the Waterlogged Area. In areas north of I-10 where groundwater is at a depth of 100 feet or more, such as at the Tartesso Water Reclamation Facility recharge basins, recharging treated effluent should be a practical method to replenish the aquifer.

## STRATEGIC DIRECTION

**T**he Groundwater Management Act (GMA) requires that renewable water supplies must be developed to offset groundwater pumping that occurs in excess of natural or artificial recharge as required by the Phoenix Active Management Area's (AMA) goal of "Safe Yield" by the year 2025. As a result, Buckeye will need to pursue the development of existing and new renewable supplies while constructing the infrastructure needed to treat and deliver water to new residents and businesses.

### Water Logged Area

As much as 30,000 acre-feet of groundwater per year is pumped by the Buckeye Water and Conservation District from dewatering wells located in the Buckeye Waterlogged Area to allow crops to be grown. Without this pumping, the groundwater table would rise to within a few feet of the ground surface, the fields would not drain, and traditional crops could not be grown. The Town of Buckeye plans to explore how groundwater pumped from the dewatering wells may be used as a water supply. Currently this water is exempt from ADWR withdrawal fees and conservation requirements. This could provide an additional groundwater source, if this water can be acquired by the Town of Buckeye and treated for potable and/or industrial uses at a reasonable cost.

The treatment of high TDS water wastes water and produces a brine concentrate which must be disposed. Future technological advances are expected to provide a cost effective method to reduce TDS while reducing water waste and brine disposal challenges.

**Water Logged Area Strategy:**

- These issues will be addressed in a Water Master Plan which will cover the entire planning area.

## Potable Water Providers

The Buckeye Planning Area contains several private water companies of varying sizes. These include Arizona-American, Arizona Water Company, several small companies held by Global Water Resources, and perhaps one or two others. While the intent of the Water Resources Element is to address water supplies for the entire Planning Area, Buckeye cannot force private water companies to implement strategies that Buckeye may need or want to facilitate the responsible development and management of water resources in these other service areas. Cooperation between the Town of Buckeye, the private water companies, neighboring communities, and the regulatory community will be essential for the continued growth and prosperity of the Town of Buckeye.

**Potable Water Strategy:**

- Ensure the Town of Buckeye is a key driver in regional water resources planning and management efforts.

## Interconnection and Strategic Location of Water Campuses and Maintenance Yards

The Town's goal is to interconnect each individual water system to form a single water system. This will provide redundancy and minimize the potential for service interruption. Strategic locations should also be chosen for water campuses, water treatment facilities, and Public Works or water facility maintenance yards.

**Water Campus and Maintenance Strategy:**

- These issues will be addressed in a Water Master Plan which will cover the entire planning area.

## Recharge Ordinance

The Town adopted a recharge ordinance in November, 2006, which emphasizes the vital importance of recharge and reuse of reclaimed water. Under the ordinance, the Town owns effluent generated by the water reclamation facilities within the Town's planning area, and this will enable the Town to determine the most beneficial use of the effluent. The primary goal of the ordinance is to ensure that the aquifer is recharged to the maximum extent practical in the areas of groundwater pumping. A secondary goal of the ordinance is to require the reuse of effluent to

reduce groundwater pumping, and to minimize the use of groundwater for construction water, turf and landscape irrigation, and industrial purposes. An additional goal of the ordinance is to require beneficial use of the effluent and to avoid the non-beneficial discharge of effluent.

## Reclaimed Water

One growing water supply exists...reclaimed wastewater. A few of the beneficial uses for reclaimed water include irrigation of turf and low water use landscaping, and construction water for dust control, soil grading and compaction, and the mixing of concrete. However, proper planning is necessary to ensure the efficient use of this resource and to overcome the following challenges:

- Large-scale use of reclaimed water construction water or direct exterior water use requires a network of piping to deliver the reclaimed water. The installation of this piping network can be costly if it is not completed at the same time that the rest of the utilities are installed.
- Direct exterior water use, such as landscaping, has a very seasonal aspect with summer peaks usually exceeding the rate of reclaimed water production, and winter resulting in excess reclaimed water supplies. Therefore, excess reclaimed water must be delivered to recharge facilities during the winter months.
- Direct exterior water use may encourage the use of high water use landscaping. While this may be desirable for parks and other areas where large groups may congregate for recreation, it changes the character of the environment of the Planning Area. Therefore, the availability of reclaimed water should not lead planners and developers to overlook the need to promote low water use landscaping and natural desert open areas which conserve water.
- Direct interior reclaimed water use is a water conservation mechanism, but it is costly requiring dual plumbing to be installed in commercial, industrial, and even residential buildings. In addition, public health safety issues exist due to the potential for cross-connection with potable water piping.

Alternatives are to investigate the use of reclaimed water as an additional amenity in and of itself by placing the water in large impoundments, flowing channels, and wetlands, all ultimately leading to recharge facilities (underground storage facilities). Other alternatives can include (to ensure that the agricultural economy is preserved to the extent possible) trading reclaimed water to agriculture for treatable drinking water supplies. To reduce the demand for water, and retain economic yields, controlled environment agriculture can be deployed to create urban islands of agriculture.

### **Reclaimed Water Strategy:**

- Explore alternatives for the use of reclaimed water.

# Irrigation Districts

Reclaimed water and other irrigation water provided by the Buckeye Water and Conservation District and the Roosevelt Irrigation District via canals are important water sources because they reduce groundwater pumping by the Town for landscape irrigation. Currently, residences and parks in the historical area of the Town, and the Town cemetery are irrigated by water provided by the Buckeye Water and Conservation District and the Roosevelt Irrigation District.

## **Irrigation District Strategies:**

- Continue and expand landscape irrigation using reclaimed water and other irrigation water provided by the Buckeye Water and Conservation District and the Roosevelt Irrigation District.
- Explore the possibility of using reclaimed water and other irrigation water provided by the Buckeye Water and Conservation District and the Roosevelt Irrigation District for construction water.

# Water Treatment

Initially, the Town desires to utilize blending, instead of treatment equipment, to reduce undesirable levels of TDS which exceed the Town's Standard. The Town will also utilize blending for fluoride concentrations which exceed the EPA Secondary Maximum Contaminant Level (MCL) but are below the EPA Primary MCL.

## **Water Treatment Strategy:**

- Blending is the preferred treatment option due its low cost and ease of implementation. However, in instances where arsenic, nitrates, or fluoride exceed the Town's Standard (80% of the EPA Primary MCL) cost-effective groundwater treatment will be required, if the water is to be used for potable supplies.

# Central Arizona Project

The Town of Buckeye currently has a CAP allocation of 406 AF in the year 2007, but this allocation will decline each year until it reaches 25 acre-feet in the year 2034, the last year of the current CAP subcontract.

The Town will continue to pursue additional CAP water allocations to reduce dependency on groundwater supplies. The Town will consider using the additional CAP water allocations for direct use, municipal water supplies after treatment, and recharge of the aquifer in the areas of groundwater pumping.

## **CAP Strategies:**

- Obtain excess CAP water which may be available from CAP from year to year. Although this water may not be consistently available, it could be used for construction water or golf course irrigation for portions of the Town near the CAP canal.

- Excess CAP water could also be recharged at the Tonopah Desert Recharge Project and used to offset a portion of the Town's CAGRDR replenishment obligation. Purchasing this water for recharge is currently less expensive than paying CAGRDR to replenish an equal volume of water.
- Compete for the reallocation of non-Indian agricultural (NIA) CAP water which is expected to become available after January 1, 2010. ADWR will conduct an in-depth public input process to develop criteria for the CAP NIA reallocation. Following the development and adoption of the criteria, ADWR will circulate a statewide request for letters of interest from water providers that wish to be considered for an allocation. ADWR anticipates that the process to develop the CAP NIA reallocation criteria may begin sometime during 2008. At this time the final amount of water that will be available for reallocation is not known. Due to the limited availability of unallocated CAP water, ADWR expects the process will be very competitive. If a long-term CAP allocation can be obtained, the possibility of installing a surface water treatment facility near the CAP canal will be explored.
- Explore the possibility of using the CAP canal to transport water from the Butler Valley Water Ranch to portions of the Town near the CAP canal.

## MEETING FUTURE GROWTH WATER DEMANDS

Currently the Town of Buckeye relies entirely on groundwater for its water supplies. Groundwater will continue to provide a significant portion of the Town's water supplies for the next 100 years. Although the Town's water needs could be met by groundwater supplies alone for several decades, the Town must reduce its dependency on groundwater and acquire other water supplies to meet the demands of future growth.

A good starting point to reduce reliance on groundwater can be dictated by economics. Currently the CAGRDR replenishment obligation is 67 percent, meaning that 67 percent of the groundwater pumped from the aquifer must be replenished by recharging. If the Town's goal of recharging treated effluent equal to 30 percent of the total groundwater pumped each year (or reusing effluent to reduce pumping by 30 percent) is met, that would still leave a replenishment obligation of 37 percent which is not met. Therefore, as a starting point to reduce reliance on groundwater, the Town's initial goal should be to acquire additional water supplies to make up for the 37 percent replenishment obligation which is not met. Otherwise, the Town must pay CAGRDR to replenish the other 37 percent of the water pumped. This is not desirable due to the cost (currently the CAGRDR charges \$240 per acre-foot to replenish the aquifer, whereas the Town can recharge effluent or water purchased from the CAP for less than half the cost). In addition, the CAGRDR replenishes the aquifer at designated recharge facilities but these recharge facilities are not currently located where pumping will occur in the Buckeye Planning Area. Without replenishment in the area where pumping occurs, pumping may lower the groundwater table to an unacceptable depth, resulting in excessive electrical costs to lift (pump) groundwater to the surface. In addition, some wells may go dry, requiring new wells to be drilled at substantial costs. Finally, a reduction in groundwater quality may result (poorer quality groundwater is often found at greater depth within the Town's planning area), resulting in additional costs to treat the water. To offset these undesirable economic impacts, the Town plans to recharge treated effluent or CAP water in areas where pumping will lower the groundwater table.

As a starting point, the Town plans to explore acquiring additional water supplies equivalent to 37 percent of the total groundwater pumped. These supplies may include:

- **Reclaimed Water:** If the Town exceeds its goal of recharging or reusing treated effluent equal to 30% of the total water pumped, the additional reclaimed water can be considered an additional water resource. However, the availability of additional reclaimed water should not lead planners and developers to overlook the need to promote low water use landscaping and natural desert open areas which conserve water. The primary use of the reclaimed water should be to recharge the aquifer in the areas of groundwater pumping. A secondary use of the reclaimed water should be to reduce groundwater pumping, and to reduce the use of groundwater for construction water, turf and landscape irrigation, and industrial purposes.
- **CAP Water:** Potential future sources of CAP water may include: Excess CAP water; Non-Indian Agricultural (NIA) CAP water; and, water from the Butler Valley Water Ranch which may be transported via the CAP canal. Although Excess CAP water may not be consistently available, it could be used for construction water or golf course irrigation for portions of the Town near the CAP canal. Excess CAP water could also be recharged at the Tonopah Desert Recharge Project. The Town would be required to compete for the reallocation of non-Indian agricultural (NIA) CAP water which is expected to become available after January 1, 2010. The volume of NIA CAP water that will be available is unknown at this time and the process is expected to be very competitive. If a long-term NIA CAP allocation can be obtained, the possibility of installing a surface water treatment facility near the CAP canal can be explored. The potential for using the CAP canal to transport water from the Butler Valley Water Ranch to portions of the Town near the CAP canal should also be explored.
- **Irrigation Districts:** Reclaimed water and other irrigation water provided by the Buckeye Water and Conservation District and the Roosevelt Irrigation District via canals are important water sources because they reduce groundwater pumping by the Town for landscape irrigation. Currently, residences and parks in the historical area of the Town, and the Town cemetery are irrigated by water provided by the Buckeye Water and Conservation District and the Roosevelt Irrigation District. The Town plans to explore the possibility of expanding irrigation using reclaimed water and other irrigation water provided by the Buckeye Water and Conservation District and the Roosevelt Irrigation District. The Town also plans to explore the possibility of using reclaimed water and other irrigation water provided by the Buckeye Water and Conservation District and the Roosevelt Irrigation District irrigation districts for construction water.
- **Water from the Buckeye Waterlogged Area:** As much as 30,000 acre-feet of groundwater per year is pumped by the Buckeye Water and Conservation District from dewatering wells located in the Buckeye Waterlogged Area to allow crops to be grown. The Town plans to explore how this groundwater may be acquired and used as a water supply. Currently this water is exempt from ADWR withdrawal fees and conservation requirements. However, this water is high in TDS and treatment to reduce high TDS concentrations wastes water and produces a brine concentrate which must be disposed. Future technological advances are expected to provide a cost effective method to reduce TDS while reducing water waste and brine disposal challenges.

# CHAPTER 9: COST OF DEVELOPMENT ELEMENT

*Are we willing to give up some things we like to do, to move on to those things we must do?*

*-Satanig St. Marie*

## OVERVIEW

**B**ased on the projected number of dwelling units and population for the Town of Buckeye at build-out, literally hundreds of millions of dollars will be spent to install basic infrastructure to provide services to the community's residents. The majority of these costs will be for the provision of water, wastewater, drainage/flood control, and roadway facilities.

In addition to these basics, fire, emergency management services, and police protection will be required, recreation facilities developed, open space preserved, and the general government and public works operations expanded to manage the spectrum of service delivery activities.

The cost to bring infrastructure and services on line is only the beginning. Operating, maintaining, and renovating facilities will require significant long-range funding.

The Cost of Development Element is mandated by the State of Arizona's Growing Smarter legislation and is required to include the following components:

1. A component that identifies various mechanisms allowed by law that can be used to fund and finance additional public services necessary to serve the development, such as bonding, special taxing districts, development fees, in lieu fees, facility construction, dedications, and service privatization.
2. A component that identifies polices to ensure that any mechanisms that are adopted by the municipality under this element result in a beneficial use to the development, bear a reasonable relationship to the burden imposed on the municipality to provide additional necessary public services to the development, and are otherwise imposed according to law.

## Issues

The following issues were identified in analyzing development costs for build-out of the Planning Area:

- Continually identifying and prioritizing needs in a large, rapidly growing community through the facilities master planning process and CIP programming
- Identifying, quantifying, and addressing the cumulative impacts of developer funded infrastructure systems
- Maintaining an effective and balanced impact fee structure
- Connecting infrastructure between CMPs

- Infill of infrastructure between CMPs
- Building redundant service facilities to minimize service disruption/failure
- Financing new satellite facilities
- Financing transportation infrastructure connections
- Maintaining appropriate user fees and on-going funding to ensure long term operation and integrity of infrastructure systems
- Coordinating and cost sharing with private service providers and districts
- Open space preservation and financing
- Comprehensive water planning and financing

## FUNDING OPTIONS

The following table outlines the most common municipal funding options available within the state of Arizona. The Town of Buckeye should continuously be examining additional funding sources and the development of unique governmental and non-governmental partnerships in order to fund needed projects and services.

Option	Description	Buckeye's Position/Opportunities
<b>General Fund</b>	Fund used to finance town operations not specifically assigned other funding	There are no limitation on the expenditure of General Fund revenues
<b>Transaction/Sales Tax</b>	Taxes paid on retail sales activities within the municipality's corporate boundaries. Can be used for most types of municipal expenditures	Buckeye's current transaction tax rate is 2 percent on general sales activity and 3 percent on construction related activity. 1 percent of the construction sales tax is dedicated to for transportation related projects. These rates are fairly common in the Phoenix Metropolitan Area
<b>Property Tax</b>	Tax based on the assessed valuation of property within the municipality's corporate boundaries. Can be used for most types of municipal expenditures	Buckeye currently has a primary property tax with the tax rate dropping to historical lows in the last few budget years
<b>Intergovernmental Transfers</b>	Revenues received from state and federal sources. Some funds are not encumbered and others must be used for specific purpose	Buckeye receives State Shared Revenues and Highway User Revenue Funds based on population. Under current laws, this funding source should increase significantly based on anticipated population growth.
<b>User Fees</b>	Charged for the actual cost of providing services. Usually set at the discretion of the community's leadership. May fund operating and capital expenditures	Buckeye uses fees to cover basic operating costs of providing services such as water and solid waste collection. The town has also begun to establish future capital and emergency repair funds

<b>Option</b>	<b>Description</b>	<b>Buckeye's Position/Opportunities</b>
<b>Franchise Fees</b>	Taxes levied on services provided by private entities such as electric power and telecommunication services	Buckeye currently levies Franchise Fees
<b>Activity Related Taxes</b>	Includes hotel occupancy taxes, taxes on rental cars, and other specific purposes. Can be used for most municipal expenditures	Buckeye currently treats these transaction the same as retails sales with the 2 percent transaction tax
<b>Development Impact Fees</b>	Fees imposed upon developers on a one-time basis to cover specific costs/impacts of the development	Buckeye currently imposes impact fees for General Government, Library, Recreation and Open Space, Police, Fire and EMS, Transportation, Public Works Facilities, Water, Wastewater, and Flood Control
<b>General Obligation Bonds</b>	Borrowing instruments that are backed by the full taxing authority of the municipality. State law limits the amount that can be finance using this tool	The Town of Buckeye is nearly bonded indebtedness free and has nearly all of its bonding capacity available under state law
<b>Revenue Bonds</b>	Borrowing instruments that are backed and repaid by a future revenue source	The Town currently has approximately \$29 million of outstanding revenue bonds
<b>Community Facilities Districts</b>	Specific areas that have a special financing mechanism (such as bonds to be repaid by local assessments) to fund infrastructure or services within the district	The Town of Buckeye currently uses Community Facilities Districts
<b>Development Agreements</b>	Agreements between the municipality and property owner/developer that may require the installation of infrastructure or dedication of land as a condition of development	The Town of Buckeye uses this concept extensively through in Community Master Plan process
<b>Improvement Districts</b>	Allow the assessment of the costs of municipal improvements to benefiting properties. Formed at the request of benefiting properties and require of these properties being assessed. It can be used to finance public infrastructure for new development.	The Town of Buckeye can use this technique for a variety of public infrastructure.
<b>Low Interest Loans and Grants (Federal and State)</b>	Typically limited to renovating existing infrastructure.	The Town of Buckeye should continue to explore this source of funding.
<b>Partnerships</b>	Financial, infrastructure development, and shared use agreements between public and/or private entities and the municipality	Buckeye should explore and implement all viable options

Option	Description	Buckeye's Position/Opportunities
<b>Other Financing Methods</b>	More consumer market type financing methods are available such as lease purchase agreements and Certificates of Participation. Similar to a bank loan, the tools allow for buildings or equipment to be purchased and paid off over time either culminating in ownership or turn back of the asset. This financing typically does not count against debt limits	The Town of Buckeye currently uses this funding mechanism
<b>Privatization</b>	Provision of municipal type services by a private sector entity. Common in Arizona with water and refuse collection services	There are several private water companies serving the community and the town contracts with a private sector firm for refuse collection

## STRATEGIC DIRECTION

As many communities grow, they inherit areas that have been previously developed and are obligated to bring those areas up to current municipal standards – a costly and time consuming pursuit. Buckeye has wisely annexed areas with little or no existing infrastructure needs and with annexation agreements that specified developer infrastructure funding responsibilities up front.

The Town has also wisely instituted a development impact fee ordinance early in its growth cycle and continues to update and monitor the effectiveness of the impact fee process.

With all of the positive policies that have been implemented in regard to infrastructure financing, there is a tendency to sit back and assume that everything has been taken care of. This would be a mistake. The complexity of developing a comprehensive system of providing coordinated and effective services in an area this large is practically unprecedented.

Tying together the complex network of Town-provided municipal services, private providers, and community facilities districts will require the highest level of planning and engineering and the most creative financing efforts. The Town will ensure the systematic expansion and maintenance of community facilities and services to meet current and future demand in a cost-effective and equitable manner. To achieve this objective, the Town will do the following:

- Use the annually updated Capital Improvements Plan to identify, quantify, and prioritize capital expenditures (including maintenance costs) and to serve as a basis for other financial planning tools.
- Regularly update planning tools and ordinances such as the Development Impact Fee Ordinance and Facilities Master Plans (general government, public works, water, wastewater, draining, transportation, airport, public safety, fire/emergency services, library, open space, parks and recreation) to reflect changes and escalating construction and maintenance costs.

- Identify and implement strategies to connect Community Master Plan/Community Facilities District (CMP/CFD) facilities and use these connections to provide infrastructure to infill areas and provide redundant service delivery facilities.
- Leverage funding of facilities and infrastructure by jointly working with other agencies, such as the Flood Control District of Maricopa County.
- Maintain a comprehensive policy to outline demands, locations, and types of satellite service facilities needed throughout the Planning Area.
- Conduct periodic national and international peer city analysis to identify best practices for infrastructure development, maintenance, and financing.
- Conduct periodic fee studies to ensure all costs are covered and to maintain solvency and health of Business Type Funds (this is the Town of Buckeye's term used in its annual budget for enterprise funds which are intended to be self sustaining funds, i.e. charges for services cover the costs of providing the services).

Managing a cost effective public infrastructure use program is difficult and expensive in light of rapid change and escalating construction and maintenance costs, but the commitment to this effort cannot be lost. Loss of this commitment will have disastrous financial implications.

In addition to maintaining the right tools, Buckeye must employ the best practices being used from around the country. Innovative ways to provide and finance services should regularly be explored and analyzed for applicability.

Buckeye must also coordinate and cooperate effectively with partners and stakeholders. There is more regional comprehensive planning occurring in the Buckeye Planning Area than at any other time. Joint funding and new financial alternative opportunities will result and Buckeye must be poised to act.

By working collaboratively with the development community and regional partners and having sound planning and technical documents and policies in place, the Town of Buckeye will be successful in ensuring that new growth pays for itself in a fair and equitable way without burdening existing residents.

# CHAPTER 10: PLAN IMPLEMENTATION

## OVERVIEW

The test of any plan is the success of its implementation. The **Buckeye General Plan** is not intended to be the final word in how the community develops and redevelops. Instead, the Plan provides guidelines and a framework for decision-making. The purpose of this chapter is to present how the Plan should be kept up-to-date. According to state law, the Town of Buckeye is required to maintain the General Plan and ensure that any zoning that occurs is in compliance with the Plan.

The following actions will be taken to ensure that the **Buckeye General Plan** remains relevant:

- Regularly review and monitor the Plan.
- Periodically amend the Plan upon careful review of cumulative impacts.
- Report annually to the Town Council on the status of the Plan and progress toward implementation.
- Continually communicate and educate the public and landowners about the Plan.
- Solicit public/private assistance in implementing the Plan.

## GENERAL PLAN REVIEW AND UPDATE

Arizona state law requires the Town of Buckeye to adopt the **Buckeye General Plan** by resolution of the Town Council. The Town Council must approve the adoption of the Plan by at least two-thirds majority vote. Additionally, the Plan must be “ratified” by the general public at a municipal election. The **Buckeye General Plan** is deemed ratified once a simple majority of the voting public has voted in favor of the document. If the general public does affirmatively pass the Plan, the current General Plan document will remain in effect until a new Plan (or the same document) is submitted and ratified by the community.

State law also requires that the General Plan be submitted to the general public for approval at least once every ten years. This can be the same document or an updated document depending on the needs and desires of the Town of Buckeye. The purpose of this requirement is to provide the Town of Buckeye the opportunity to evaluate the Plan’s effectiveness and make the necessary amendments to respond to changes that might be occurring within the community. However, with regular monitoring of the **Buckeye General Plan**, Town staff, Development Board, and Town Council might determine that the Plan should be updated sooner than required. The state statutes allow that to occur, but the adoption and ratification requirements must be followed.

Prior to the adoption of the **Buckeye General Plan** and any amendments, state law mandates that the Plan or amendment be submitted for review at least 60 days prior to the Plan or amendment

being adopted by the Town Council. The Town shall submit a review copy to the following agencies:

- The planning agency of the county in which the municipality is located (Maricopa County Planning Department)
- Each county or municipality that is contiguous to the corporate limits of the municipality or its areas of extraterritorial jurisdiction
- The regional planning agency within which the municipality is located (MAG)
- The Department of Commerce or any other state agency that is subsequently designated as the General Plan agency (Arizona Department of Commerce)
- Any person or entity that requests in writing to receive a copy of the review Plan or amendment

The Town of Buckeye may choose to send a review copy to other agencies such as the Flood Control District of Maricopa County, BLM, school districts, and/or entities that may be impacted.

The Development Board must hold at least one public hearing prior to the adoption or re-adoption of the **Buckeye General Plan** prior to forwarding their recommendation of approval to the Town Council. The Town Council must then hold at least one public hearing prior to adoption or re-adoption of the Plan. The Town Council will then call for the election to allow the citizens to ratify the **Buckeye General Plan**. The Town of Buckeye is required to provide adequate public notices prior to the public hearings and adoption of the Plan in accordance with state and Town regulations.

## Amending the General Plan

The statutory requirements that guided the creation of the **Buckeye General Plan** must be followed in amending the Plan. Over time, community conditions and Town requirements will change necessitating that the Plan be amended. It is not the intent of the amendment process to allow changes to occur in a haphazard fashion but to provide the parameters for the Development Board and Town Council to evaluate and approve amendments. Private individuals or the Town of Buckeye can initiate a General Plan amendment. This applies to any proposed changes to CMPs.

Arizona Revised Statutes, Section 9-461.06 outlines the provisions for amending the **Buckeye General Plan**. As with the creation of the Plan, the Town of Buckeye must adopt written procedures to provide for “effective, early, and continuous” public involvement for amending the Plan. These procedures should provide for the following:

- Broad dissemination of proposals and alternatives
- Opportunity for written comments
- Public hearings after effective notice

- Open discussions, communications programs, and information services
- Consulting with and advising public officials and agencies (Maricopa County, school districts, MAG, public land management agencies, appropriate government agencies, and property owners and citizens) to ensure maximum coordination of plans

*Major Amendments* are changes to the **Buckeye General Plan** that represent a substantial alteration of the Town’s land use mixture or balance as established in the Town’s existing General Plan Land Use Element. A major amendment to the **Buckeye General Plan** is defined as any proposal that meets any of the following criteria:

1. Any change in a residential land use classification to a non-residential land use classification of 40 or more contiguous acres.
2. Any two-step change in commercial or employment land use classifications of 20 or more contiguous acres.

Example: Neighborhood Commercial to Regional Commercial; or Professional Office Employment to Industrial (see Chapter 3: Land Use Element)

3. Any change in commercial or employment land use classifications of 20 or more contiguous acres to a residential land use classification.
4. Any deletion of a planned freeway, parkway, major arterials, or major collector roadways or any two step change in the functional roadway classification (see Chapter 5: Circulation).
5. An increase in density will be evaluated based on the following:

Affected Acres*	Percent Increase in Density **
0-10	50+
10.01 – 20	40+
20.01 – 40	30+
40.01 – 80	20+
80.01 – 160	15+
160.01 – 320	10+
320.01+	0***

\*Affected Acres refer to the acres affected by the change. All partial acres will be rounded to the next whole number.

\*\* Percent Increase refers to the percent of change in allowable density.

\*\*\* Any density increase affecting 320.01+ acres is deemed a major amendment

6. General Plan text changes that are in conflict with, or alter the goals and policies of the Plan.

In accordance with state law, the Town of Buckeye will consider major amendments to the **Buckeye General Plan** on a regular schedule once per year. Major amendment applications must be submitted to the Town of Buckeye Community Development Department on or before July 1 (or the next business day if July 1 falls on a weekend). The same procedures for the adoption of the General Plan must be used for all major amendments. Additionally, the amendment must be approved by affirmative vote of at least two-thirds of the members of the Town Council. A major amendment may not be enacted as an emergency measure by the Town of Buckeye. Unlike the General Plan adoption, major amendments do not have to be ratified by the citizens.

*Enhanced Minor Amendments* are intended to be used to bring about a greater level of conformance between the previously approved Community Master Plans (CMP) and the Town of Buckeye Circulation Element. An enhanced minor general plan amendment shall apply only in cases where land use may be appropriate as a direct response to a change in roadway classification reflected in the Town of Buckeye's Circulation Element.

The following constitute an Enhanced Minor Amendment:

1. In cases where an approved roadway classification or alignment is in conflict with the Circulation Element and the developer wishes to adjust land uses in the vicinity of the roadway, the Developer must submit a CMP amendment application with proposed land use changes. Only changes proposed in direct response to a roadway classification issue will be considered under this enhanced minor amendment process. The developer requesting the land use change must demonstrate a direct relationship between the roadway classification change and the land use change.
2. All such amendments to the CMP may be considered by the Town of Buckeye as enhanced minor amendments to the General Plan. Enhanced minor amendments shall be staff driven and shall be processed with a minor or major amendment to a CMP.

Land uses in the approved CMPs are provided in the General Plan Land Use map for information only. The individual CMP should be referenced for more specific information (see *Appendix, Approved Master Planned Communities as of October 2007.*)

*Minor Amendments* are changes to the **Buckeye General Plan** that do not fall under the "Major Amendment" criteria listed above. Additionally, the following also constitute a Minor Amendment:

1. Any one-step change in a functional roadway classification (either higher or lower)
2. Neighborhood shopping centers at arterial to arterial (or greater street classification) locations up to 20 acres
3. Any change in land use for 10 or more gross acres from one category to another (change in color or type of use)

Minor amendments may be submitted to the Town of Buckeye for consideration by a property owner or initiated by the Town's standard application. The Town of Buckeye has defined "Minor

Amendments” to the General Plan as text changes and corrections that do not compromise the intent or impact the substantive mixture and balance of the Land Use Plan.

Additionally, changes mandated by any new state laws shall follow the minor amendment procedures for review and adoption.

*Amendment Approval Criteria* for both major and minor General Plan amendments must address the following:

1. The recommended land use pattern identified in the Land Use Plan inadequately provides appropriate optional sites for use or change proposed in the amendment.
2. The amendment must constitute an overall improvement to the General Plan and will not solely benefit a particular landowner or owners at a particular point in time.
3. The amendment will not adversely impact a portion of, or the entire community by:
  - a. Significantly altering acceptable existing land use patterns, especially in established neighborhoods
  - b. Significantly reducing the housing to jobs balance in the Planning Area
  - c. Replacing employment with residential uses
  - d. Requiring additional and more expensive improvements to infrastructure systems and/or proximity to municipal facilities and/or services than are needed to support the prevailing land uses and which, therefore, may impact the level of service for existing and proposed developments in other areas
  - e. Increasing traffic (without mitigation measures) on existing roadways that negatively impact existing and planned land uses
  - f. Affecting the existing character (i.e., visual, physical and functional) of the immediate area
  - g. Increasing the exposure of residents to aviation generated noise, safety and/or flight operations
  - h. Diminishing the environmental quality of the air, water, land, or cultural resources
  - i. Significantly altering recreational amenities such as open space, parks, and trails

It shall be the burden of the party requesting the major or minor amendment to prove that the change constitutes an improvement to the **Buckeye General Plan** and that all goals and policies of the Plan are still met under the proposed amendment. In addition, all requests for a General Plan amendment shall include a statement of intent. It shall not be the burden of the Town of Buckeye to prove that an amendment should be approved.

# IMPLEMENTATION TOOLS

The key tools for implementation of the **Buckeye General Plan** are the goals and policies outlined in Chapter 2: Community Vision. These goals and policies provide the direction for the implementation of the General Plan. However, the Town of Buckeye has additional planning tools that can be used to ensure the Plan's implementation. These include, but are not limited to the following:

- Development Code
- Redevelopment Plans
- Development Agreements
- Specific Area Plans, Area Plans, and/or Master Plans
- Specialized Plans (e.g., Affordable Housing Plan)
- Town of Buckeye Strategic Plan
- Capital Improvement Plan
- Town Budget
- Development Impact Fees
- Bond Programs for New Facilities
- Density Transfers
- Joint Public/Private Cooperation
- County, Regional and State Plans
- Facility planning for transportation needs
- Trails and Rivers Plan
- Airport Master Plan
- Part 150 Noise Compatibility Study
- Wastewater Master Plan
- Water Master Plan

- Traffic Master Plan

The Community Development Department is charged with developing and refining implementation tools and techniques and, where appropriate, to bring these to the Town Council for approval.

## Zoning

Zoning regulations are intended to protect existing land uses and ensure that these uses are compatible with each other and with available public facilities and services, whereas the **Buckeye General Plan** describes only the conceptual intent for future development of the Town of Buckeye. The **Buckeye General Plan** is neither intended to change existing zoning regulations, nor to require approval of all development projects that conform to the Plan, in areas in which development is premature.

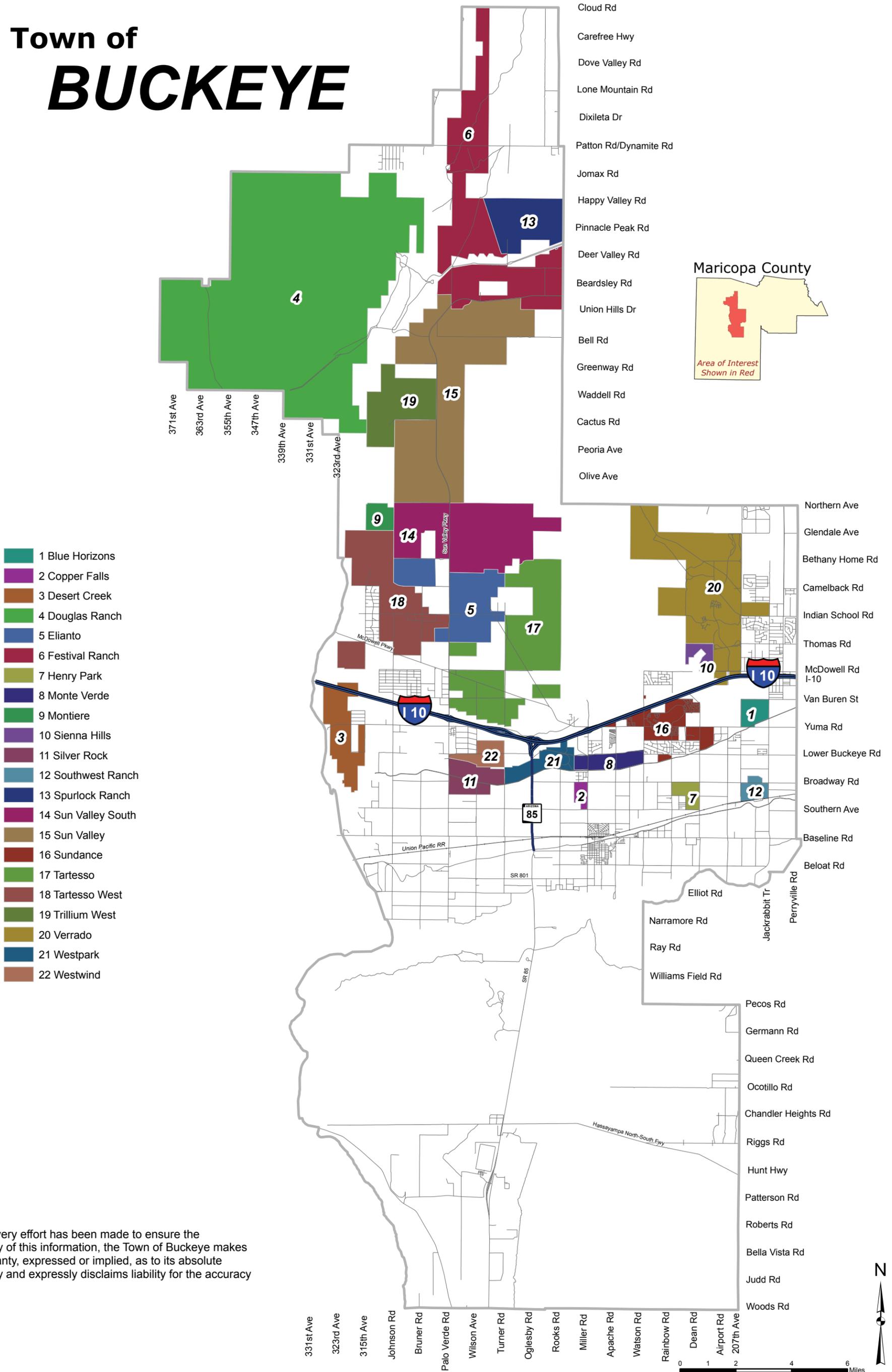
Rezoning is to conform to the intended future land use pattern shown on the Proposed Land Use Map and should occur only when economic, physical, social and other conditions will allow the proposed land use to be developed:

1. Within the capacities of existing or funded infrastructure and public facilities and services.
2. In a compatible manner with surrounding land uses.
3. To standards specified for and appropriate to the proposed land use.
4. In a way that furthers or helps achieve the goals of the Plan.

The Community Development Department should periodically review the Development Code and recommend amendments that implement these principles.

# Appendix: Approved Master Planned Communities as of October 2007

## Town of **BUCKEYE**



**Notes:**

While every effort has been made to ensure the accuracy of this information, the Town of Buckeye makes no warranty, expressed or implied, as to its absolute accuracy and expressly disclaims liability for the accuracy thereof.



# LIST OF ACRONYMS AND ABBREVIATIONS

ADMP	Area Drainage Master Plan
ADOT	Arizona Department of Transportation
ADWR	Arizona Department of Water Resources
AFB	Air Force Base
AMA	Active Management Area
APS	Arizona Public Service
ASLD	Arizona State Land Department
BLM	Bureau of Land Management
BNSF	Burlington Northern Santa Fe
BRT	bus rapid transit
CAGRDR	Central Arizona Groundwater Replenishment District
CAP	Central Arizona Project
CCTV	closed circuit television
CFD	Community Facilities District
CIP	Capital Improvement Plan
CMP	Community Master Plan
du/ac	dwelling units per acre
EPA	U.S. Environmental Protection Agency
ESDA	environmentally sensitive development area
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
GPCD	gallons per capita per day
GPS	Global Positioning System
HOV	high-occupancy vehicle
I-10	Interstate 10
ITS	intelligent transportation system
ITS-ICMS	Intelligent Transportation System Integrated Corridor Management System
LEED	Leadership in Energy and Environmental Design
LOS	level of service
MAG	Maricopa Association of Governments
MC	Maricopa County
MCDOT	Maricopa County Department of Transportation
MCL	Maximum Contaminant Level
PAPI	Precision Approach Path Indicator
PC	Planned Community
PPHU	persons per household unit
RPTA	Regional Public Transportation Authority
SR	State Route
SRP	Salt River Project
SWL	Single Wheel Loading
TDM	Transportation Demand Management
TDS	total dissolved solids
TFZ	Trade Free Zone

TMC	Traffic Management Center
TMS	transportation management system
TOD	Transit Oriented Design
UPRR	Union Pacific Railroad
US	United States Highway
USPLSS	United States Public Land Survey System
VORTAC	Very High Frequency Omni Directional Range Facility with Military Tactical Navigation Aid
vpd	vehicles per day
WAPA	Western Area Power Administration